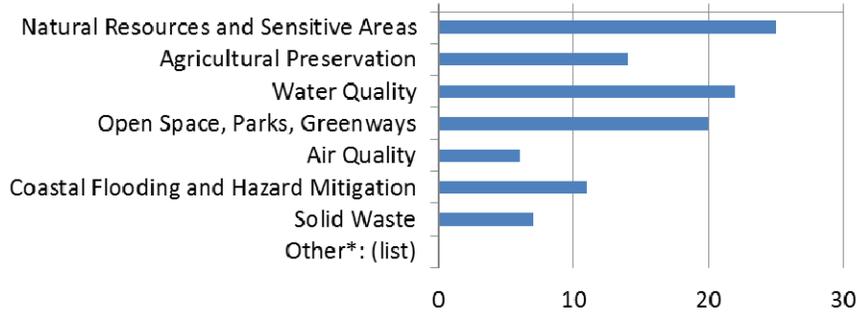


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Values and Topics Survey Results and Open Comments
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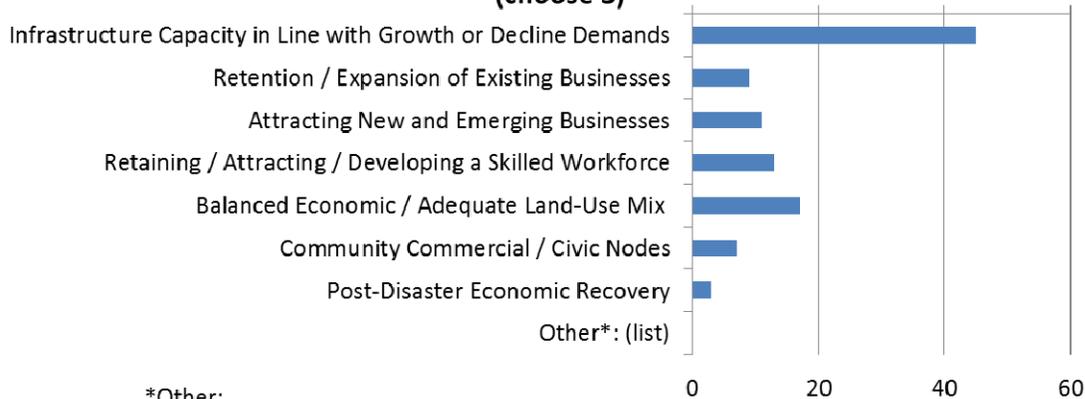
Topics Survey Results

**Planning for the Natural Environment
 (choose 3)**



- *Other:
- storm water management
 - watershed protection
 - cogeneration
 - Controlling modifications and variances within Critical Areas - P&Z needs more power in holding violators responsible (1 vote)

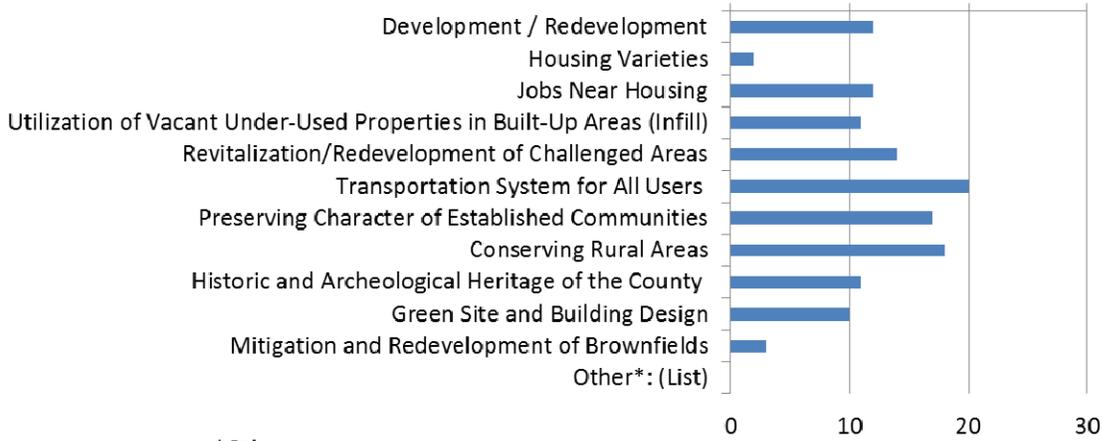
**Planning for the Healthy Economy
 (choose 3)**



- *Other:
- Switch local tax code to LVT (1 vote)

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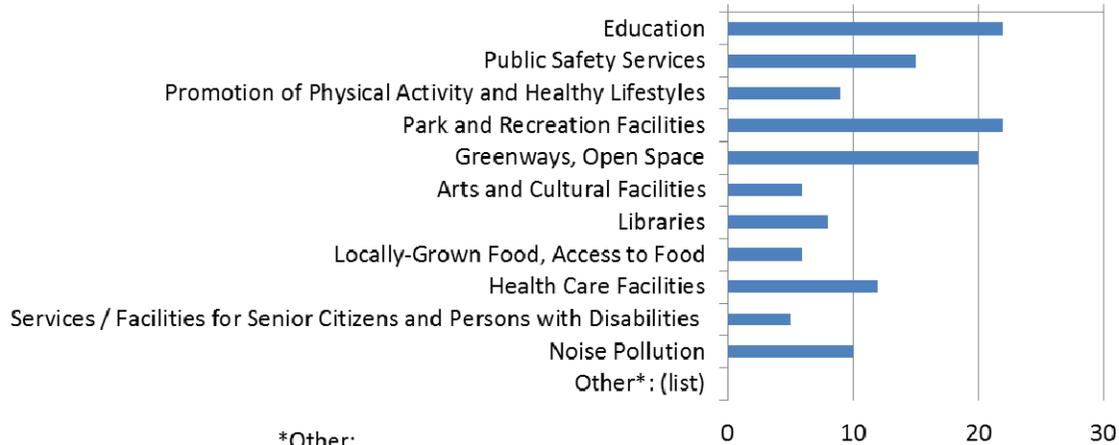
Planning for the Built Environment
(choose 4)



***Other:**

- Anti-parking requirements (2 votes)
- Centers for youth based programs in under served communities (2 votes)
- Pre-proactive disaster land-use planning
- restrict housing/development
- restrict backfill development (1 vote)
- respecting/valuing and considering "Small Area Plans" (1 vote)
- Coordinating developments and developmental impacts (1 vote)
- constraining spot upzoning
- Control invasion by solar "farms" (1 vote)

Planning for Healthy Communities
(choose 4)



***Other:**

- Stop coal rolling (1 vote)
- Require all new construction of public properties and commercial and, to the extent possible, industrial, to be LEED certified/stormwater management designed

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Values Survey Results

What do you like about Anne Arundel County (what are our strengths, opportunities, the things to preserve and enhance)?

- Transit – Oriented development
- More Mass Transit
- Strengths: Good schools, close to water, growing economy, Ft. Meade/NSA, central location for commuters; Opportunities: Population growth and growing economy, TOD areas,
- OTC areas – potential growth for West County; Preserve/Enhance: Build upon existing neighborhoods, areas around the Severn River, park lands
- Very strong local economy; great stability for work and access to resources; centrally located between two of the largest metro areas in the Country
- Health services, senior center availability
- Lots for families to do, being on the water, BWI trail and B&A Trail
- Need more housing and infrastructure in District 4; utilize Mass Transit at Laurel Racetrack
- Good mix of services and neighborhoods, greenspace, agricultural, etc.; blend of urban (North County), suburban (Annapolis), and rural (Davidsonville); schools are competitive and strong and in-line with surrounding Counties; access to shoreline; access to historical spaces; community college is a draw and important resource; current mix of residential, urban greenspace, maritime and agricultural (but feel this is under threat)
- For the most part, it is a community that is safe, relatively free of violent crime and features some very nice residential areas; because it is centrally located it provides a decent place to live for people employed in Federal and State jobs, as well as private business
- Location and water front
- This is a great place to raise a family; proximity to metropolitan entertainment; diversity
- Historic and Archeological heritage of the County; taxes
- Lower tax base compared to Howard and Prince Georges Counties; recycling program; highway maintenance
- Location; services; near the water
- Relatively low taxes; close to urban city centers (Baltimore and DC); access to water (Bay); BWI Airport
- Convenient location to major metropolitan areas without some related stress factors; strong faith community; open spaces/green spaces; safe (relatively) communities in abundance; decent library system; great airport; strong zoning regulations
- Natural environment, waterways; historic resources, Old Town Annapolis; proximity to Baltimore and Washington DC; MARC train, especially weekend service

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- Open Spaces; parks; we used to like the ability to travel from point A to point B without long lines at every traffic light; convenience to historical sights, Baltimore and Washington;
- Annapolis
- Close proximity to entertainment, retail and grocers; strong military support
- As a new resident of the County, I've not had an opportunity to fully vet the County's strengths. However, having said that, the County: lacks an aggressive proactive watershed protection plan, fails in stormwater management, has catered to development, seemingly of every bit of open space; County has a lot of open space, natural areas and greenways which should be conserved, enhanced, and expanded
- Proximity to Baltimore, DC and water, particularly the Bay; we need to preserve the remaining green space; our rural character was a strength but we are losing it
- The Bay and rivers; greenspace; education system
- Central to many things – airports, medical facilities; central to Baltimore/Washington; good mix of urban/rural
- Good educational opportunities; historical preservation of important sites; community facilities for use of everyone; Farmers Markets; agricultural preservation and open space
- Natural environment, open space, diversity, and highly educated residents; bike paths, hiking trails
- Proximity to Baltimore, DC, and Annapolis; beautiful areas such as the Bay but of lot of economic opportunities; Crofton has a small town feel (sometimes) with proximity to larger areas; as development increases, however; so do commute times, often resulting in fewer viable economic opportunities for those in our area
- Access to water; quality private and public education opportunities; healthy job base and growth; quality housing and neighborhood opportunities
- The library system provides excellent opportunities for personal growth; there is a reasonable amount of parks, trails, and open spaces; there are places to shop and the centers are generally visually appealing
- I love the areas that don't feel like you live on top of one another; we should work to preserve outdoor spaces that are near houses and accessible to everyone by bicycle or foot or car
- Balanced geographical and diversity; schools; rural land off limits to building
- Senior center activities
- Environment – proximity to Baltimore/Annapolis/Washington and Chesapeake Bay and its tributaries
- Location; work force; access to water; school system
- Our schools and communities; access to Baltimore, Washington and Annapolis
- Cost of living; good schools; convenient to several employment centers
- The ability to work with Constituent Services and see results

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What needs to be improved (what are our weaknesses to overcome, what are the negative trends?)

- Although schools are good, some need more resources to assist at-risk students to insure opportunities for all; housing needs to be affordable for all; congestion along Route 3 and in Fort Mead area; drug users and opioid deaths in some neighborhoods
- More stop light coordination to keep traffic moving
- Traffic is starting to make commuting to work employment nodes less appealing
- We had to evolve with the market place. Our Code is out of date and does not provide planning staff the tools to make creative decisions. Bureaucratic tape still prevents smart growth
- Provide infrastructure before developing communities; control of shopping centers while other become blighted
- Bicycle access (more trails and safer road usage); road quality; more mass transit throughout the County; water access; water quality; traffic needs to be improved - Annapolis and 97 areas; less construction of new neighborhoods and office spaces. Areas are getting cluttered
- Road improvements - too many pot holes
- Zoning reform eliminating parking/yard requirements; we need mixed use high density transit-oriented development with “complete streets”; increasing density allows more preserved greenbelt; stop propping up sprawl
- Jobs near housing; utilization of vacant/under used properties, ex. Crownsville; transportation system; “Annapolis as a walking city”; attracting new emerging businesses; community neighborhoods centers; “excellent child care facilities”; water access for public
- Need more public transportation; need to utilize vacant facilities for homeless, disadvantaged etc. example - Crownsville Hospital
- Highway system; employment
- Overdevelopment especially in NW section of County (esp. near Arundel Mills and Fort Meade); transportation infrastructure not keeping up with growth; lack of new parks and rec facilities for all the new development occurring; need Casino LDC funds to be used to improve local community and not used to support pre-existing County services (police, fire, library, etc.); lack of open space preserved during development; need safer bike paths
- Migration of Baltimore with the light rail; poorly developed / lack of public transportation; limited resources (green space being developed); rundown sections of housing; traffic congestion - Rte. 3 through Crofton, Rte. 2 through Severna Park, Rte. 50 through the whole County; lack of school choice; developers having the opportunity to influence politics
- Traffic congestion; encouraging multimodal transportation system; getting people out of their cars
- Traffic Traffic Traffic; lack of protection small streams; too much development within small areas; development with reduced number of homes in each area

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developed; schools are overcrowded so why is building developed where this is the status

- Transportation system; poor transportation system - make access more easily accessible - bike lanes, walking paths/sidewalks; to be able to send my children to a higher ranking school, housing is much more expensive; affordable housing = less desirable schools (Meade, Glen Burnie, Old Mill); less building – too many subdivisions
- Increasing traffic along Route 3 (north and south), Route 32, and Route 97; lack of a “ride-on” public transport system in and around shopping centers and connect to neighborhoods; pocket neighborhood parks and recreation facilities for seniors and others; watershed and stormwater management; not demanding the above be addressed by developers ratio “pay to play” or have political connections; not requiring green sites and building design, ex; the newly planned Crofton High School meet strict LEED standards / onsite Stormwater management - such practices could be applied to all new developments
- Overdevelopment particularly along Route 3; loss of rural areas; severely overcrowded schools; roads are overloaded and heavy traffic encourages dangerous behavior; speeding, driving on shoulder, and road rage
- Too much traffic; development isn’t balanced; we don’t enforce environmental regulations enough
- Use of Impact Fees to upgrade infrastructure
- Negative trend – higher taxes; do not tax retirement income; overgrowth; traffic; increase in crime
- TRAFFIC!! On Rte. 3 especially; growth along Rte. 3; need to preserve natural resources - should not be building in wetlands, flooding will become troublesome; SAVE THE TREES - they clean air and water
- The biggest negative trend is overdevelopment. Our infrastructure is struggling to keep up with the pace and Rte. 3 is becoming a commuter’s nightmare. We need a better balance with smart growth and development. Developers should have more buy in and invest more in the communities
- We need to expand and improve our roadways; we need to remove more septic systems and connect to public sewer; we need more public recreational spaces and rec centers, swim centers
- The school system generally under performs; many of the rich open areas are not very accessible to poor communities; public transportation is not very strong or accessible; our communities are relatively isolated and struggle to find ways to support one another; the political environment is very nasty, personal and inappropriate
- We are building too many high density homes. This has made it nearly impossible to safely drive, let alone walk or ride a bike in our neighborhoods. We have also failed to ensure the housing prices are accessible to people earning a living wage. It is clear that developers who have money have the power in this community
- Difficult to get information and cooperation where plans and zoning is required

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- Congestion has drastically increased over last 10 – 15 years – traffic is a major problem in North/Central AA County; too much dense development has drastically reduced quality of living in AA County! I worry that the trend will continue , thereby further diminishing quality of life
- Simplify bureaucracy; current school overcrowding; road/traffic congestion
- Our infrastructure - too many roads in neighborhoods that need resurfacing; traffic in West County is growing worse; our growth is without necessary infrastructure
- Provide infrastructure adequate to support development prior to building; correct the process whereby elected officials are not obligated to anyone person or group that contributed to their campaign; better County research before granting “spot zoning”; stop upzoning
- Like most of America, the heroin/opioid epidemic is a severe problem. It has a human price but it also consumes resources at an unacceptable rate and is having a real and insidious impact on crime growth; traffic – many roadways are used beyond capacity - the Rte. 3 corridor is terrible! Service roads paralleling Rte. 3 are badly needed - uncontrolled development is making this work
- I have seen what seems to be an increase in homelessness - if it's not an increase there is definitely an increase in visibility; disparities in the quality of schools in proportion to community disparities - for example, schools with population of more low income seem to have lesser quality facilities and resources; the culture and atmosphere of Arundel Mills since the addition of the casino has been less family friendly
- Transparency in zoning and growth throughout the County - many members of the community are unaware of developments until it is late into the process; tax cap - access to funds for amenities, services, and cultural centers; preserving existing green spaces and the environment; restricting development to already developed areas; do not promote redevelopment and rehabilitation in existing developed areas enough; revitalization is not a strength; infrastructure seems decades behind most growth in the County particularly along the Rtes. 2 and 3 corridors; not enough promotion/encouragement of workforce/affordable housing; transportation both in terms of highways and interconnected public transit (almost non-existent in Crofton/Gambrills); not enough community resources available in areas but already have high density (Glen Burnie, Brooklyn); economic diversity within communities - communities are too segregated
- Congestion, traffic and over development; the County has done an extremely poor job at managing growth. Major problems are seen in Annapolis, and areas in Odenton (Rte. 3 and Waugh Chapel); planning needs to effectively incorporate practices that improve the quality of life for residents - unfortunately quality is dropping drastically

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What is **MOST** important to you as you look to the future of Anne Arundel?

- Make sure growth and development does NOT continue to outpace infrastructure
- Preserving greenspace and natural resources as well as being exceptional stewards of the Bay by pursuing the BEST Practices in environmental and critical area zoning laws to protect watershed, reduce TMDLs to a minimum, keep contiguous forest land, preserve aquifers, air and water quality.
- Preserve historical site and preserve current character of communities
- Jobs and development growth
- Development of the Odenton Town Center into a vibrant community with restaurants, parks, housing, jobs, walkable areas, etc.
- Maintaining (and growing) place where I can continue to grow professionally and provide a strong community for my kids to grow up in
- Control growth in County
- Schools and education, Jobs, Bicycling access
- More housing near Mass Transit in District 4
- Control crime. We are surrounded by jurisdictions with more serious crime problems – particularly the wasted land that is Baltimore. The AACo Police Department is vastly under staffed
- Mixed Use, transit, oriented, high density development; fight NIMBYism
- Quality of schools
- Not overcrowded; good roads, education, medical, public safety; locally grown food - access to food
- Education facilities; public safety; Childcare assistance
- Increase the economy; better highways
- Significantly slowing down development until infrastructure is adequate; housing values (being hurt by overdevelopment, traffic, crime); crime/security; tax levels
- Strengthen Faith based communities, protection of natural resources, enhanced support of law enforcement (added barracks supported by developer money), infrastructure to support strong family relationships, renewed infrastructure development
- Encouraging development that is climate-change sensitive as this is an existential threat
- Restricted growth, reuse dying shopping centers; crowded roadways; neighborhoods with at least 3 lane roadways, one for parking on each side as well as a travel lane; no one uses garages except for storage so need space on street; many, many homes have 4 or 5 cars each due to kids all having cars, in law live in, working couples
- Improvement of public schools; safe bike lanes
- Healthy communities; protecting natural resources; getting a handle on traffic; attracting and retaining a skilled, educated workforce; attracting out stationed colleges; (University of MD, Johns Hopkins, Morgan); encouraging infill over raw land development

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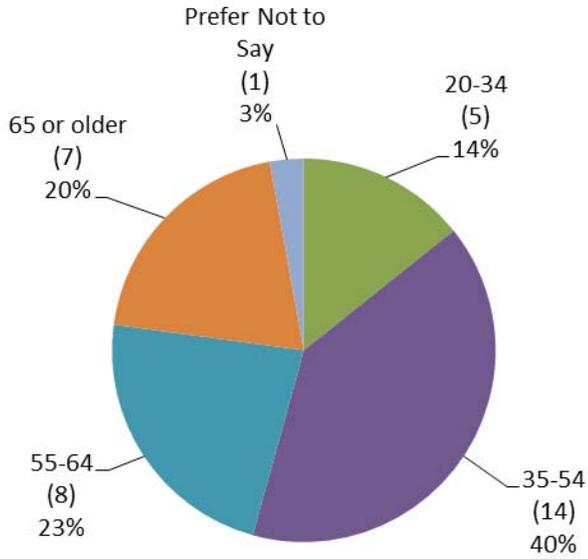
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- Preservation of property values and quality of life
- Schools; environmental restoration and preservation; adequate public facilities: roads, intersections, seats in school, preservation of environmental land
- Access to schools, health care, public resources, parks, etc.; balance of good growth; quality development
- Match growth and development: stopping growth is not the answer, planning for growth is best for residents and business; improve traffic patterns and roadways to ease congestion
- Slower growth; lower crime rate; lower taxes
- All county residents have the encouragement to grow personally
- Safety and better road structure for all of the increased building activity
- Restrict growth and development in central AA County
- Increased school capacity through building of new schools; expansion of public sewer and water service; infrastructure upgrades/roads, services; I-97 upgrading to 3 lanes from 32/3 to 50
- Our schools; our roads; expanding lanes on Rte. 3 from Rte. 50 to Rte. 97
- Sensitive planning that does not exacerbate traffic problems
- Keep rural areas rural; adding “Green Space” – Keep trees!!; elevating traffic on roads already deemed “failed” by restructuring development; look at Small Area Plans because they were developed by the people living there; keep historical sites and homes; accessibility to parks
- Can I travel safely on the streets: can I and my children walk down the street? (NO), Can I ride a bicycle to the store? (NO), Can I afford to live (buy or rent) in the County? (Barely),
- Can people who make less money afford to live here?
- Ensuring that we don’t have overdevelopment. A strong feature of our community is that it is commutable but not with increased traffic. We also need to make sure that school construction keeps up with the population increase so schools are not overcrowded. We also need hazard mitigation along our coastline, as Anne Arundel has the most coastline of any county in the Country and it will be eroded with sea level rise
- Better planning that considers and incorporates best planning practices to mitigate congestion, includes Open Space, improves air quality and building communities with public transportation as a core requirement; noise and light pollution are often forgotten in the planning process but these attributes affect quality of life
- While growth is going to happen more thought needs to be taken prior to approving development; Traffic on Rte. 424 during rush hour is something that needs to be rectified; What happened to the proposed traffic circle at Staples Corner?; Please do not turn the Rte. 3 Corridor into Waldorf!!; we need a few community centers - Howard County has fabulous amenities; thought should be given to adding charging stations, especially condo communities

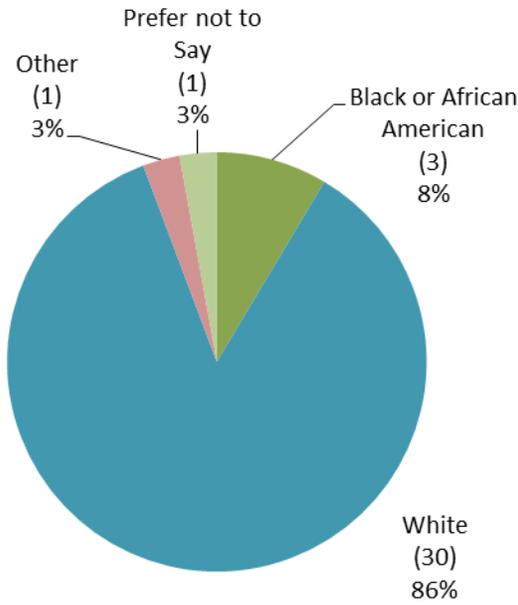
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Demographics of Respondents

Age:

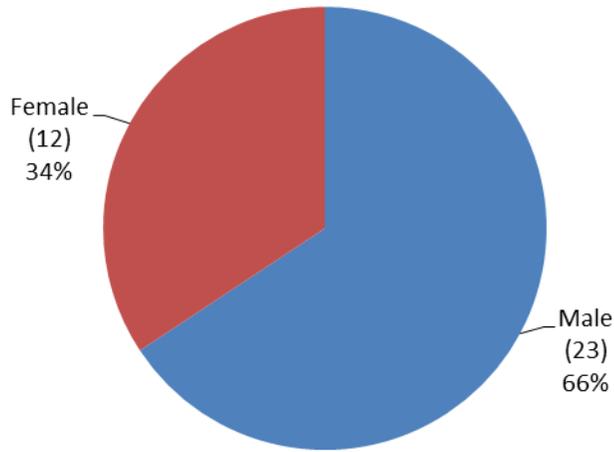


Race:

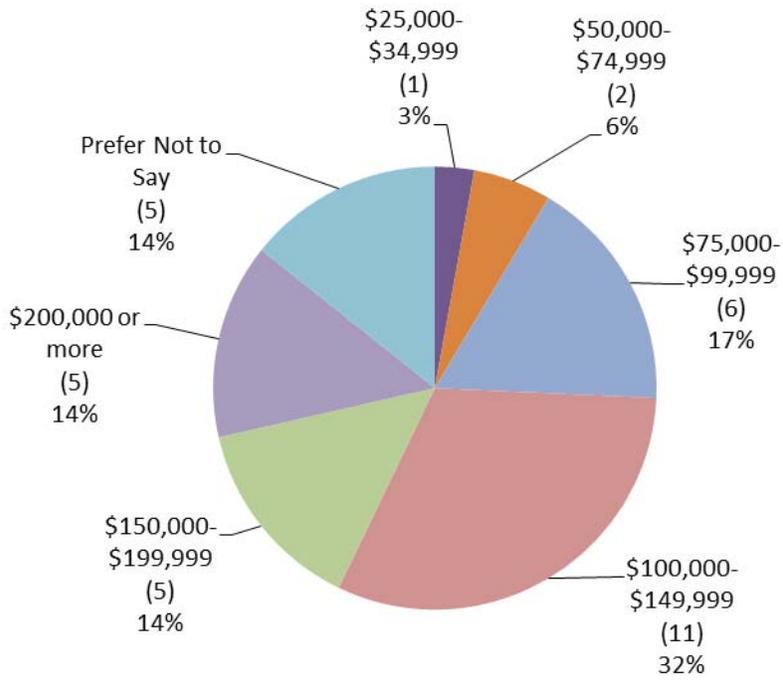


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Gender:

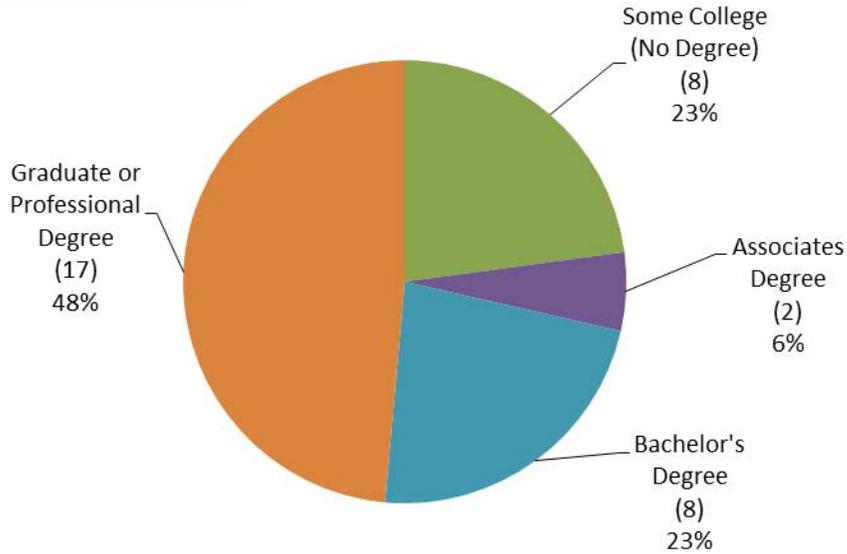


Household Income:

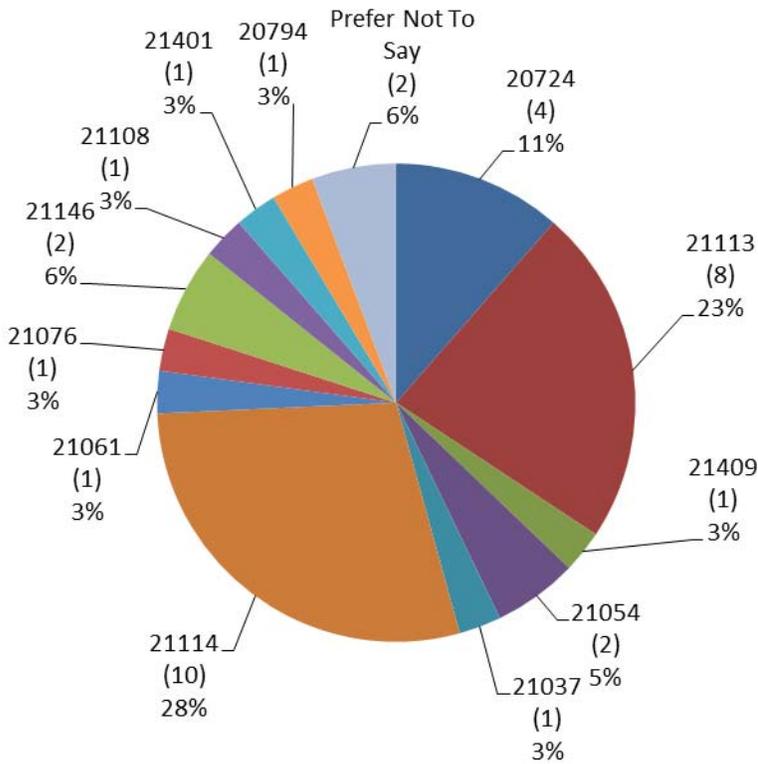


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Educational Attainment:



Zip Code:



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Open Comments

- There are issues with traffic all day long, not just rush hour. Crofton has especially inadequate roads, but roads throughout the County are too crowded, yet development continues. Problems are worse on roads that do not handle the existing local traffic well.
- Developers are allowed to develop too many units on a property; they should only be allowed to build on a property for what it can accommodate. The impact on the environment is a concern, including E&S measures. Consider the difficulty travelling around Northern Virginia – Anne Arundel County is becoming overcrowded as well.
- Households often have more than one or two cars. We can't stop development, but should restrict the amount of development and require upgrades to road infrastructure as development is implemented.
- There are concerns with clearcutting and upzoning because it destroys what makes Anne Arundel County special. We need responsible development; there's too much urban sprawl, spot zoning to higher density, etc.
- Small Area Plans must be respected to protect and keep communities. The County Council and Executive should not be determining planning and zoning through last minute amendments that appear to be political favors. Everything should be transparent in the process; for example, the comprehensive zoning in 2010 had amendments without the public knowing what was going on. Planning and zoning decisions should come out of OPZ, where they coordinate individual developments to assess cumulative impacts. Developers tend to receive numerous variances and modifications.
- OPZ needs better funding for more reviewers and inspectors, and a better ability to prosecute violators, especially in the Critical Area; we must protect sensitive areas.
- OPZ and Office of Transportation must coordinate impacts on infrastructure. There seem to be too many disconnected factors. We must hold people/developers responsible for their impacts, including cumulative impacts over years as well.
- Anne Arundel County was a great place to grow up, but it's different now. For example, Waugh Chapel was once forest, but traffic there is scary now. We want the County to continue to be a great place to raise a family, but we're not on that path now; the GDP should make corrections to get the County back on that path. Small Area Plans provide good direction. The GDP should have the vision of what we want the County to look like for our kids, as well as concrete steps for how to get there and what we should require in terms of upgrades to ensure we're addressing infrastructure. We should strengthen the Forest Conservation Act and look at the process of Comprehensive Rezoning. The GDP should include a Vision, steps to achieve the Vision, and timelines to help hold public officials accountable.
- The area is growing and being a growth area is an asset. The housing industry is building to meet demand. Growth won't stop; we need to plan for it, not hope it won't happen. Consider how development can be part of the solution. For example, there never used to be a school impact fee on development, but currently the fees are sizeable, based on actual costs and fees (100% recovery). Development can help be part of the solution through mitigation. Consider new tools: TDRs, mitigation options, and other alternatives.
- We are lucky to live in Anne Arundel County, in between large metro markets. With that comes growth, as well as wage stability, a good economy, stability etc. There are a lot of valid concerns from the community, but to shut off growth could be devastating. The GDP process should consider creative tools as solutions for planning, development and zoning. Consider new tools such as floating zones, community growth areas, neighborhood growth areas, overlay zones, etc. to give planning staff the tools to make good development decisions.

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- There is a misconception on the part of the public regarding the number of modifications. Many modifications that are granted are time extensions, not related to the development that's under consideration.
- The quality of life in the County is going down due to:
 - Traffic congestion (see Waugh Chapel) and lack of public transportation (bus routes have been reduced). Even an anticipated parking garage construction may increase traffic demand.
 - Green space is being developed. Forests are leveled for development and there is loss of open space.
 - Pollution, including noise and light pollution.
- Encourage the GDP to consider value in terms of people and residents – these are our greatest assets. We have a strong library system, but we should look at ways to make them (and other public spaces) more accessible. Also encourage people to go outside with a purpose; we have walking paths that go nowhere. People should be able to walk to destinations. We also need strategies to encourage people to start their own businesses, develop new markets, and open new businesses to meet existing markets.
- We should encourage people to think about building communities; it is more difficult in modern society to get people together. Invest in opportunities to gather people, like more open spaces, community centers, and other places to engage across socio-economic boundaries.
- We have noise from BWI, overcrowding, traffic, and other issues. People need to be engaged in the issues facing our County, like schools and impact fees. We don't have enough people involved in what's going on in the county. Bring your friends, let people know this is going on.
- We currently have a lower population density than a lot of places, and we're still having these issues. A lot of problems are not about development, but about sprawl. With sprawl, everything is less efficient and more driving is required. Today, it's hard to walk/bike to areas, and there are many cul-de-sacs. We need to fix these patterns or else we will continue to have these problems. We need mixed use development to encourage some walking and public transportation options. We can have an urban environment without skyscrapers.