

Visioning Anne Arundel Survey

A continuing discussion for Plan2040



Summary

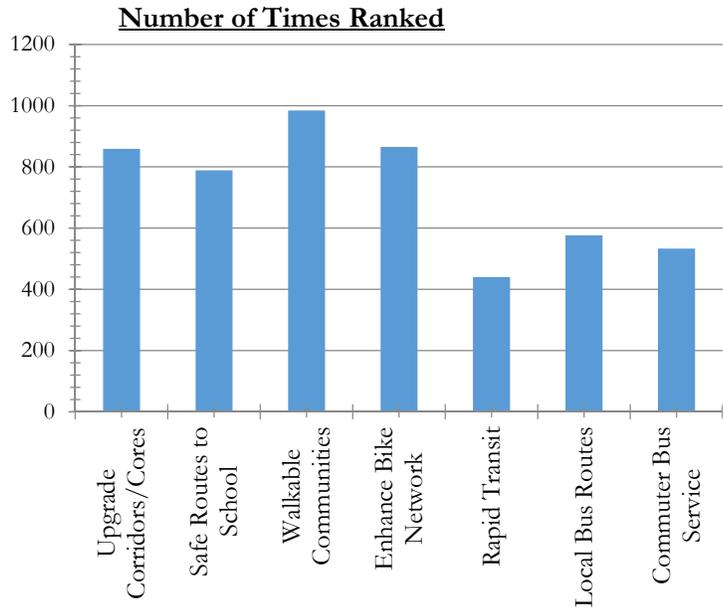
The follow-up survey conducted in July 2019 sought to obtain more detail for the top issues heard during the Plan2040 Visioning meetings held between April and June 2019. A total of 1675 residents participated in the survey. The respondents were asked to prioritize transportation and mobility strategies, rate potential policy areas and what types of housing, businesses, industrial uses and public facilities and services are needed in their community and the County as a whole. The results of the survey will help guide transportation and land use decisions in the development of Plan2040.

Transportation and Mobility

Traffic congestion was identified during the Visioning meetings as the number one issue. Residents were asked to prioritize five strategies for transportation and mobility improvements. There were 5,070 rankings and 273 comments provided. The top strategies in order of average ranking are: Upgrade Corridors and Cores, Walkable Communities, and Safe Routes to School; however, the most popular strategies (most times selected for any ranking) were Walkable Communities, Enhance Bike Network, and Upgrade Corridors and Cores.

<u>Average Rank</u>	
Upgrade Corridors/Cores	2.22
Walkable Communities	2.53
Safe Routes to School	2.54
Enhance Bike Network	2.60
Rapid Transit	3.36
Local Bus Routes	3.40
Commuter Bus Service	3.48

Note that the highest rank is 1, so low averages are better than high ones



Comments – Transportation and Mobility

Commuter Bus Service

1. Commuter bus routes take people from South County to DC. Do they take people from South County to Annapolis, Arundel Mills, Baltimore, BWI? Businesses in South County and potential employees that live elsewhere in the county would both benefit by commuter bus service.
2. Commuter lot needed closer to Two Rivers

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3. Conduct origin/destination studies throughout the county to find out which transit routes would take the most cars off the roads and give those priority. Why isn't there more east-west transit, like from Severna Park/Annapolis to the Ft Meade area?
4. DO NOT want more buses, trucks, cars clogging up the roads we drive on
5. I feel like eco-friendly transportation should be the focus of development. Not only does it promote healthy living, add years to lives, reduce insurance cost, and decrease accidents, it is more appealing
6. I work in the DC area and I don't rely on public transportation, so none of these options are viable to me
7. Improve service to New Carrollton
8. It's a wonderful service and I always enjoy the ride
9. Many more buses and more convenient schedules from Annapolis to New Carrollton METRO Station
10. Many more buses and more convenient schedules from Annapolis to New Carrollton METRO Station. This is key to decongest the Route 50 Corridor. Us and thousands of commuters would benefit immediately
11. More accessible and frequent bus service to New Carrollton
12. Need commuter bus service from Annapolis to Baltimore
13. Safe routes/walkable communities/enhanced bike network are all the same thing. Please consider in the results that people who voted for any of these 3 all want better walking/biking routes
14. Should appeal to Ft. Meade, Pasadena and Annapolis commuters
15. Shut down Kiss n Ride Light Rail in Linthicum. Expand Bus service
16. This does not solve long term or short term driving conditions
17. Was able to take the bus to Wash D. C. when I worked there in downtown. Bus service was great but the latest bus leaving DC was at 6:45PM. I worked late hours so was rarely able to take a bus as we needed a later bus to allow us the flex to work after 8:00-9:00PM.
18. We need denser business and residential hubs to make busing more attractive.
19. We need earlier start times for those that have to be in DC during the early hours or want to get a jump on traffic congestion.
20. You need local nodal service going from various locations like the Park and Ride in Annapolis to Generals Highway, connections to Ft. Meade, connections to Cromwell Station Light Rail which could then go to the airport etc. A generals highway loop from Annapolis to Millersville say with stops in Crownsville Center may be a good start

Enhance Bike Network

1. Being able to safely ride a bike from the neighborhoods to the shopping centers without having to ride on the roads because everyone drives too fast and too rudely to safely let bikes on the main roads.
2. Biking in the area, especially in Pasadena, is currently dangerous
3. Cars are killing us. We need a safe alternative to driving
4. Crofton is isolated from the main bike paths in the area. While biking on the parkway is safe, getting anywhere requires crossing a major road without a safe option. Improving the crossing of Rt 3 at Crawford or 424, and improving safety along Conway rd would allow Crofton residents to access businesses and the bike trail into Odenton
5. Extend the shoulder of the roads to make the bike path, not have them riding in the car lanes.
6. Finish the college parkway bike path!
7. Great progress on expanding Bike/Pedestrian trails
8. Have to make employment accessible to ALL
9. I live almost 20 miles from my work. By car, it takes me nearly 1 hour to get to work most days with average traffic conditions. Because of traffic patterns, the difference between my biking time and my car ride time is only about 10 minutes. With safer bike pathways particularly within more developed areas like Annapolis, I could likely commute just as fast or faster on my bike than I can in a car. And it's healthier. I would welcome a build out of a solid biking network. (Yes, I do average around 20 mph on my bike so the wide shoulders of South County are very much appreciated for biking whereas in Annapolis I jump

- into traffic and fortunately I am fit enough to pump it up to 25 mph if necessary to stay with West Street flows of traffic for example.) Thank you
10. I really want to see a bike lane connecting Crofton to Bowie, that doesn't include riding on the shoulder of Rt 3. It is also really important to get a safe route for bikes and pedestrians to get from the residential areas in Crofton to Waugh Chapel. Too many people try to cross Rt 3 in the middle of the road, or bike along that road. It is not safe. I would love to see a real bike lane, separated by a wall from the cars
 11. I wish there were more safe bike routes connecting Crofton residences to other areas. I would like to see a bike lane connecting Crofton to Bowie (not on the shoulder of Rt 3, unless that were converted to a real bike lane divided from the highway by a wall). It is also important to have safe routes for bikes and pedestrians to access Waugh Chapel and other businesses on Rt 3
 12. I would love to ride my bike around town more than I do now, but safety wise, there are too many distracted drivers to share the road with
 13. In-road bike lanes aren't safe. We need separate bike paths so families can ride bikes together.
 14. It would only make sense if we ever want to away from traffic congestion
 15. Also let's end this war against park improvement, everyone knows it's wrong. NO elected official has the right to say we can't enjoy a nice waterfront, and private party dollars going to AA to enjoy a waterfront park. An Absolute JOKE
 16. Not necessary. Return 170 back to 2 lanes. Huge disservice when it was reduced to one lane. Waste of space
 17. Protect drivers from being ticketed for passing bikes when it is safe. Currently all passing lines were removed and replaced with double yellow no passing lines
 18. Severna Park, Pasadena can't handle bike lanes. Roads too narrow. Bikes problematic and increase congestion
 19. The local pizza shop is right across the road from my home and I can't get there without a car because of cars speeding down the road. We don't need bigger roads. We need safe places for people to walk places
 20. Trails need to be more prominently labeled
 21. We don't need bigger roads in Mayo, we need a safe place to walk
 22. Without denser business and residential hubs, focus on bike lanes is premature and less impactful

Local Bus Routes

1. Anne Arundel County should have a community bus system especially along our busiest routes, such as Route 3. Buses to the major strip malls, community college, hospitals and medical centers. It will not only help get customers but to get employees to the locations and reduce traffic.
2. Bus route for two Rivers area so not as car dependent
3. By offering better bus service, we can reduce the pollution and congestion from cars. There aren't enough bus routes currently, not everyone can afford a car
4. I don't feel safe biking in the road and won't let my children bike in the road. We need separate bike paths. I could almost live without a car if I could just safely walk and bike to nearby shops.
5. It is proposed that the bus loop on Riva Road should extend further south: across the South River Bridge to terminate at Mike's Restaurant or at the Fire Station
6. Many retired citizens and homemakers would prefer reliable xport to Annapolis, Crofton and Ritchie shopping destinations
7. Need an express bus that goes from North Linthicum to Annapolis
8. Need this in South County. Folks cannot reach Annapolis services
9. NO MORE DEVELOPMENT!!!!
10. No!!!!!! No bus routes in our community!!!!!! The lite rail and bus route has brought enough crime to Linthicum, Ferndale and Glen Burnie!!!!!! Please help keep our community safe!
11. Nope not interested in local bus routes. It will just congest roads and bring more people to an overpopulated community in which there is little law enforcement and lots of speeding and not obeying rules of the road

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12. Not interested in having additional bus routes in the Severna Park, Pasadena area. Roads too small. Stop RUINING any town
13. Pasadena has no public transportation
14. This should definitely go to the MARC stations frequently and consistently
15. To ease congestion, we need to get the cars off the road. Local bus service is horrible. Not enough routes or times are offered to be a viable option for folks to get around
16. We have no local bus routes anywhere in the Southern School District portion of the county. You can't expand bus routes when you don't have them to begin with. The commuter lots would be the best place to establish the routes. Functional routes would be to Edgewater, Annapolis, and BWI within the County
17. We need buses that run thru the neighborhoods to get to the MAIN routes like Ritchie hwy
18. Without denser business and residential hubs the need for local bus routes is capped

Rapid Transit

1. A luxury that I've never known any of my community members to say they wish they had
2. AA Co is very behind in having a real transit system--growth will be impacted by the status--think BIG
3. Bus rapid transit on certain areas
4. Expand not only BWI but to also include Reagan and Dulles airports connections to Annapolis
5. I support this idea but it can only work if MDOT MTA funds another track on the Camden Line for reliable and increased service
6. Metro service, not a bus, into an out of Annapolis and further south is a logical step to extend the metro network. So many folks drive from southern areas to park and ride a bus to the New Carrollton station. Our roads would be less congested if this were a serious option
7. Personally I am more interested in a rapid transit option between Baltimore/BWI and Annapolis
8. Please add more options for rail travel
9. This sounds close to a recommendation I made regarding "Commuter Bus Service" and I am not sure I understand the difference here?
10. This would be amazing!
11. While this does not apply to me personally, it makes good sense to provide connections between various forms of transit

Safe Routes to School

1. 170 between 100 and 32 is too congested
2. Aren't walkable communities and safe routes to school the same thing?
3. Both kids and adults could greatly benefit by more bike paths
4. Elementary schools are not the only schools that need safe sidewalks
5. Forest drive is deadly for students walking three feet away from cars driving 50 mph. Move the sidewalk back and put a decent amount of space between kids and speeding cars
6. Higher fines for drivers speeding in school zones and passing school buses loading
7. I feel it should extend to middle and high schools. It isn't right that children are expected to walk in the road
8. I live in the Pines on the Severn neighborhood within 1 mile of Arnold Elementary. Our roads have no shoulder or sidewalk
9. Improving walkability and public transit reduces the need for commuting via personal car, which reduces the need to spend on upgrading local car focused commuter corridors
10. Major issue in the planning and development department that needs to be addressed immediately is their collaboration with the school district and developers. There's absolutely no excuse for the county to allow a development to be built along Ritchie Highway which ours has, (Admirals Ridge Townhomes) and the bus stop is directly on Ritchie Highway. Completely unacceptable and could be avoided entirely if

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- county planning and development, the developer and school district had coordinated and had a 10 minute meeting to establish a safe pick up area for the kids. Complete incompetence on all parts
11. My children are not eligible for bus transportation but do not have a sidewalk to walk to school. Unbelievable!
 12. Need middle school bus in areas of Severna Park that the school states is within the 1.5 mile boundary. Not safe to walk
 13. Need to lower the speed limit on the roads that schools are on and put crosswalks with signs stating it's the law to yield to pedestrians. No one yields as they race past Crofton Middle School on route 424
 14. No crossing guards and sketchy areas kids need to use
 15. No new development
 16. Please avoid installing traffic cameras in school areas where kids do not walk to and from school. Children don't get to leave the school whenever they want to, they are not likely to race out of the school, cross the parking lots, the landscaping areas and then race out in front of oncoming traffic. If you have areas where children do walk to school, provide sidewalks, safety patrols, bus transportation for special needs or those that live on a different side of a major road from their school, etc...
 17. Please consider that safe routes to school overlaps with walkable/bikable communities. This might affect the results
 18. Police enforcement of speed limits is essential. I live on the Mayo peninsula and daily see aggressive drivers tailgating and passing far above speed limits, with no regard for school zones.
 19. Sidewalks are needed all over Pasadena!
 20. There are no safe sidewalks on Conway road
 21. There are zero safe routes or sidewalks from the Hillcreek community to Northeast high school and it is right across the street. My kids will likely need safe access to Northeast one day in the future. Is there a reason the focus is only on elementary schools?
 22. These issues are of special concern - literally daily - for those of us living on peninsulas with only a single access route
 23. We live less than a mile from our elementary school but the county provides bus service because there isn't safe crossing at the major road or a sidewalk. Would love for my kids to be able to walk!

Upgrade Corridors and Cores

1. 175 near Ft. Meade is too congested
2. A 3rd lane both north and south bound on 97 from 50 to the Rt.3/32 split
3. AA County is very spread out other than in Annapolis. We live near highways in water surrounded communities. Would need a car to get to a bus stop...are dependent on well-designed roadways
4. Access road added to Conway road, Patuxent road improved to not close when rainy, two Rivers emergency access or road to Myers station road
5. Busy roads should have a middle turning lane.
6. But NOT for future development opportunities. Over /irresponsible development has caused the congestion to begin with!
7. By "upgrade", I would suggest traffic management with improved coordination of the timing of stop lights in congested areas being improved could be a step in improved traffic flow before investing in more infrastructure. I find it hard to understand the traffic conditions between Annapolis down through Edgewater for example, especially when traffic backs up over the South River bridge which all seems to be a function of the stop light duration by the Lee Airpark Center in the southbound direction in the afternoon. Conditions around Harbor Center seem similarly more sluggish than they should be. So I would evaluate opportunities for controlling traffic flow by better coordination among lights in traffic corridors first while, second, developing a targeted plan for key infrastructure to remove remaining traffic bottlenecks before, third, considering large scale, lane-addition infrastructure plans and investments.
8. Congestion is a major concern for my family and our local area. We are in Edgewater MD and the amount of traffic on route 2 is dangerous. People avoid lights and traffic signs to circumvent the line of

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- traffic. Busses are late do to traffic and accidents and without consistent communication from the school system, I'm always left to worry about my kids bus..was it in an accident or just delayed. Two lanes and one bridge is a hard work around.
9. Connect 97 to East West HIGHWAY as originally planned to relieve congestion off of Benfield.
 10. Crain Highway from Millersville to Bowie needs something creative to relieve congestion.
 11. Development exploded along Marley Neck but Route 100 did not expand which has resulted in GRIDLOCK. One additional lane in each direction must be added from Catherine Avenue to 295.
 12. Do not know what this means. We have enuf roads; need public xit to reduce traffic.
 13. Edgewater and Mayo both need road improvements, but I am also concerned that this will encourage more cars in what is already an overpopulated, small peninsula.
 14. Emphasize less driving and more walking/biking to reduce cars
 15. Focus on Route 3
 16. Ft Smallwood Rd & Mountain Rd congestion. At red light intersections make left turn & straight lane. Right turn only lane
 17. Having grown up in Anne Arundel County and being over 60, the level of congestion and sprawl is unbelievable for building I feel we should not engage in any more large complexes but more single family homes. Rt. 3 is virtually impossible and route two is also the same way especially during rush hours a trip that used to take 20/ 15 minutes and take as long as 45 minutes Improve roads and things that contribute to traffic congestion
 18. Limit development anywhere near Route 3
 19. Limit development, each new town house equals 2 new cars
 20. Limit growth to what roads can handle
 21. Not sure what this means? Putting more lanes in? Fixing potholes and deferred maintenance generally? Adding bike lanes? Being more rigorous in the planning process to ensure that adequate facilities are REALLY met and not just useless minimum standards.
 22. Our roads are a hot mess!
 23. Pave Nursery Rd
 24. Please do something about College Parkway in the summer. We who live here cannot use this road because of all the beach traffic!
 25. Route 2 into rt50 needs help. Coming from Arnold there is always a backup. Also traffic toward the bay over the weekend is terrible. With construction people need to be encouraged to go at different times. Maybe OC. could set different costs if people come during weekdays
 26. Rt 3 both North and South needs to be dealt with BADLY. To have it take 15 20 minutes to drive 5 miles is BEYOND ridiculous
 27. Rt 50 and Ritchie are high problems
 28. See the original AnnNeck SAP for commercial centers and transportation cores to reduce use of vehicles
 29. Some corridors like Crofton/Gambrills/Millersville need to be expanded with denser development and proper traffic planning to take advantage of being a key access point across the state; while other corridors like Crownsville/Davidsonville need to be planned out and protected from too much rapid growth
 30. Something needs to be long-term with Route 3, which is a mess
 31. Specifically route 3 between 450 and 175
 32. Stop building and do something about illegal immigration. Too many people and too much traffic in this county.
 33. The bike lanes are nice but ridiculous on some of the roads which are narrow and curves! The sidewalks being put on Davidsonville Road are not needed. I will be surprised if one person uses them!!
 34. The County should invest the road impact fees paid by developers into capacity road improvements for major arterial roadways
 35. The goal is to be able to get from point A to point B without being stuck in traffic. Don't upgrade if the plan is to allow increased development once you upgrade the corridors/cores.

36. The majority of these to me and most commuters are worthless. There is no bus route, bike ability or walking that would cover my daily transportation needs. If anything expenditures on these take \$ away from possible road improvements that may help
37. The new Jessup Elementary School will not be able to use the paved Champion Forest Ave. access road (used by all construction equipment for the last two years). All students, teachers 7 parents will have to turn left onto Rt. 175 to exit the school, at the dangerous two lane bottleneck. Why?-lack of planning with the SHA to redesign the Redbud Ave/Nat'l Business Parkway traffic light intersection, and the decision to wait for a Champion Forest Ave. extension to the east. No such eastern right of way is owned by the county and the county budget for that extension (H573100 Race Road - Jessup Village Class: Roads & Bridges FY2) shows no construction spending for that project for at least the next six years! How many accidents for students and school events are acceptable? Ask the AA county police for their records for how dangerous that curved section of the road is
38. The Riva Road intersection under the route 50 viaduct could do with better lighting
39. The roads in neighborhoods are terrible
40. The Route 3 corridor is dangerous at all times of day. 3 to 2 lanes at 175 heading south is scary. Rt 97 is a disaster heading both north and south the entire way from 50 to 695
41. The state of our roads are abysmal and obviously not a priority. Embarrassing
42. There are a lot of intersections that have lights, or circles that do not need it or that need it desperately and do not have it. Congestion gets so bad around peak hours to the point I don't want to even leave my house. It can take me 40 minutes sometimes to get 3 blocks
43. This is essential to try to deal put adequate infrastructure in place for all of the development that has taken place in recent years
44. This survey is too complicated and not user friendly to navigate. What the ... does upgrade corridor and. Ore even mean?
45. We need a Realistic approach to Traffic Management. Boosting Speed limits, Removing impediments to free flowing Traffic, such as Roundabouts, Restrict all roads with a speed limit higher than 25mph to Motor Vehicles Only (No Bikes or Pedestrians) Push Law enforcement to take action (Laws are already on the Books) to end driving habits such as driving below the speed limit, leaving huge open spaces between cars at Traffic lights, Driving continuously in the Left Lane of multiple Lane Roads, and any other things that slow the Flow of traffic

Walkable Communities

1. As simple as being able to cross route 3 from the Crofton Communities to the Shops at Waugh Chapel would be a huge improvement.
2. Be sure to consider Crofton in walkable plans. Attention to the village green and road crossings would increase the walkability of this densely populated area
3. But not concreted city environments. Small neighborhood communities with lots of open spaces
4. But not high density residential or commercial development, and/or 'city' type communities
5. Carrollton Manor has several blind turns with no crosswalks or sidewalks for safe pedestrian/bike space
6. How about maintaining and adding sidewalks in EXISTING communities
7. I live in Edgewater and would like to be able to walk or bike to Annapolis/Parole area but the sidewalk disappears right before the bridge and the bike lane is in the road next to cars that drive way over the speed limit
8. I'm assuming that Safe Routes to School would be included in this
9. It is healthier for people and the environment to be able to walk instead of drive
10. Making a neighborhood walkable requires two things that are largely missing in Anne Arundel County neighborhoods: 1) Safety. Pedestrians won't walk in areas where traffic moves at high speeds. But most roads in the county — including in residential neighborhoods — are designed in ways that promote fast driving. It's critical to use traffic-calming measures — such as narrower lanes — in any effort to promote walkability. If motorists see a wide road with few visual barriers, they will drive fast, whatever the speed

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- limit. 2). Destinations. People won't walk if sidewalks and streets aren't laid out and design to connect to destinations. This is particularly important in the early stages. In its long-term planning, the county should take steps to encourage walking and cycling with land-use and community design that connects the neighborhoods where people live to schools, parks, libraries, shops, and other routine destinations
11. Many complaints right now on the sidewalk conditions from the Odenton Marc train station to Piney Orchard Pkwy and the Odenton Regional Library. People want to walk that route but are unable due to the weeds, bushes and trees taking over the sidewalk
 12. More sidewalks are needed in communities to town centers
 13. My community is a single lane in each direction with no bike/pedestrian paths. The community was built/platted in the 1940-50's. It is dangerous as bikers/ped's walk in the middle of the road and force cars across the double line. Need wider bike/ped walkways
 14. No more development in the area. Overcrowded!
 15. No more development!!!!
 16. Of course #1 way is stop developing. That should be the #1 choice and limit the hours for large trucks on Rte 3
 17. Our land use policies have forced car dependence. We must change and integrate our land use and transportation policies and ordinances
 18. Please provide walking or biking paths that connect neighborhoods and connect to shopping and businesses.
 19. Please put a shared use path next to Forest Drive. It's not safe to bike on that road!
 20. Private property rights should remain paramount. Keep in mind the root cause of traffic. It is not the local developer or whomever is developing a parcel for which zoning permits development. It is the FEDERAL GOVERNMENT-BASED ECONOMY that drives growth in the DC area. Change that, and you will truly address the cause of congestion. Messing with private property rights for homeowners does not address the root cause.
 21. Public facilities and centers need to be built up. By focusing on "walk-ability" we lose sight of what attracts pedestrians to these sites in the first place. We should be encouraging denser development in key places and then focus on walk-ability on supporting sites.
 22. Redevelopment in Existing communities to include walkways from homes to retail stores within short distances of under a mile.
 23. Shoulder or bike path on Conway road to make path to RT 3
 24. Unless you can police the laws we have on the books I don't want access for all to anywhere and everywhere in our community.
 25. Walking and biking in our local Edgewater area is nearly impossible. It wasn't until this last year that's sidewalk was added for kids to walk to the middle and high school. Even with sidewalks and bike space, there is just too much traffic, too many cars for walkers and bikes to truly be safe. Police enforcement of wreck less driving will help. Police officers also obey speed limits is helpful. Yes, there are reasons for police to increase their speed, but when they are found 30 to 40 miles over the limit while also typing in the laptops in their squad cars, that's unacceptable. If my mosquito man can put a GPS device in their service vehicles and counsel their drivers for speeding, we can do that for our law enforcement as well. If our police are forced to follow the rules, they will make others follow the rules.
 26. What happened to the bike bridge over Route 2? It's the perfect connection from AACC to the B&A Trail.

Suggested Additional Strategies

1. 4 lanes north and south on Rt 97
2. 75% of the roads in AA County need to be resurfaced. That is my no 1 priority! I am opposed to spending 8 million for the enlargement of Quiet Waters Park withy more water access!! We have people who don't have enough food in this county and you are "missing the boat."
3. A stop light at Forest Dr. & Cobblestone

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4. Add a third lane each direction to Rt.2 bridge to ease congestion
5. Address illegal signage issues across the county. Sign removal, fining companies that place illegal signs.
6. Adequate, safe parking in existing MARC stations
7. Better County Roads - traffic problems are mostly on State Roads (create county-road options)
8. Build high-capacity interstates out of Anne Arundel County; absolutely NO MORE roads leading to this Bay Bridge; we who pay the taxes are trapped from Thursday afternoon until Monday Morning
9. Bus routes
10. Cease residential and commercial construction
11. Chesapeake Bay bridge traffic, quit kicking the can down the road for the next administration
12. Communities on peninsulas should be interconnected by roads as much as is practical.
13. Connect county with Walk/bike routes
14. Construct sewer lines to parts of county that depend on septic systems
15. CONTROL DENSITY which is out of control now, and getting worse
16. Denser Business Hubs
17. Deny commercial access through residential neighborhoods
18. Do not widen roads that go through old, established communities. Widen road that bypass these communities or build new bypasses.
19. Drastically lower building and construction of new houses, townhomes, apartments, etc. to not increase the already overcrowded streets.
20. Expand 295, BWI Parkway
21. Extend light rail further south
22. Extend Penn line to downtown Baltimore
23. Fewer new houses on the peninsula. Left turn light at Muddy Creek Rd
24. Fix the existing road surfaces so cars not destroyed by pot holes
25. Fix the roads. Use smart timing on traffic lights. Eliminate bottlenecks on roadways
26. Greenspace
27. Higher speed limits
28. Housing moratorium
29. How about into the community's like Broadneck Peninsula
30. I do not want public transportation, into this area. You need to connect I-97 to East-West Blvd, then over to Ritchie Hwy. After that, you can discontinue I-97 access to Benfield Blvd. Additionally, consider a connection between Benfield Road and Ritchie Hwy, via Tuck House Rd. Moving traffic from Benfield Rd, onto Ritchie Hwy, will go a long way to decreasing volume through residential areas, especially those areas bordering the Severna Park High School and down through Evergreen Road.
31. If AACo was not granting so many subdivisions and high density developments, we would not have so much congestion. AACo does not need to be the only access point for the eastern shore. That congestion could be reduced with other crossing points, in other areas. Building more roads, and highways, is not the answer- responsible development is needed
32. Improve road conditions on rural road to improve safety
33. Improve road conditions!
34. Improve the local parks
35. Improved roadways
36. Improving street light timing on major roads
37. Increased community police engagement
38. Increasing water access for all county residents
39. Keep local farms like papa John's so that people can buy local food and be healthier.
40. Less development on Rt. 3 and elsewhere
41. Less development that impacts overall road infrastructure
42. Less development to reduce traffic
43. Limit development

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44. Limit development
45. Limit growth and mobility wouldn't be such an issue
46. Lower Density Development
47. Metro between Baltimore, Annapolis and DC (I know Annapolitan's are snotty about this, but they just need to stop being so bougie)
48. More access to kayak and other recreational boating launch sites
49. More cameras at all red lights
50. More green space
51. More lanes
52. More Police
53. More rail & more telecommuting & more education to end 'car culture.'
54. More roads
55. My priorities are Berger education to deal with diverse students population. How to address the “ghetto” of public housing near bay ridge and forest
56. NO bus service on Mountain Road in Pasadena other than school buses!
57. No new homes along busy roads with driveways right on the main road
58. No public service
59. Non-locals remain on highways
60. Our immigration neighbors need our help. Could we supply legal fund as usually a lawyer is better at presenting a case?
61. Overall, the county can best improve quality of life by creating better connections with the transportation network that serves specific areas. I live In Arnold and while there's a wonderful bike path that parallels Route 2, it does not connect (safely) to Anne Arundel Community College, for example. Please put more emphasis on options that alleviate car dependence in the more developed communities county-wide.
62. Pave County roads
63. Perform adequate maintenance on roads; the roads are an embarrassment for a wealthy county such as ours
64. Please keep public water access available for us paddlers/wildlife enthusiasts!
65. Please, stop the overdevelopment of our county!
66. Preservation of the environment
67. Prohibit any residential or commercial building in Crofton, Gambrills, and Bowie until assessment and action is taken concerning traffic patterns and roadway developments
68. Promote ride sharing
69. public transit between Annapolis and Metro
70. Public water access is needed
71. Re-acquire the train right of way Annapolis to Baltimore.
72. Redirect BWI flight paths to rotate among communities to give relief to residents bearing the brunt of noise and aviation fuel pollution. Mitigate the bird population over Millersville landfill and route planes over that path.
73. Reduce the need for commuter traffic (work from home incentives)
74. Reduce Traffic
75. Reduce zoning
76. Reevaluate intersections to upgrade safety
77. Remove all cyclists from roads without shoulders
78. Road Expansion
79. Roads, Roads, Roads. Already see where this is going. You can't make people take the bus. You should create a jobs program and waste more of our money, see WMATA
80. Sidewalks
81. Single-lane peninsula access which is regularly blocked by accidents, construction, or commute congestion

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82. Slow development until infrastructure is improved and upgraded. Our roads cannot handle the hordes of people coming into and through our communities
83. Something has to be done about the beach traffic congestion on Fridays in particular
84. Speed and safe driving monitoring
85. Stop building in Jessup. We cannot handle any more homes especially the big box apartments like those on Rt one and 175 in Howard Co. Jessup AA Co. does not want any of that!!!!
86. Stop building more communities with more cars and more demand for road space
87. Stop building more homes that increase the number of cars and demand on roads
88. Stop building new homes
89. Stop development then you won't need all this massive infrastructure that I don't care to have my tax dollars paying for
90. Stop development!! Squeezing houses into already overcrowded places is just plain stupid
91. Stop development, reconstitute moratorium, our peninsula is being destroyed by traffic, stop construction, stop tearing down trees, do not displace elderly residents in trailer parks. We are not Montgomery county or Crofton...let the population spread our...gridlock is ruining this area
92. Stop high density housing projects
93. Stop Overdevelopment
94. Stricter enforcement of existing traffic laws, including speeding, driving through turn-only lanes, and blocking cross traffic
95. Support building alternate routes to the eastern shore to eliminate Rt 50 congestion, and determine ways to keep Rt 50 traffic from clogging community streets.
96. Thank you for asking and having town meetings to get input from the residents
97. This is related to local bus routes and transportation options, in a way. I would love to see more transportation options (buses, smaller vehicles or "taxi" type services but as a public service) to help residents who are older or have mobility challenges/can't drive or live in areas where there is no (or inadequate) transportation be able to get around. This includes covering more areas, having more frequent runs (for buses) or on-demand rides (the "taxi-type" service). The Dept of Aging has some transportation (which is great) but it is limited to certain populations, can only be used for medical appointment (so not even grocery shopping) and takes an extremely long time to get to and from an appointment. This is an issue of being able to live independently and with dignity, as well as the many social and health-related/well-being factors associated with being isolated or without access to transportation.
98. Traffic
99. Traffic calming for pedestrians and cyclists
100. Traffic flow at peak times
101. Transit system that connects to major points. Recently stranded in Annapolis to Crofton. 28 dollars for an Uber to get home. Lived in Philadelphia I could get to downtown Philly or any major mall or even another count with public transportation.
102. Upgrade water access for boating
103. Use intelligent traffic controls in all major corridors, such as Forest Dr. Often, backup are due to too much time being given to one motion, even when there aren't cars using the motion, while others are stacking up. A plan for intelligent traffic design should be presented to the public with a timetable for roll-out
104. Use legal strategies to force GPS apps like Waze and Google Maps to STOP redirecting Eastern Shore traffic off of 50 and Rt 2 and onto West Ave and the Academy Bridge or College Parkway
105. Widen Route 100 west!!
106. Widening lanes in overdeveloped areas. Fort Smallwood road, Mountain road Pasadena
107. Wider local highways and bridges
108. With much of the County near water, how about using water transport? Water Taxi?

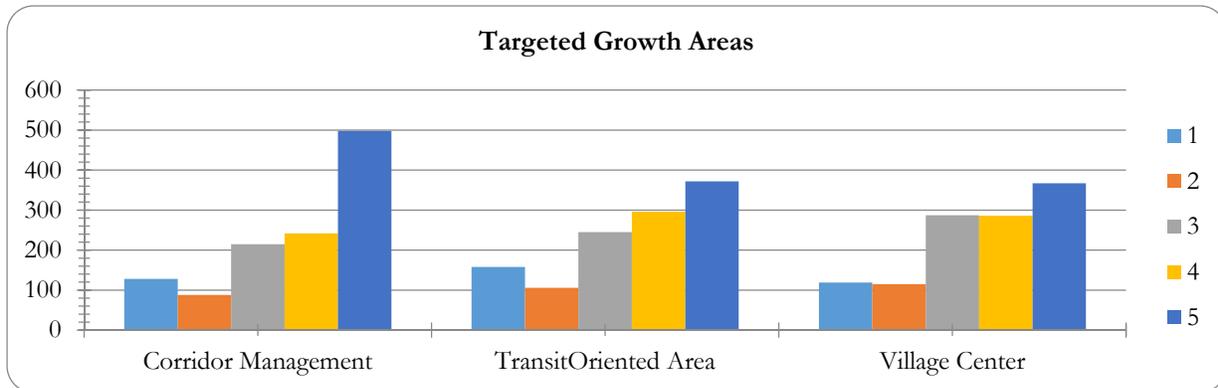
Policy Areas

The 2009 General Development Plan established three development policy areas to guide land use and infrastructure decisions in the County: Targeted, Managed, and Rural. To better tailor policies for unique areas of the County, respondents were asked to rank potential new policy areas with a 1-5 rating (five being the highest). There were a total of 7,878 ratings and 391 comments.

Targeted Growth Development Policy Areas are areas where development, redevelopment and revitalization are focused and encouraged to relieve growth pressure from other areas of the County, utilize existing facilities, and strengthen the County’s tax base. Currently, the Parole, Glen Burnie and Odenton town centers, mixed-use sites and the commercial revitalization areas are defined as the County’s targeted growth areas. Three new potential policy areas were rated:

- **Transit-Oriented Area** - Existing or planned compact, walkable, pedestrian-oriented, higher-density residential and nonresidential mixed-use areas that take the most urban form in character within the County. Implementation is guided by a town center master plan.
- **Village Center** - Existing or planned smaller-scale, walkable, pedestrian-oriented, mixed-use centers that are suburban or rural in character; development is oriented for the community and is implemented by a village sector plan.
- **Corridor Management** - Existing, developed corridors where opportunities to improve safety and mobility exist; infill, redevelopment and mixed-use are encouraged to serve and preserve adjacent neighborhoods and implementation is guided by a corridor growth management plan.

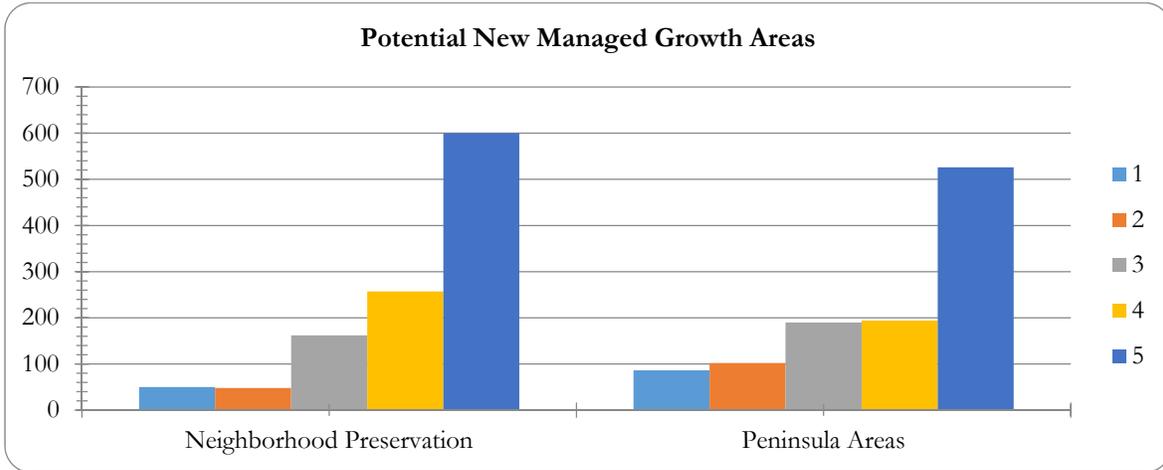
Corridor Management, Transit Oriented and Village Center policy areas received a total of 1,178, 1,172 and 1,175 ratings and were given a 5-star rating by 42%, 32% and 31% of the respondents respectively.



Managed Growth Development Policy Area currently contains all areas within the County that are outside of the existing Targeted Growth Areas and the Rural Policy Area. It is suggested to replace the Managed Growth Area with the following policy areas:

- **Neighborhood Preservation** - Existing, stable residential communities that are not intended for substantial growth or revitalization.
- **Peninsula Areas** - Existing, stable communities, primarily residential, that are nearly surrounded by water and land within the Critical Area; served by a single primary road corridor for access and egress; and where transportation investment is prioritized.

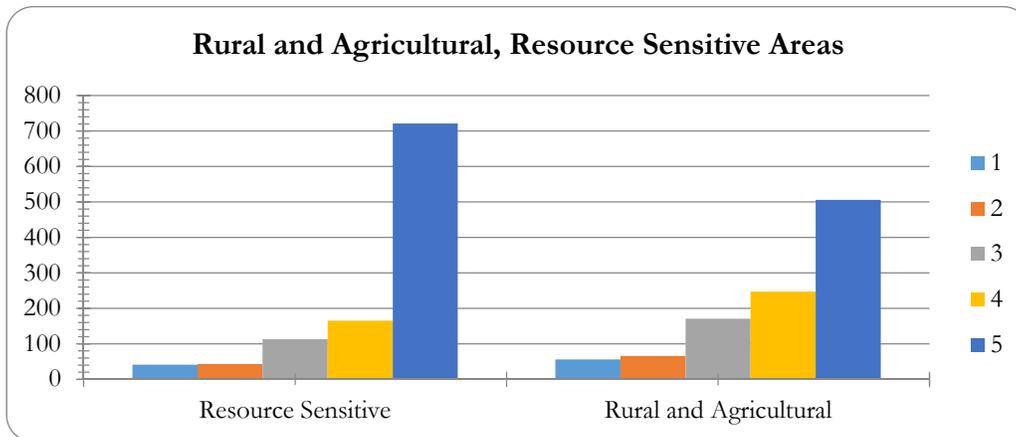
Out of 1,118 times rated, the neighborhood preservation policy area was rated 600 times with a 5-star rating (54%) while out of the 1,100 times rated, the peninsula policy area was rated 526 times with a 5-star rating (48%).



Rural and Resource Sensitive Policy Areas

- Resource Sensitive - A new policy area to add protection for areas with natural, cultural and physical features of special concern.
- Rural and Agricultural - An existing policy area that specifies that this policy area also includes agriculture areas. These communities area characterized by farms, large lot residential and very limited commercial uses and served by private septic systems.

Out of 1,087 times rated, the resource sensitive policy area was rated 724 times with a 5-star rating (67%) while out of the 1,048 times rated, the rural and agricultural policy area was rated 507 times with a 5-star rating (48%).



Comments – Potential New Development Policy Areas

Transit-Oriented

1. I favor this form of development that integrates travel centers with accessibility to transit.
2. Agree with description but propose a community representative join Transit District planner
3. Any areas surrounding impermeable surfaces should be conscientiously planted with native plants, sufficient tree canopy and understory plants, and run-off containment areas planted with native aquatic and border plants. Buildings should have green (planted) roofs to reduce run-off and albedo (light and

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- heat reflected into atmosphere), and to prevent buildings needing to consume excess energy by cooling required by using black roofs. Green roofs planted with native plants absorb run-off and heat, as well as provide food for essential insects like pollinators, butterflies, and moths. No more Round-Up soaked mulch islands of exotic annuals in a sea of grass.
4. Any areas surrounding impermeable surfaces should be conscientiously planted with native plants, sufficient tree canopy and understory plants, and run-off containment areas planted with native aquatic and border plants. Buildings should have green (planted) roofs to reduce run-off and albedo (light and heat reflected into atmosphere), and to prevent buildings needing to consume excess energy by cooling required by using black roofs. Green roofs planted with native plants absorb run-off and heat, as well as provide food for essential insects like pollinators, butterflies, and moths. No more Round-Up soaked mulch islands of exotic annuals in a sea of grass. In addition, lights should be dark-skies friendly and motion sensitive to minimize negative impact on wildlife and people's circadian rhythms.
 5. Crofton area does NOT want any more transit based plans in the area. Overcrowded!
 6. Do not create transit stations and do not add sidewalks nor bike trails to residential areas that did not previously have them. You can make them a requirement for new development, but must not add them to already existing residences
 7. Does the county even have any transit stations?
 8. Good plan but must have a comprehensive transit plan for commute to DC and/or Baltimore.
 9. I am not sure this would be successful w/out intense development. The transit centers in the county now- Brooklyn Park, New Carrollton, Glen Burnie- don't seem to be positive-safe-attractive areas
 10. I do not live near a transit station so this would not benefit me
 11. I don't really understand this phrasing well enough to rate
 12. I like the idea of pedestrian friendly areas but not with transit bringing in criminal element from the North
 13. I live in Ferndale, we don't even have sidewalks, let alone road that have been repaired within the last 30 years
 14. I think there's room for increased density and increased walkability in established areas in order to preserve less dense areas
 15. I'm not sure what I'm supposed to be assessing with the stars. Is it the priority of these plans over one another?
 16. Needed to reduce car trips of short distances
 17. NO more development!!!!
 18. None. Stop development. No more growth unless it's green space
 19. Not even interested in any type of mass transit
 20. One reason people choose transit to commute is that it is too expensive to live near work. One concern about TDPs is that rents and real estate rise again and push people further out. Need an affordable living requirement
 21. One thing I do not want to see is the type of Rezoning that permits multiple dwellings to be built on a single residential lot as they are doing in Montgomery County. I saw this on the news and I would be very disturbed by this
 22. Our traffic is horrendous and so many people live in walking distance but don't have sidewalks or walking trails to get to their destination.
 23. People don't want to use transit, so please stop pushing that as an option. Incentivize work-from-home options with employers
 24. Please do not bring public transit to Pasadena. There are plenty of places people can live where there is already public transit. Pasadena needs bike and walking trails, not buses that cause traffic and clog up the streets
 25. Public transportation is NOT the answer
 26. Public transportation means crime follows
 27. Should not be a priority to be paid for by tax revenue

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28. Sounds great, but too late for AACo
29. Stop over developing AAC. You cannot move in the roads now. We do not need new shopping centers, more housing of any type. Every tiny parcel of land off B & A Blvd. is being developed with housing. Reconstruct the defunct shopping centers with decent places, and if needed small senior housing. No section 8 is wanted because it is destroying our property values. What are you all thinking? We cannot handle any more over populated neighborhoods, schools and roads
30. Stop overdevelopment
31. Stop wasting our money and work on items that we need, not what you want
32. These areas should grow upward rather than outward
33. This won't improve conditions for the folks that already live in these areas, but will make traffic, congestion and overcrowding worse for existing communities
34. This would allow folks to commute to work without needing expensive cars!
35. Transit Oriented areas have both rail and bus services. Few parts of the county qualify, but Odenton and the BWI-Linthicum corridor are two that come to mind
36. Transit oriented in the Baltimore area is light right which equals more crime!
37. Transit-oriented areas should accommodate working families, especially working parents. The area should monitor to ensure safety. The city of Annapolis needs to be an integral part of the solution for all citizens
38. Unfortunately these are not proving as successful. Many of the existing transit stations are crime ridden and unsafe. they are currently not positive environments- think Brooklyn stations, New Carrollton, airport area, Glen Burnie, I am not aware of where these are successful- but open to learning about models that have worked [in reality] in similar areas
39. We don't need any more development!!!
40. We don't need any more development. Transit stations should have been considered before all this mixed use development started. Cart before the horse
41. While "compact, walkable, pedestrian-oriented" might be potential components of a District Plan, the "Plan" fails if the focus is not on economic growth. Without primarily focusing on the commercial or residential growth at these transit oriented areas, the attractiveness of utilizing these areas (whether as a pedestrian or a private investor) dwindles. In summary, approaching Targeted Growth as first being "compact, walkable, pedestrian-oriented" is grossly counter-productive.
42. Yes, but make them ACCESSIBLE by bike and walk. Not like Parole which is surrounded by a bike/ped moat of dangerous roads
43. You need to add housing within two miles of this to allow commuters to leave there autos behind and walk or bike to transit while providing storage/lockers and parking for cyclists
44. ZERO New Development; Retrofit all parking to pervious surface. Net decrease in impervious surfaces

Corridor Management

1. Rt. 175 between US 295 and Jessup Elementary is fast becoming a commercial district: gas station/convenience stores (one opened & then expanded within a year, another approved, and a Panera restaurant has recently pulled permits. Those businesses are locating there because of the existing traffic count, the thousands of new residences built in the area, and the huge National Business Park with thousands of employees servicing NSA. The residential properties on Rt. 175 should be zoned at least C-1 (some are now) to allow properties to be combined, with sufficient economic incentive to design-controlled access to/from Rt. 175, to avoid multiple Small Business properties having separate access/ingress traffic flow on busy Rt.175, and giving economic incentive to replace those properties ageing septic systems with currently available sewer. The Champion Forest Ave. access to Rt. 175 at Redbud Ave., and a planned extension of Champion Forest to Race Road (maybe in ten years) would give businesses access to traffic light controlled intersections. If Rt. 175 is widened before 2040, the zoning of all residential properties to the Howard County line should be reconsidered as well.

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2. AACO is already a built environment with limited future new development opportunities. Encourage development and redevelopment in currently built areas with increased density, public infrastructure investment be it roads or pedestrian access, water/sewer, etc. and improve the jurisdiction approval process
3. Address the Forest Drive corridor and the mess we have because no integration between city and county planning. Does anyone in the county even no the impact of city development on county and vice versa?
4. Again, all I see is more development and no thought into how to accommodate the influx of population
5. Again, cart before the horse thinking
6. Agree with concept
7. Also stop allowing huge forests to be taken down when there are abandoned buildings and lots that should be utilized first
8. Any growth at all, at this point, is irresponsible. Schools are overcrowded. Traffic is terrible and dangerous. There isn't enough infrastructure for the communities that already exist. Bringing more taxes into the community won't fix the problems we already have, because more growth will bring more traffic and overcrowding but not bring in enough revenue to fix and improve at the same time.
9. As a 2 income household with a family and a resident of the Broadneck Peninsula, I am all for affordable housing but I'm also a strong advocate for property rights of property owners. Please be careful and meticulous of the laws you are looking to pass and the Human Relations Commission being codified.
10. Corridor Management is low hanging fruit and deserves priority public transit investments, appropriately sized and frequent
11. Corridor management sounds like sprawl. People shouldn't have to drive down a road or corridor to businesses and public services
12. Corridors need to be improved but NO MORE DEVELOPMENT along Rt. 3!!! It's way out of hand.
13. County should focus on and incentivize redevelopment
14. Depending on the goals of adjacent neighborhoods, this could slide into NIMBYism. Avoiding gentrification is key; avoiding increased density, equitable transit access, and climate-friendly development on account of local property owners' vocal opposition to change would be unfortunate
15. Developers should be required to use "brown ground", meaning they have to rebuild or renovate on empty buildings versus on new land. Highways and roadways should be planted with low maintenance grasses, trees and bushes. We should not be mowing the grasses
16. Don't add lanes which bring more traffic. Make corridors, especially on peninsulas Complete Streets
17. Ensure empty buildings are filled and limit any new construction. New building limited to existing footprints
18. Existing neighborhoods must be protected from flagrant growth/high density development leading to intense traffic problems. Roads must be well maintained. County should take back responsibility for doing their own traffic studies...not give it over to a developer
19. Focus on revitalization of existing developed properties
20. Focus on revitalizing blighted areas as a priority
21. Green light this so public transportation can thrive. Incentive public transport with commuter passes in these new communities
22. Growth in transportation corridors is just another form of sprawl
23. Historically, development or re-development meant many more people supported by overstretched services and gross deterioration of quality of life
24. I cannot answer as I do not know the mgnt plan
25. I do not support corridor growth or plans for growth
26. I feel this form of development creates hubs that eventually develop into blobs of development with infill. Think Baltimore-Washington DC corridor/metroplex. Traffic infrastructure here in the eastern US never, in my experience, seems sufficient to withstand the impacts of the infill development that occurs in the corridors. Unfavorable

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27. If redevelopment means looking to upgrade neighborhoods rather than trying create more then I am for that
28. In the pass, Corridor management dissolved and of divided the some Black communities. However, it stopped short of moving through other communities to increase corridor growth. Route 10 was initially supposed to be one of those corridors to connect to Route 50
29. Infill development should not mean every patch of woods in a designated area should be razed to the bare dirt and replaced with townhouses and pad sites. Existing forests, meadows, and farmland should be preserved as such. Vast swaths of mown grass such as surround shopping centers and industrial/office parks should be replaced with native trees, shrubs, and herbaceous plants. The U.S. Fish and Wildlife Service office on Admiral Cochrane has an excellent book on the subject. Again, lights should be used in such a way as to minimize light pollution. Walkability should be prioritized
30. Is this a social engineering project, put together by communists and/or socialists?
31. Limit opening up untouched areas and mature trees.
32. Love the idea, but execution seems flawed (East-West Highway, Rt 2 in Edgewater)
33. Management has too long equaled building. There are too many facilities opening on to Rt 3
34. Need to fix route 3 area. There has been too much over development to where you take your life in your hands to drive that road
35. NO MORE DEVELOPMENT
36. NO new roads on the Broadneck. Dedicated rapid transit lanes
37. No reason to develop RA when lots of paved space exists in shopping centers. Parks/Recs Millersville Park case-in-point. Marley Station has utilities, location, parking, public access: why do we want to pave 33 Acres of RA farm for a Tennis facility on an historic rural Community road??
38. Not sure what this implies. If it implies what was done to RT 2 in Edgewater where more businesses and more untimed traffic lights were installed, then NO. There is no planning with this process. All we have is eye pollution
39. Please utilize many of the existing shopping centers. They may need revitalization but it is a better alternative than paving more green space
40. Preserving existing communities and limiting the "infill" development need to be high priority (I'm thinking of Rte. 3). Passive green space is vitally important but every parcel is being developed with seemingly no regard for the traffic/environment
41. Rather than keeping workforce housing as a separate item, it should be included as part of the master development plan. For example, use already developed old shopping centers and malls to create new workforce housing in order to minimize impact to communities and environment.
42. Revitalization, but no new buildings until schools can handle them
43. Ritchie Hwy is full of perfectly good commercial building stock that should be targeted for revitalization before any more vital natural areas are cleared. No new commercial construction, at least until current standing properties are occupied at a reasonable level
44. Sounds good as long as less affluent communities aren't forced out of their existing neighborhoods
45. Sounds just like broad reaching mumbo jumbo. No way to tell what any of this means
46. Stop developing
47. Stop overbuilding in areas where traffic studies indicate that new developments cannot be sustained with the existing traffic gridlock and parking nightmares
48. This is a must for the Mayo peninsula.
49. This is extremely important to me.
50. This is important as long as you place importance on the businesses moving into the area. Nobody needs more dollar stores and convenient stores. Create small business centers with grants for new businesses focused on improving lifestyle and not degrading it.
51. This policy is not worded clearly enough to provide a rating.
52. This sounds like the workforce development bill. So why are you asking about it now? It's already been decided

53. This suggestion is vague. In-fill can be used to circumvent APFO and the need to provide adequate infrastructure and services. If "Corridor Management" means giving local communities a greater priority over property rights, then that's great
54. Traffic circles instead of lights that only give 10 seconds to get through the intersection would be a nice way to help traffic move, while controlling speed, and looking nicer.
55. Village center in South County for Deale, Churchton, Shady Side but corridor management for connecting South County to Edgewater and Annapolis
56. We don't need any more development!!!!
57. We have a lot of abandoned developed areas that need to be revitalized, lots of empty shopping centers and apartment/condo buildings. Annapolis town center was auctioning off units. Condo buildings in GB, along West Street, etc
58. We have lots of empty developed spaces- revitalize these rather than clear trees and land for development
59. While there are existing developed areas in need of redevelopment, this category grossly generalizes and doesn't leave room to differentiate between a developed corridor like Gambrills (that doesn't need redevelopment as it needs additional infrastructure and planning to support denser/better development) and the Marley Station Mall/Glen Burnie (which has issues that are more complex than a simple redevelopment plan)
60. Yes, please start focusing on opportunities in Brooklyn Park
61. Your definition of Corridor Management does not work at all for South County Please do not provide opportunities for infill development, redevelopment, revitalization and mixed-use. Please share the Corridor Growth Management Plan for South County if you have one. If not, do not think it is OK to plan without our input

Village Centers

1. Any new development should be undertaken with preservation of nature as a top priority. This means eschewing chemicals, landscaping with local native plants, no LED lighting, limits on brightness of outdoor lights, shades directing light downward, motion sensors keeping lights off when they are not needed. If we are to prevent Ellicott City-like flooding catastrophes, we MUST prioritize maintaining forests and making new ones wherever there is space. Developers and communities should be required to use native plants and be incentivized to minimize run-off. Run-off ponds should be planted to encourage mosquito predators, such as birds, frogs, toads, bats, and damselflies and dragonflies
2. Appropriate and frequent Public Transportation is needed in all Village Centers
3. Appropriate Public Transportation is needed in all Village Centers
4. Commercial development included in planning for communication ities and bike paths
5. Concern that centers might overlap and proliferate in number
6. Create areas like the torpedo Factory in Alexandria. Welcoming, environmentally friendly public areas with unique businesses that create a sense of community instead of bland copy and paste business formats
7. Def need to upgrade shopping and make lovely looking and walkable shopping
8. Difficult to control where people move around, commute times don't seem to dictate purchase locations
9. Doesn't seem feasible
10. Focusing on the existing communities and the amenities available to the existing residents with smart growth both residentially and commercially
11. I can't stand the village concept as it is. Doesn't work
12. I feel we have so many already existing underutilized shopping areas yet we continue to develop new areas that have not been developed for that before and I feel it is a miss use of space and it adds to congestion
13. I see examples of this and needs to be the rule not exception

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14. If you have to use existing building that are already VACANT. Stop development. Why do you think there is so much flooding when it rains? There is so much development and nowhere for rainwater to go. Why does Crofton need a gas station on every corner?
15. I'm wary of any non-grassroots village centers. Community engagement, need and access are all key
16. It doesn't really help anyone if you still need a car to get there, parking lots need to be created and traffic becomes an issue even in and out of the village center
17. Jessup "Village" or a center is not realistic. There is the quiet Jessup residential area on back roads, and there is the crowded highway from Odenton to Jessup and beyond, which will never be safely walk-able, and is not the center of the community
18. Make sure they are bikable and walkable. Change land use policies including reduced parking to assure this
19. More development hiding under feel good sounding crap
20. More uniform development aesthetics. This count has too much Hodge podge areas that look extremely dated
21. More, smaller, centers would be great. Waugh Chapel Town Center is too heavily populated with cars on the weekends; it's not worth going to
22. Nawh.. we don't need anymore ""little villages"" with a giant casino in the center who still 1)doesn't pay taxes; 2)refuses to provide money for our schools
23. Nice location for shopping/doctors' offices but does not apply to my community
24. NO NEW DEVELOPMENT!
25. NOMORE DEVELOPMENT!!!!
26. Not interested
27. Only seems to make sense for privately owned master planned communities
28. Our county doesn't have any villages
29. People will still drive village to village to get what they want
30. Should not be a priority to be paid for by tax revenue - should be paid by developers and home buyers.
31. Small scale centers should not be targeted for growth
32. Small well planned 'village centers' supporting lower density communities would be good
33. Smaller growth in less developed areas sounds good to reduce sudden increases in traffic
34. Strip malls no. Columbia like village centers yes. Need to define this
35. The idea is nice but not sure that this is easily achievable with outle expansive areas.
36. There are places in the county where small scale centers makes sense and they should be planned as such. But, this will be something the private market ultimately dictates and by prioritizing the planning of "small scale" centers is nowhere near as impactful as the large scale centers that have the most infrastructure needs
37. This concept is really generic. It needs to be more specific to meet the geographical needs of the lower income communities, as well
38. This form of development seems very fragmented in its approach
39. This sounds good in theory for undeveloped areas. This will not fix already existing neighborhoods that already have problems and no space to build.
40. This sounds like more strip malls
41. Too many buildings are vacant. Why put up new overly lit areas that pollute night sky, increase sound levels and just add more paving and plastic and consumerism to the areas? We have plenty of these already and should look to reuse vacant properties rather than make new junky strip malls. A strip mall is not a village center
42. Use existing village centers, no more overbuilding or multi-story new construction out of character and scale for the nearby residential neighborhoods
43. Very important- intense development will ruin the very reasons people want to come here
44. Village centers are a great idea but they need to be more walkable and accessible to bikes
45. Village Centers are nearly impossible to navigate if you're disabled or have young children

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46. We could especially use this in South County. Make Deale a walkable village. People arrive by boat, car and bicycle. Let them have sidewalks, bike routes and community parking. Same could happen in Galesville
47. We don't need any more development!!!
48. We need more recreation centers. Not shopping
49. What does this even mean practically? "village master plan"????? Ok on forest drive we have all the low class strip malls. How do you change this
50. ZERO New Development All redevelopment done with pervious surfaces; Maximum support for low income occupancy

Targeted Growth

1. Any current open spaces that are county mowed and sprayed should be planted with native pollinator plants, a no mow/spray zones
2. As suggested above, we need to restore as much land to a natural state as possible. Run-off is bad for the Bay and rivers. We can't have our homes and roads flooding the way they have been. With the severe weather predicted to become even more severe, any new growth must necessarily be more than offset by restoration of nice absorbent vegetation and biodiversity, or else we can kiss crabs, yellow perch, and rockfish good-bye. The County needs to educate, incentivize green building, rainscaping, and landscaping practices for residents, farmers, and businesses
3. Building moratorium, preserve trees and open spaces, widen roads to relieve commuter traffic.
4. Connectivity: Too many cul-de-sac communities forces literally all local traffic to arterial roads. Connectivity between neighborhoods would help alleviate this situation
5. Corridor Expansion and Growth: Recognize key corridors that strategically should be more rapidly developed and potentially re-planned. Crofton/Gambrills/Millersville is the best example. It is a congested corridor because MD-3 is an excellent route to use for getting between Baltimore, DC, Annapolis, and NSA - Crofton/Gambrills should be leveraged and more densely developed to capture more business and jobs and pull money too our county (and through this development, addressing road issues in the process)
6. County needs to adopt a growth policy as the first priority
7. Development plans for areas of known congestion should not move forward without requiring the developers to contribute, upfront, to the infrastructure for that area, I.e. more lanes, technology based stop lights, handicap technology, etc. Development is not a right of way, its a privilege and if developers are really interested in the "Community" they will gladly contribute as a required tax for doing business.
8. End all deforestation & provide financial incentives & social support for families to go childless or one child. We will never slow down the destruction of our land until we slow the birth rate down.
9. Forest and Wildlife Corridors that offer the possibility of connectivity throughout the County
10. Frankly, we need to encourage development that repurposes existing lands and facilities to preserve wildlife habitat and wild green spaces and fosters the growth of native plants. We are too focused on new development and not enough on how we can preserve and protect our way of life in the face of massive climate change. Stop new development that destroys our wild areas and grow in ways that reuse what we have
11. Green Space Environmental Stewardship Clean Bay
12. How about ceasing growth and new development until a complete study is performed to identify areas needing immediate attention
13. Less housing development which is impacting already overtaxed infrastructure
14. Limit development density
15. Limit Growth to match available Transit, Roads, etc.
16. Make it like it was 20 years ago
17. Mixed Use Developments: Increase flexibility options for mix of residential, office and retail in developments near military sites to help meet national security needs , to recognize the need for

- strategically located higher density residential such as apartments, and to reduce the supply of unused, unneeded office sites
18. Moratoriums on growth and infill for high density areas such as Severna Park Jumpers Hole Road corridor
 19. More Police
 20. My problem is there is nowhere to drive safely. Look at all the buildup on 301. It is a nightmare. Too much development. There should be a bridge to walk across. And no way to have to cross three or 4 lanes of traffic without going to a light
 21. Not sure I understand what all these "targeted growth" ideas are. Sounds like more over-development to me. I'm opposed to anything that cuts down trees, disturbs natural areas &/or paves more land!
 22. Plan for Mixed Use zoning to start transition from focus on single-family suburban within county to focused village/town center residence/business/shopping complexes
 23. Roadway infrastructure
 24. STOP development. We don't need it unless it is green space
 25. Stop tearing down trees and overbuilding this peninsula. You are ruining it for generations to come.
 26. Stop the growth
 27. Suburban and extra suburban areas are nearly fully developed in eastern end of AAC. Transportation is by car. Fix that delinquent infrastructure first

Neighborhood Preservation

1. As long as this language isn't used to keep an inequitable or segregated status quo
2. Better and more-low income housing.
3. Builders/Developers only know how to build Mansions. It's way past time to put a stop to grossly wasteful oversized homes. Build on the Patterns of the 50s and 60s. Smaller, economically feasible homes for those who don't make 500k per year
4. Character of neighborhood is code for "no density" and "no minorities." Strong areas are characterized by diverse types of housing and development regardless of whether they match each other in "character."
5. Development within current school capacities
6. Do not allow development that the neighborhood doesn't want. Neighborhood development is generally not compatible with neighborhood preservation. Locals must have some control over development.
7. Doing this to extreme and excluding others because of it. Older cities blended price and type well. We can continue this effective design to mix race and income
8. Enforce zoning restrictions, no use of tax revenue
9. Essential to preserving the quality of life AACo is treasured for having
10. Extremely important
11. Historic housing in Linthicum should be preserves for future generations
12. I live in ARPOA this is a perfect example with key school development of where the county need to take leadership on major development to engage both parties and PROTECT downstream development which I understand is a state /fed req. not once has anyone in county tried to bring together developers and downstream community with a conservation ease to the table together
13. If local control means preserving inequitable distribution of education, amenities, and other core County services, local control is not positive and should be overridden in service to more important objectives.
14. Keep neighborhoods from getting overdeveloped. Too much traffic in small areas already. Reducing water runoff areas hurts us all
15. Keeping in mind that it may mean NO development in certain neighborhoods
16. Limit overbuilding- stop approving multiple houses on residential lots that should have only one home. Do not approve multi story residential units where schools and roads are already maxed out. Listen to residents instead of developers who live elsewhere
17. Matching the existing character is a waste if the original charm has already been destroyed by poorly managed growth

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18. More importantly developers should be required to put in solar panels or wind mills. Why not have solar panels on the roofs of the office buildings, strip malls and shopping centers along with houses and apartment buildings.
19. Most Critical need for GDP, Bills, etc
20. Neighborhood Conservation would be a better title, as 'Preservation' conveys sense of exclusivity that should not be fostered in our communities
21. No Development until infrastructure issues are resolved
22. NO MORE DEVELOPMENT!!!!!!
23. No more development. The county is too crowded and has too many empty homes and businesses as it is.
24. NO NEW DEVELOPMENT! I can't see how adding more development preserves any aspect of the County
25. Older neighborhood revitalization should take precedence over new development.
26. People move to areas because of what they currently are and what they offer. Allowing builders to change that by short cuts and rezoning is a huge mistake. It is also the cause for overt crowd schools and infrastructure
27. People want to come here because it is not a concrete environment, filled with tall apartment buildings and no open land. If we allow the area to be densely developed, and the open wooded areas cleared, we not only destroy the land, we destroy the very reasons people want to come here
28. Police don't even patrol our community
29. Preserve green space in congested neighborhoods! Especially in critical areas. Kids need room to play and we shouldn't have to drive to a park when there still is some natural beauty left in our own neighborhood
30. Reduce amount of new home construction that has been flooding AACO over the last few years.
31. Responsible growth! I'm less worried about matching, more worried about whether roads can handle the traffic and whether the community, rather commuters, need it. Do we need 2 chick fil-as? Four 7-11s? Gas station on every corner? Community doesn't
32. Some communities' character needs improvement. For instance, there are communities whose character is large McMansions in fields of grass with the odd island of dark brown, glyphosate-soaked mulch planted with exotic plants of no use to local wildlife. These communities are designed and landscaped to be maintained by itinerant crews who come in with loud gas-powered mowers and blowers, and minimal effort. The price of these leisure-class aesthetics is borne by all county residents in the form of nuisance flooding and a 70% reduction in the bird population. Fields of grass are fine for ruminants, horses, and soccer -- not just to be fancy. Just as there are limits on impervious surface in critical areas, there should be limits on useless grass. To prevent insect and bird population collapse, 70% of the area must be native plants. A stick with no carrot approach would just become a political hot button, but significant property tax breaks for those who undertake to make their properties nature-friendly might help transform the landscape in such a way that the Bay and rivers would benefit
33. Some neighborhoods should accept Asus, duplexes, etc, which can preserve character but provide lower cost housing options
34. Sometimes this can be used as a way of preventing any increase in density even if it would be a way of justifying transit. It is also a way of keeping "undesirables" out as we've seen regarding the "workforce housing" arguments. However, it is very important to transition to any higher densities in a way that IS very sensitive to the property values of adjacent neighborhoods. The amount of increased density, especially if it doesn't get justified by transit, should be minimal in R5 and below communities
35. Stability is key; maintaining existing community before additions to it
36. Stable residential communities DO NOT NEED additional development, aka more crowding with less services. STOP DEVELOPMENT in our County!
37. Stop overbuilding, schools are overcrowded. Start listening to communities as they all would like relief from congestion. Builders can build elsewhere where there is less population density. Arnold is being ruined. Where does it end?

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38. Stop Overdevelopment
39. Stop shoving high density housing into R5 zoned areas
40. Stop the growth
41. The county can't even seem to fix the problems in existing neighborhoods, so developing to match existing character basically means developing with the existing problems
42. The Jessup Improvement Association wants to preserve the bucolic nature of Jessup-no commercial development ever. That ship has sailed, commercial development will be necessary for the thousands of new residences built, for future growth and for the thousands of NSA related jobs between Rt. 32 and RT. 175, adjacent to the BW Parkway Commercial development is OK, as long as our cows can still graze on the parking lots
43. There are many neighborhoods that could use change. Please don't be an impediment to this change under the guise of neighborhood preservation
44. There is so much wrong with saying that you are going to "match [the] existing character" of a developed area. Racially, Socially Economically, etc. - "stable residential communities" is a veil for which conscious and unconscious prejudices can operate. Conservation, which is leveraging the existing character of communities (versus trying to preserve it) is a far more progressive and economically viable means to solving the planning challenges our county faces
45. This is code for exclusive zoning designed to keep multi-family development out of historically single family home neighborhoods. Any realistic approach to Annapolis growth needs to prioritize density.
46. This is extremely unclear as to what this means
47. This is most important as we homeowners have invested years of investment in our properties and urban sprawl can kill the major assets of AA County-open spaces, waterfront properties, rural community layouts in proximity to village center concept. Slow down and/or stop development. Focus on redevelopment.
48. This means nothing and is about telling others what to do with their property
49. To match the existing character in South County, means very little development, if any at all. We already have stable communities. We don't want growth, managed or otherwise
50. To me, "matching existing character" means density as much as architecture. If surrounding, older communities have 1/2 to 3/4 of an acre for each home, new development needs to have that too. Places like Sabrina Park and Shipley's Crossing should never have been built
51. We all know the county government is about tax revenues. How about focusing on cutting un-needed social services
52. We have lots of old residential communities, open spaces, wooded areas, and lower density communities. If we allow continued high density development- we destroy the very reasons we are not a city. Spot rezoning, modifications and variances need to be considered carefully. Too many developers are only profit oriented, and not responsible. Apartment complexes [R15, R22] w/in R1-R5 residential is not responsible. Nor is C3-5
53. When Ritchie Hwy was renovated from 3 lanes to 2 lanes and the mediums were put in place...no other Commercial structures were supposed to be constructed, only residential homes from 8th Ave to the city line
54. Yes especially in Crofton special district
55. Yes, preserve communities by not busing in kids outside the community to my local schools. Keep this traffic off my roads. Keep the land undeveloped.

Peninsula Areas

1. Absolutely this. Broadneck Peninsula is awful in the summer, and then Peninsula Farm Road on the Broadneck Peninsula is a mess during school drop off/pick up. Who thought it was a good idea to have 2 middle schools on a road with one way in/out.
2. Agree
3. Agree with limited development, but some of these areas could benefit from a convenience store

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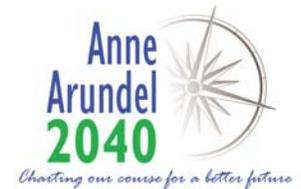
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4. Annapolis Neck is the most pressing problem. Steps should be taken to remove overhead wires from Forest Drive to reduce risks of interruption by accidents involving wires and poles. This applies to all single access areas, including the Poplar Ave and Cedar Park access to Admiral Heights in Annapolis
5. Another bus push. Great. Another bad idea
6. As I have repeatedly stated in community meetings and past comments on the GDP, road and infrastructure investments must PRECEDE further development - not be pushed to some future date!
7. As someone who lives on the Broadneck Peninsula, we are constantly held hostage during the beach season. We don't need any new housing to bring an additional influx of residents.
8. Because we are really peninsulas surrounded by water, the points where the peninsula joins the main track is a problem, ie Ritchie Hwy
9. ...but not necessarily dependent upon a car being the only means of commuting. Must be a carbon neutral goal Climate change + 1 road corridors
10. Communities served by one road corridor will get overcrowded if more cars can access them easily.
11. Critical for safety (fire/EMS), maintaining home insurance (just had mine cancelled because of heavy traffic on 214 and distance/time to Woodland Beach Fire Station from Mayo
12. Currently exists along the water but lack of mixed use requires long commutes for daily needs and services. Add light commercial zoning and density to the design
13. Development to corridors with limited access should only have their development limited by the means of expanding that access
14. Downtown Annapolis Main St. should be closed off to through traffic and made pedestrian only.
15. Expand and improve roads, allow faster speed limits
16. Growth on peninsulas should be minimized.
17. I attended the county OPZ planning meeting last month? I was struck by the fact the AA has 5 peninsulas. 1 way in 1 way out Is this hindquarters to AA. What can we learn from similar counties?
18. I have no idea what you mean with this one. Peninsulas are sensitive environments that are already over developed. The focus should be on getting homes off of the shoreline. The county should buy waterfront property & protect it from developers.
19. I live on one of these peninsulas. The one lane road is already stretched beyond capacity. Traffic backups are legendary! Needs left turn lanes, shoulders, improved traffic management
20. If in-fill is contemplated in Peninsula areas, additional roads need to be developed and these roads must have side-walks and bike-lanes. If development is not contemplated, existing roads need to be made safer for pedestrians and bicyclists.
21. I'm a lifetime Broadneck Peninsula resident and a current resident of Cape St. Claire. The development has gotten out of control and the roads cannot serve the capacity that we are currently at.
22. I'm on the Mayo Peninsula, the amount of building has to stop
23. Investment in better roads and bike paths only
24. It does not seem like the development has been limited. Traffic congestion continues to increase. New homes frequently built.
25. Just leave out the transportation investment
26. Keep it as it is
27. Keep peninsulas development free
28. Limit development as infrastructure can't handle more
29. Limit development in Peninsula areas where safety has been an afterthought- fire trucks and ambulances need corridors to travel not weaving through traffic brought on by overbuilding.
30. Limit development. Most of these areas have narrow roads and DO NOT WANT mass transit such as MTA.
31. Many of our peninsula communities also have high flood risk. Further development of this areas is not a good idea.
32. Mountain road in Pasadena needs to stop being developed. It cannot handle more traffic

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33. Mountain Road must be widened or development halted- one accident means the police and fire and ambulance cannot respond
34. Must be carefully managed requiring compliance with update and stronger County laws. The current Code for development is woefully inadequate. Peninsulas are targeted for parks/beaches etc...but are restricted due to road structure
35. Must have multimodal corridors, not current car-only corridors
36. NO AREA should have only one way in and out. Period.
37. No enhanced growth is needed or desired for these areas
38. No more development! The Broadneck peninsula is overly crowded as it is after all of the development that has occurred
39. Not just limit development, stop it altogether
40. Not sure what you mean by trans. investment prioritized...Do NOT need more development, need to utilize existing empty structures
41. One-road access always problematic
42. Pasadena and Marley Neck, Solley roads. STOP building!!!!
43. Peninsula Areas is a terrible description. What about areas that are connected via a terrible choke-point. For instance, try driving from Millersville to Crofton between 4:30 and 6:30 on a weekday.
44. Peninsula traffic is already bad and the only solution is increasing walkability and public transit options. Slowing/stopping development along the corridor doesn't fix the problem. At best it stops the bleeding, but we can do better
45. Peninsulas have unique qualities, besides not being able to support dense development- they are surrounded by already fragile watersheds- what we do on the land- affects the waters
46. Please leave the Pasadena Peninsula area ALONE! We do not need more houses, businesses, buses, or traffic congestion!
47. Please, please put a stop to development in the mayo corridor
48. Please! As a lifelong resident in AA Co the traffic has become a nightmare and they keep building in areas where we can't manage more traffic
49. Road access critical for improving roads that flood. Patuxent road
50. Roads and services need improvement. Sidewalks are needed
51. Route 100 is packed and any other development in Pasadena should not happen until the road is expanded
52. Serious need for this
53. Since it's one way on/off the peninsula, I hope transit would be considered over bigger roads.
54. Specific characteristics, expressly environmental, need to be carefully considered, and studied in our peninsulas. Our peninsulas- Pasadena, Severna park, Broadneck, Annapolis neck and mayo,- are surrounded by waterways- already threatened and fragile-Everything we do on the land affects the waterways. Infrastructures need to be able to support growth
55. Stop building in Pasadena. Fix Mountain Rd
56. STOP residential development. Most of these areas have narrow roads CAN not handle additional residential development and DO NOT WANT mass transit such as MTA.
57. The Broadneck is overly congested
58. THE ROADS ARE BOTTLENECKED RIGHT NOW. YOU HAVE TO HOOK UP WITH HOWARD CO. TO FIX THE ROADS 175) THAT WILL MEAN BUYING UP MANY OF THE OLD HOMES FROM BROCK BRIDGE ALL THE WAY TO RT. 1. NO MORE DEVELOPMENT!!!!!!!!!!!!!!!!!!!!!!!!!!!!
59. There is not limited development. There is overdevelopment. Please stop now. Green space is nice. Stop building please
60. These areas should be developed at a bare minimum. Complete waste of time and money if you are a believer in climate change. They will be under water in 50 years. Focus on turning these areas into parks and community areas without much development. Design the areas with rising water levels in mind

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61. These areas don't need to grow and should not be further developed
62. This creates a one way in and one way out like section 8 areas in Anne Arundel that have become crime infested. Look at Freetown, Newtown 20 etc...
63. This is most important to me
64. This is where additional development should be prevented whenever possible. The safety and environmental consequences of overbuilding in these peninsulas is very great - and will create intense political opposition
65. This one road in and out is a recipe for disaster. Alternate routes need to be identified and built
66. This would also be an area to limit dense housing that will already over whelm existing infrastructure
67. Too much development and building is occurring in these wetland areas and low lying areas that are already being impacted by sea level rise. Vegetation needs to be saved and increased, not cut down and paved over
68. We do not need any new development on the peninsula too much traffic
69. We should decrease density and cede land to parks and other adaptation zones in these areas. Sea level is rising and storms are getting worse - let's not put ourselves in dangerous evacuation situations more than we have to
70. We're trapped out here on the Broadneck peninsula every summer weekend by out-of-town traffic. Need to support transit through the county without impacting our communities
71. Why are kids from other areas being transported long distances down mountain road to Chesapeake schools?! The traffic on peninsula areas are already jammed. Stop adding to the problem
72. Why would you consider growth in communities served by one corridor. Why would you have any development if you only have one road? Priorities should be protecting the residents from the developers
73. Would be good to have some sort of reliable transit to collect people within the peninsula and transport to a transit/shopping center
74. Yes! On the road to the peninsula communities, more bike lanes and sidewalks
75. Yes, there should be limited growth. As I commented in another sections roads and highways should have low growing ground covers, perennial flowers, low maintenance trees and bushes. Why are we wasting money on mowing the areas and polluting the air by mowing? The flowers will attract bees which we need

Managed Growth

1. Commercial Conservation and Expansion of Corridors: Trying to leverage and grow targeted corridors to try and keep pace and anticipate future demands of growth.
2. Compact, mixed-use development to improve established communities and to mitigate the impacts of development on Chesapeake Bay. The county should take steps to concentrate growth in and around existing communities to minimize the expansion of impervious surfaces and the flow of runoff into Chesapeake Bay
3. Environmental Impact - Preserving tree and ground cover to manage things like stormwater runoff should be a constraint on growth.
4. Everyone wants to build things, no one wants to maintain things. Stop focusing on new development & focusing on rehabbing & improving what we already have
5. Find another route to the Eastern Shore other than route 50 and put a moratorium on building on the peninsula
6. Leave green spaces alone, revitalize areas that have become trashed. Why tear down trees if humans can't take care of the homes and they end up empty and in disrepair
7. Minimize over development of South County to ensure its character remains intact
8. Put a moratorium on building on the peninsula
9. Stop with managed growth. Just stop growth. If you have to grow, repurpose VACANT store fronts
10. Suggest adding better context to this question

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11. The Mayo/Triton peninsula needs a bridge connecting West Shoreham into Selby or Beverly Beach across Cadle Creek making a loop so that Emergency equipment can get down and out of the peninsula

Resource Sensitive

1. Absolutely critical. These areas that are maintained with the character in mind are the best. They offer escapes from DC and Baltimore and have a greater sense of community
2. Again- everything we do affects something else! Dense development causes damage to environment- stripping land of old forest cannot be replaced. Too many people/developers are only profit oriented, not responsible, or respectful, for what they cause
3. Conservation is better than Preservation. Leverage our resources so we can protect and enjoy them.
4. Enforce critical area, save forests and protect our waters
5. Flooding is only going to get worse. Building in wetlands and flood prone areas should be prohibited.
6. I believe that the areas with natural, cultural and physical features of special concern are already protected. If this is a new policy area, where is the policy? What kind of survey is this???
7. Much of this is already in place
8. Net decrease in impervious surfaces
9. New Development in Green Infrastructure and RCA should be prohibited
10. NO MORE DEVELOPMENT!!!!
11. No more growth is needed anywhere in Anne Arundel County!
12. No new building in green spaces
13. Only if it does not infringe on the rights of anyone but the people who made this survey
14. Please preserve and protect Goshen Farm! This site is a jewel and we should do all we can to ensure that it won't become a school or developed site
15. Please protect the natural beauty of AA county and do not ruin the habitat of animals and insects
16. Protection and conservation of sensitive areas should be enhanced. No growth or development should be supported
17. See prior comment. Priority for all decisions needs to be preservation of resources such as trees, including mature, old trees, and a no net loss formula. See original Ann Neck SAP.
18. Should be included in every development issue
19. Stop developing new property when existing commercial property is not being used. There are vacant office buildings and new buildings going up next to them
20. These areas shouldn't be restricted to "rural" areas. Many sensitive areas are currently within urban/suburban areas. Protected wildlife habitat comes to mind, but also historical and cultural areas as well
21. This can be overly subjective
22. This is a no brainer. People move to the region in part because of economic opportunities but coincident with resource distribution in the surroundings. Retaining a balance of rural and urban character is essential to sustaining the integrity of our region and the well-being it supports for those living in the region
23. This is too vague I have no idea what you r asking for feedback on
24. This sounds a little subjective and vague - a kind of "eye of the beholder" phenomena. One person's "special concern" is another's "who cares." However, as a general rule, preservation of certain areas with historic value of certain physical qualities seems reasonable, especially with community support and beneficial environmental consequences
25. Trees and wildlife areas should be listed in this one. Not just to protect the wildlife and fauna/flora, but look at what the building of the apartments and restaurants has done for the 'sound buffering' between the Crofton Racetrack and the surrounding communities
26. We cannot ignore the wonders and special areas of our county- just to add population and growth
27. Yes. Yes. Yes.

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Rural and Agricultural

1. 1% of County budget should be expended annually on conservation and preservation easements.
2. Adding agricultural to the title means what??? Are you talking about zoning designations, tax breaks, what??? If you want opinions, a much better job of describing what is being asked for needs to happen
3. Ag zone property which is doing a non-farm commercial business should be taxed at commercial rates, not ag rates
4. Builders are being given too much freedom to develop
5. but not exclusively protected- directing intense growth to other areas
6. Cannot love this one anymore. Want to give it 10+ stars!
7. Development of rural areas needs to be restricted more than it is now
8. Does this mean you're looking to change it, or keep it? Keeping the rural atmosphere is a key draw of AA
9. Farms of all kinds should be protected, with the farmers being given some kind of incentive to stay in farming. This will help stop the farmers selling off their properties to developers
10. I live in a rural area and am a farm owner on Mount Airy Rd. Recently, some rich politicians bought the house up the road and had it re-categorized as a "church". It is a boarding house for young men that they plan to send out into the world as "Christian" acolytes to curry favor with powerful word leaders. They do not hold public church events or encourage or even allow community involvement. It is called the Mount Airy Center, and there is a long history of behind this group. I would like the county to revise the definition of "Church". They are now tax exempt, and are not a church in anyone's definition of the word, but the county's definition is so vague that you could drive a bus through it. I am thinking of converting my farm to "church" status so that we too will be exempt from property taxes
11. I'm not sure I fully understand what this policy would mean. If it is to protect agricultural and rural areas, I fully support it. If the "Outside Funding Priorities" means it would not be a priority, I do think preserving farms, open spaces, and rural areas should be a funding priority
12. Important if done right and managed properly. Keep farms away from shorelines by 1000 ft. Offer more grants and aid to farmers using more organic methods
13. Limit Growth to only affordable expansion of Public Water & Sewer
14. Most important
15. Much potential for abuse in promoting "agriculture" and its definition
16. Need to preserve what farm/ag land is left
17. NO MORE DEVELOPMENT!!!!!!!
18. Not sure I understand this feature? Compared to what existing situation?
19. Preservation of rural and agricultural areas needs the highest level of protection. Only the lowest density of building permitted by current restrictive zoning should be allowed after thorough review. The rural/agricultural character and beauty of South County should be strongly protected.
20. Reinforce critical areas regulation. Restrict any clearing within 200 ft. of watershed.
21. Stop overdevelopment
22. The key here is to protect quality of life instead of increase population density as it has been the case
23. These areas should not be further developed
24. This is complementary to the Resource Sensitive option. It is not so much that we want people on septic systems, but the introduction of public sewer invites growth to open land under agriculture use. Forms of agriculture use might be detailed because living beside corn and soy bean fields is a very different land use and living experience from living beside chicken, hog or dairy farms
25. This is not worded clearly enough to provide a rating
26. This is unclear the way that it's worded
27. We need to outlaw use of dangerous pesticides in public spaces, really the whole state as it ends up in water system
28. Why is it necessary to add agricultural to the title?
29. With a caveat that this may be unfair to those who have owned properties and are hamstrung by regulations

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30. With a major caveat or requirement; namely that the county conclude that it is a matter of public policy that some of the food necessary to feed us is produced here so that we are not entirely dependent upon such being elsewhere or beyond our control

Rural

1. Community cemetery: The Riva Community Cemetery should be rated historic and identified with a historic sign to enhance the cultural/heritage quality of Riva (previously Taylorsville)
2. It is suggested that since the original Episcopal Church deserted it, regulation of gravesite should be enforced for the 25ft clear zone from lot boundary. The AA County should resume this piece of tax free land
3. INTEGRATED TRANSPORTATION AND LAND USE POLICIES. No more siloed policy areas
4. Less housing development which is impacting overall infrastructure
5. No more development!!!!
6. NO MORE DEVELOPMENT!!!!
7. Our lands are being overrun with invasive plants & fish. We need resources for landowners to identify & remove these. Also, our freshwater clams & mussels are in grave danger of extinction. We need to invest in an aquaculture facility just for clams & mussels to restock our streams
8. Responsible growth in the county- preservation of existing areas. Smart growth needs more humanistic and environmental focus
9. Stop the growth
10. The installation of optic fiber lines on the electrical pylons has ruined the appearance of roads in the semi-rural areas. They should be buried in the ground. The Riva Road is an example and a subject for improvement
11. These questions are "bureaucracy speak." Difficult for the average citizen to understand. You should make the questions more user friendly

Community and County Needs:

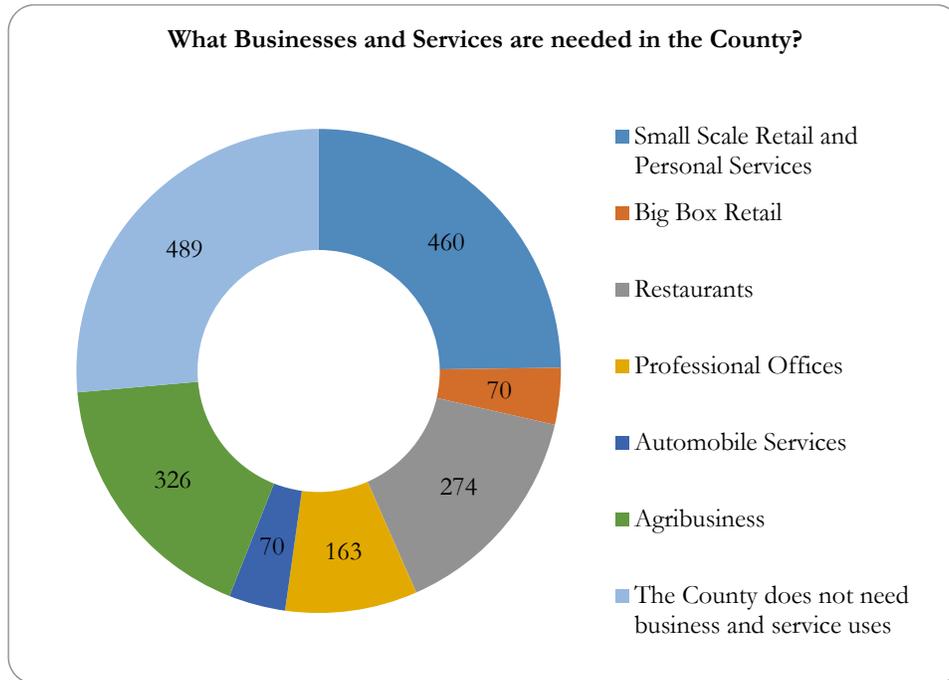
This survey section asked respondents what types of housing, businesses and industrial uses and public facilities and services were needed in their community and also within the County. There were a total of 17,685 responses and 1,148 comments. The summary below organizes the responses by County needs and community needs.

County Needs - There were a total of 9,497 responses and 453 comments.

What Businesses and Services are needed in the County?

For business and service uses, there were a total of 1,852 responses. The top 3 responses were:

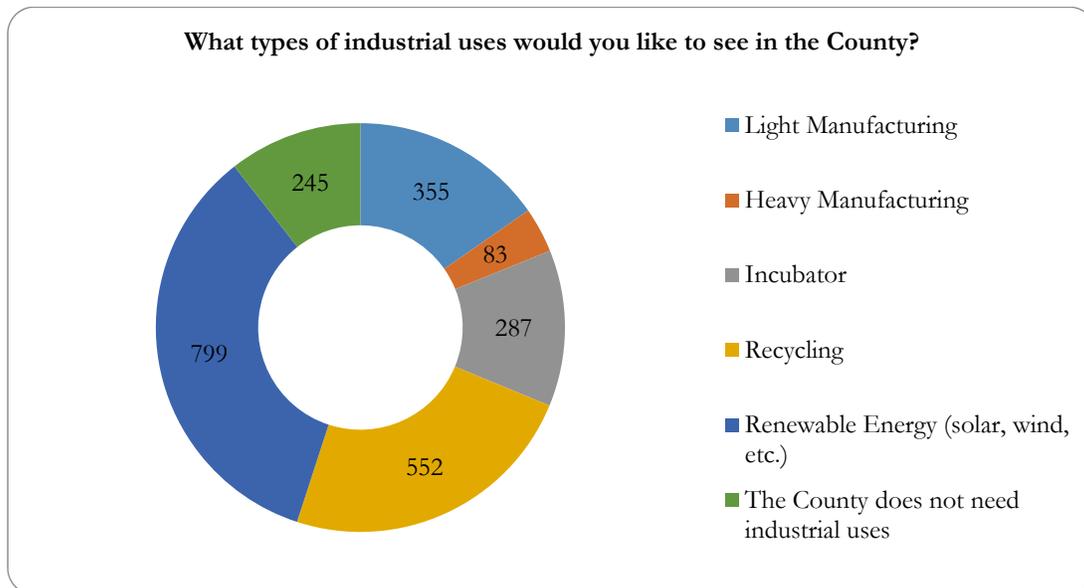
1. The County does not need business or service uses - 26%
2. Small Scale Retail and Personal Services – 25%
3. Agribusiness – 18%



What Types of Industrial Uses Would You Like To See In The County?

For industrial uses, there were a total of 2,321 responses. The top 3 responses were:

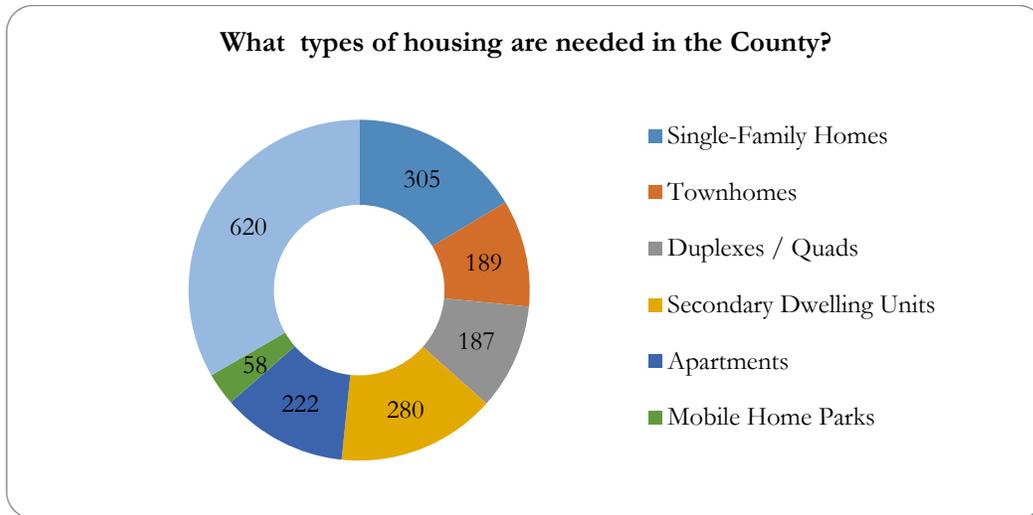
1. Renewable Energy (solar, wind, etc.) – 34%
2. Recycling – 24%
3. Light Manufacturing – 15%



What Types of Housing Are Needed In The County?

For housing options, there were a total of 1,861 responses. The top 3 responses were:

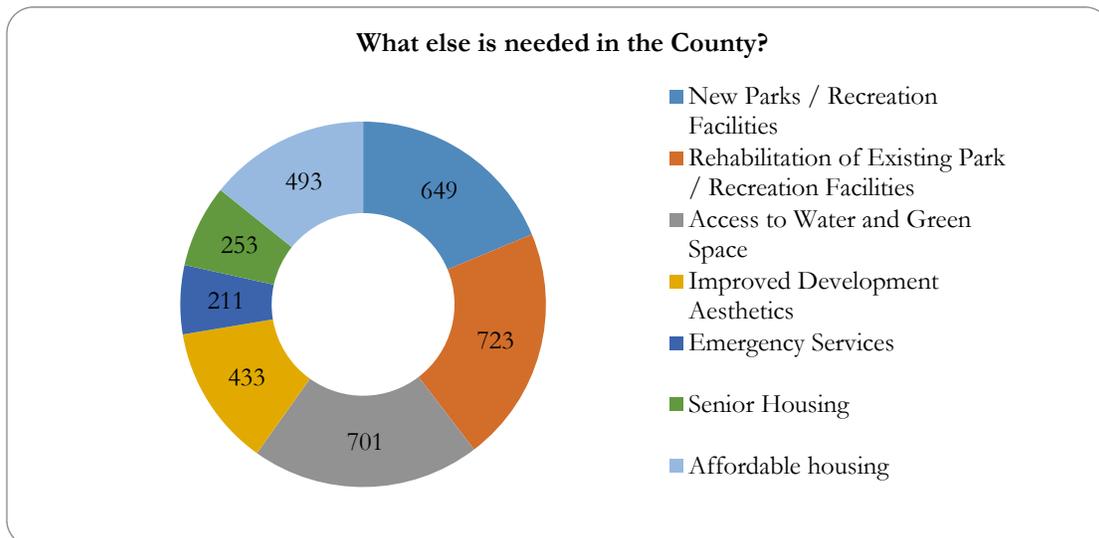
1. The County does not additional housing options – 33%
2. Single-family homes – 16%
3. Secondary dwellings such as granny flats or apartments over garages – 15%



What Else Is Needed In The County?

For additional County needs, there were a total of 3,463 responses. The top 3 responses were:

1. Rehabilitation of existing parks/rehabilitation facilities – 21%
2. Access to water and green space – 20%
3. New parks/recreation facilities – 19%



Additional Comments – County Needs

1. A Countywide assessment of school zoning to address the under/overcrowding of schools
2. A new Addition to the Zoning Map - Assisted Living. Residential Space for folks who need assistance should be placed in a Health Care Zone along with Doctors' Offices, Clinics, Hospitals, and other healthcare uses. People who are statistically more likely to need help shouldn't live 15 miles away from it.
3. AA County desperately needs to shed its well-earned moniker as a "do nothing county" and extend its governance and master planning further than just Annapolis proper. It's criminal to compare the level of planned mixed-used development that attracts young families and professionals that is available in neighboring counties, but completely absent in AA County.
4. AACo is growing very quickly, and expectations regarding where these people will live and work has not been correct so far. Area of townhouses between routes 10 and 100 brings hundreds of cars south-thought they expected to travel west.
5. AAC) should work on adding more sidewalks for people to safely, walk and bike.
6. Abandoned commercial sites need to be redeveloped or torn down and replaced with green space.
7. Access to water and beaches to launch a personal kayak. The county does not have adequate access to water for kayaking and canoeing
8. Addiction and homelessness services are needed, not more developments
9. Additional public outdoor pools would be great improvement
10. Address the needs of the majority before the complaints of the minority. Fixing the problem of hard working people sitting in traffic every day (both to and from work) should take priority over re-paving and re-striking the roads (which is what happen in Rt 3 last year. Some genius decided to strip and re-pave/re-stripe Rt 3...when this money could have been out towards actually IMPROVING the traffic flow on Rt 3 AND re-paving/re-stripping Rt 3. Of a private business made financial decision like the county/state govt, it'd likely be out of business. Someone has to start taking ownership and committing to actually solving the problems...not making excuses blaming previous administrations/existing zoning laws/etc.
11. Address the needs of the majority before the complaints of the minority. Fixing the problem of hard working people sitting in traffic every day (both to and from work) should take priority over re-paving and re-striking the roads (which is what happen in Rt 3 last year. Some genius decided to strip and re-pave/re-stripe Rt 3...when this money could have been out towards actually IMPROVING the traffic flow on Rt 3 AND re-paving/re-stripping Rt 3. Of a private business made financial decision like the county/state govt, it'd likely be out of business.
12. Adequate shoulders or bike lanes
13. Affordable housing for lower and middle income families is a desperate need
14. Affordable housing is needed but should probably go somewhere in the city. There are probably too many restaurants around. I'm not an expert in how much commercial or industrial development is the right amount.
15. Affordable housing is sorely needed. Apartment buildings near transit hubs would allow young folks to get to jobs without having to have a car. What about bringing back trains from Annapolis to DC and Baltimore?
16. Affordable housing! But that affordable housing needs to have protection, and be safe
17. Affordable housing! Not just the run down crap that's left over. Nice, affordable, modest homes. They don't exist here and no one is building them. And not condos. Just nice, smaller homes. Not everyone wants a huge house
18. All major and secondary roads should be served with public transportation throughout the county.
19. All new construction should include living roofs for storm water management when feasible and solar panels. We small affordable housing for individuals, seniors and families.
20. All roads must have pedestrian/bike lanes with strong signage to warn drivers of the alternate use of our roads. Bus stops must be near parking lots and located in rural areas. Wide variety of schedules must be

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- offered or few will use and traffic will accumulate. Developers must be restricted from receiving approval for variances, special exception, and some mods that will increase density and cause numerous traffic problems. Development must slow down and be more strictly managed
21. Along with addressing inclusivity issues such as racism and bullying in the school systems these issues need to be addressed within communities concerning the “adult” populations.
 22. Anne Arundel County does not need development of new homes and housing! Class size in our county has increased drastically over the past several years. Research shows that smaller class size improves overall performance of students. With smaller class sizes, teachers can work more one on one or with small groups and therefore can help improve academic success of their students.
 23. Anne Arundel County doesn't need any agricultural support and what little agriculture we have doesn't need any government subsidization or support at all. We should be a fully suburban county providing support and services for Baltimore and DC. There's no place for farmers in 21st century AA county, especially not in the county's budget
 24. Anne Arundel County has grown far enough in the last decade - now it's time to make that growth sustainable. What can be done to improve the existing development to make it accessible to communities? We don't need new development, but a plan for the blighted areas and town centers that already exist
 25. Anne Arundel County lacks higher education. If someone would like to pursue a graduate degree, they have to leave the county - even a standard 4 year degree has somewhat limited options. For a county surrounded by 3 major metropolitan areas and world known military base/cyber security hub, Anne Arundel County has not adequately leveraged our geographic proximity to the surrounding economic catalysts
 26. Any new development, that should be minimal, should have all utilities underground. Old neighborhoods should be upgraded to underground utilities during the next 10 years
 27. Anyone who travels Ritchie Hwy knows that the county cannot afford to do any more developments! Where do they think all those people on Marley Neck Blvd are going to drive??? It's horrible!!
 28. Apartments and townhomes should be in the city, not out in rural areas. I think people wouldn't mind apartments as much in places like Annapolis and Glen Burnie. The problem is developers are building on farms where the land is cheap so they can get a bigger profit. They can make plenty of money developing in the city but they're too greedy
 29. As a whole, the County needs improved mass transit and concentrated town centers that are connected by MARC or Light Rail. There should be incentives for local shops, so we don't only have corporate stores to choose from, and the county government needs to preserve more land and create more eco-friendly, population dense living accommodations to accompany these local shops. Also! A charging network for electric vehicles, among these town centers.
 30. As AACO is a sanctuary county for illegal migrants and repeat criminal offenders we should also become a sanctuary county for 2nd Amendment rights so the general population is better able to defend themselves
 31. As much as I don't want to compare us to the overly congested Rockville Pike of MoCo, there's something about that stretch that at least has a mix of living spaces, retail and restaurants that people actually enjoy. Our congested roads are filled with storage units, poorly planned housing developments and run-down businesses in many cases. (At least in Crofton...)
 32. Assisted Living
 33. Be guided by the LPPR
 34. Before developing new areas, ensure that all the needs of existing areas and residents are being met
 35. Better care of existing roads, more green space. Limit building new homes and use existing retail space.
 36. Better playgrounds. New bay bridge needed in Baltimore County to reduce traffic. No expansion of Ritchie Highway. That expansion would destroy the community feel of the local communities
 37. Better roads that take into consideration the amount of current and proposed traffic
 38. Better transit options to and from the airport. FIX 450!!!!

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39. Better transportation (bus or BRT corridors, light rail) options to connect points across parts of the county
40. Better bus and train services to Balt and D C
41. Bike lanes should connect everywhere. Do everything to limit the use of cars.
42. Blue collar workers cannot afford any type of decent housing in this county.
43. Bring more tech jobs to the area, enhance the community college and other vocations/apprenticeship type programs. Incentives for businesses to move to AAC.
44. Building moratorium.
45. Cease development. We are beyond capacity.
46. Commitment to address infrastructure, ro
47. Community housing needs to be brought up to high standard and schools need to improve
48. Complete West Benfield Rd. to relieve the traffic problem that the county has created, first it was 4 months, then 6 months, then 8 then 1 year now its 18 months , and the excuse was the delay in the movement of the BGE lines, great planning !
49. Concerns regarding overcrowding of schools yet new communities are popping up rapidly.
50. Congestion on 97 and 100. The roads can't handle the traffic.
51. County needs a nuclear reactor for creating electricity. It is cheaper and cleaner.
52. County parks should be free. All county owned land should be planted with native plants and lit, only when necessary, meaning with motion sensors, with dark-skies lights. All new development should not be permitted to clear cut the whole area before building. All drainage ponds should be required to be planted with native aquatic and border plants to encourage and support native wildlife
53. County wide requirement for all developers to minimize the destruction of the trees, grasses, and wetlands when putting in a development. Right now its slash and burn and level down to dirt with no replacement of equal percentage of damaged natural habitat.
54. Crisis management, opioid epidemic and education.
55. Dental health nurse in schools.
56. Develop policies to encourage urban infill and reuse of commercial lots. Discourage development of greenfields. The bay's tributaries take any more stress.
57. Develop the beautiful waterfront spaces in Northern AAC, making them parks/walking paths and giving people places to launch stand up paddle boards/boats, eat at waterfront restaurants etc. like Hudson River Park in NYC. Less industry more waterfront appreciation. And cleaner waterways.
58. Developers are not community stakeholders, they only ruin communities, take their money and move on to the next town.
59. Developers that violate the law should lose the ability to continue developing any properties. Property owners that abide the law and do the right thing by requesting permits should be granted more expedited services than builders that have any violations for permit infractions within the last 6 months. Additional violations extend that time frame to penalize the builder or developer that continually refuses to obey the laws
60. Development in the County that exists as empty buildings should be filled before new development begins.
61. Do not allow new development when there are large buildings sitting open. No new impervious surface.
62. Do not build without checking capacity in existing services (schools, hospitals, rehab centers). We don't need 3 Dunkin' Donuts
63. Do NOT need any additional development or services...roads can't handle amount of over development we already have. Need to rehab or utilize existing structures which are empty...Crownsville is perfect example. Need more parkland, greenspace. Stop building new commercial spaces when there are plenty of empty spaces available
64. Don't allow cluster lots adjacent to older lots of normal size. Create a new residential zoning R3.5, to match older subdivisions of 10,000–15,000 sf lots found throughout the County.

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65. Don't break more ground to make new development if it is possible to reclaim older developed areas that are being abandoned.
66. Don't increase existing densities. Some areas are full. Don't build a house on every square foot of land that is left
67. Echoing neighborhood concerns for the county regarding development
68. e-Commerce has changed retail and will change it even more. We should try to get parcel delivery facilities and even full Distribution Centers somewhere in the county, possibly near the airport or intersections of major freeways so the jobs are here.
69. Either new schools or school revitalization / extension of current schools in the Glen Burnie area. With housing developments along Solley Rd & Marley Neck Blvd, schools are busting at the seams. Solley having 900+ kids with Pasadena Elem with half that number. Traffic concerns all along route 100 & Ritchie Hwy, specifically through Severna Park and Arnold. Please expedite a plan with the county / state on the Bay Bridge to the Eastern Shore
70. Enforce traffic law
71. Enforcement of rules at the county parks and more staff/patrols at parks to deter abuse of natural resources.
72. Existing developed areas should be redeveloped more densely with multi-use zoning, walkable/bikable paths and affordable housing.
73. Existing green space should be preserved.
74. Existing roads need re-engineered with more durable surfaces
75. Find ways to be responsible stewards of our tax dollars, especially when it comes to schools and public safety. There should be ample funding to go around, without the need to raise property and income taxes
76. Fix existing roads not properly maintained. I'd rather my taxes go to buying and preserving land for wildlife than "services our county needs" - we don't need any more new developments. It's awful.
77. Fix the road to 4 lanes in Mayo peninsula
78. Fix the roads! They are in dire need of permanent solutions to potholes and cracking
79. **FIX THE ROADS, THEY ARE TERRIBLE, ESPECIALLY THE ON AND OFF RAMPS.** We do not need to see trailers parked on Crofton Parkway. This used to be against all rules and now the county has said ok if it is licensed. What a ridiculous statement!!
80. Focus on maintenance and renovation. Keep growth to a minimum.
81. Focus on using buildings that are for lease instead of new buildings.
82. For a County with so much shoreline, there should be many more public access points to launch boats, and in particular cartop boats like kayaks.
83. For as much water and shoreline that surrounds much of the County, there is very little free public access to the water, much less free access public boat launches. Infrastructure needs to be massively improved in the whole County. Is there any way to add an affordable themed park? Maybe something similar to the water park at Chesapeake Beach or that has some amenities like Watkins park in PG County (Oz park, train, mini golf)?
84. For many years, AA County, home to the hyperbolically named ""Sailing capitol of the word"" has had possibly the worst record for public water access in the State. Many historic water access points have been ceded to private homeowners and communities. The County has long been known for keeping county owned properties such as South River Farms Park, Beverly-Triton, and Mayo Beach largely closed off to the general public, often at the behest of a small number of very vocal local residents who have long treated these valuable resources as their private parks. I am happy to see that this has started to change in the last few years and would like to see this continue. The continuing success of facilities such as Homeport Farms and Spriggs Farm shows how little need be spent on increasingly popular car top boating access points. Not that much more needs to be spent for swimming and car top boating access points such as Beverly-Triton and Mayo Beach. Admittedly, boat ramps are more problematic due to the limited number of areas that are suitable, the expanded parking areas needed to accommodate trailers, and their increased construction and maintenance costs

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85. Funds spent on infrastructure
86. Given that we are surrounded by water there needs to be more public water access and recreational facilities. The bike path from Cape St. Claire to the B&A trail needs to be completed
87. Good government doesn't mean tax revenue needs to pay for every seemingly good idea. Sometimes spending less gives us more in the long run.
88. Government center. Better libraries. Fire stations
89. Growth policy--stop overdevelopment-Planning Commission. County transit options. Control of stormwater
90. Higher salaries and other incentives for teachers with high FARMs populations. Overall teacher salary increases to address ridiculously high turnover. Focus educational resources on lower performing schools, such as North County and Old Mill
91. Home manufacturing has been flooding the County, specifically the Severn area, over the last few years, which has reduced our open areas and natural landscapes and deflated property values. Reduce the amount of new home construction in our community
92. I am against development, but all for redevelopment. Lets not look to tear down and pave over everything, but look for ways to redevelop spaces that are already available
93. I am concerned about preserving open spaces and preserving Nature, against over-development by greedy real estate moguls
94. I am happy to pay higher taxes if it means preserving quality of life and keeping development in check. I'm also happy to see apartments go up in the city (Parole or Glen Burnie for example) if it means affordable housing
95. I am Not a fan of the idea of forcing landlords to take section 8
96. I believe that my previous suggestion for a youth center that has chargeable activities year round related to tutoring, sports and other activities would be an amazing addition to all our communities. Making all of these locations "Green" would set a precedence for other counties to follow as well.
97. "I do not have children, but I believe in fully funding excellent education.
98. I am not a person with a disability, but I believe in fully funding services for people with disabilities."
99. I don't think the county needs more housing, but if more housing is built it should be in the cities and urban areas like Annapolis, Odenton, or near Baltimore City.
100. I feel that many are struggling with affordable housing! They work full-time, but can not afford to live in a middle-class neighborhood!
101. I find these questions difficult to respond to because
102. I have been here over 40 years and the traffic is unbearable- we need a mass transit system.
103. I hope that all future development is done with community input. There is nothing worse than believing you do not have any say in how your community is
104. I like the direction and approach Mr. Pittman is taking! Thank you for asking us about our thoughts and then actually acting upon them.
105. I like the transparency of the Stuart Pittman administration- I would like to see bike paths/walking paths - if this was available I would use my car less. I also would like to see kids in school getting tablets at no cost to them to utilize with downloaded textbooks and for AP exams to be free. My youngest just graduated- but to me tablets make sense-as well as equal education opportunities
106. I live near an Annapolis-Baltimore commuter bus park and ride. If you want to go to Annapolis or Baltimore, it's not bad. But if you're trying to go elsewhere, it's terrible. I live in Severna Park and worked in Glen Burnie and now Hanover. Traffic is terrible getting to work. I'd love to take the bus, but that would increase my commute from 40 minutes each way to 1.5 hours
107. I love the fact that you are working on making the Bay more accessible to all of us
108. I see nothing about protecting and ADDRESSING SWM management issues and developers. Is that being addressed in a different survey? I'm very confused. Based on what I supported with Stuart and the new county council this survey is lacking
109. I support efforts to replace car culture with human scale walkable green clean peaceful communities

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110. I think AACO does ok but I really think it's overdeveloped with a focus on retail and convenience instead of community and enriching people's lives. I feel like AACO has taken the easy way out by installing all of these businesses designed to clutter lives and cause stress while syphoning everyone's money and time away from them. Think about ways to contribute back to the quality of life and decrease stress, add years onto people's lives instead of giving them more and more opportunities to go broke and be unhealthy. Communities where meant to be communities and not focus on vacuuming money out of communities. Close the casinos, they are a detriment to all forms of community and life overall
111. I think infill development and higher density requirements paired with better access on public transit, and even lower parking ratios could help Anne Arundel Co. develop a better sense of place based community
112. I think that Annapolis Town Center at Parole is the type of development we need, not single family houses or mass blocks of apartments. Basic needs walkable, mixed commercial residential and high density
113. I think that the County provides wonderful amenities
114. I think the County should incentivize redevelopment to help reduce deforestation. County also needs to stop making building in an existing subdivision so cost prohibitive. Impact fees and often unnecessary storm water management (engineering fees and expenses for such things as a rain garden to treat a small driveway) are killing any hope that a low to middle income family can build a home in Anne Arundel County. It seems as if the County has declared class warfare and only wants the 1% to be able to afford to build
115. I think we need to take care of the roads, parks, beaches, and even commercial space support we have before we talk about new ones
116. I wish the county would protect the residents who live here, rather than turn a fast dollar allowing over development
117. I would like to have open water access. It is important for people who enjoy wildlife that can only be seen on the water, specifically non-engined boats
118. I would like to see more thought on design aesthetics. So glad to see it in the survey. What was done with Annapolis, and West Street is a good example of what we need. What was done to Edgewater makes me want to move. I think spaces like Town Center makes sense when you have to accommodate a growing population. Jamming houses into Mayo is bad for everyone. Harbor Center is a nice project, but parking and access were never thought out
119. I'd like to stress the need for affordable housing throughout the county, including the South County
120. If more housing is needed, suggest sewers and public water be constructed in South County so that area can enjoy the benefits of high-density development
121. If outdoor retail and restaurant attraction is developed, a family oriented place should be promoted. For example, water sprinklers for kids and playground. So it is more than just shopping
122. Grants should go to private businesses that encourage family-friendly activities and events. Roller rings, ice skating, mini golf etc.
123. If there really is a need for more housing then affordable housing in the city is the way to go. Please stop building townhomes in rural areas.
124. I'm a senior citizen. Please do not raise any taxes.
125. I'm all for solar power but not at the expense of forests.
126. I'm interested in affordable housing that is affordable for EVERYONE including the middle working class that is struggling living paycheck to paycheck due to the cost of health care. I ride the fence on "affordable housing" because I want my property value to stay the same for our return, but in turn need more space but cannot afford much more than what we are currently at.
127. Improve access to water for cartop kayak and canoe launches. Enhance existing parks to make them more friendly to disabled. Continue progress with Beverly Triton Beach Park by enhancing beach, adding a better way for disabled to access the beach, bath house and/or restrooms at a reasonable

- distance from the beach and allowing for drop off of kayaks and canoes close to beach to minimize equipment carry distance.
128. Improve connectivity of roads and cities to minimize dense traffic during peak hours
 129. Improve connectivity of roads to minimize dense traffic during peak hours
 130. Improve current rt 50 traffic flow
 131. Improve disciplinary action in schools to make the action equitable, especially involving raced-based matters. Don't allow a superintendent to stay on board when students use racial epithets and are allowed to get by with no punishment. Bring back the former Office of Equity. Don't dismantle the equity goals reached in a prior Department of Education and NAACP Memorandum of Understanding.
 132. Improve Route 3 yesterday. My son is a new driver and training him for that is not easy
 133. Improved access to the bay. AACO has horrible per capita access in relation to the number of registered boats in the county. Worst in the state...
 134. Improved county code with respect to development; better enforcement of environmental regulations
 135. Improved infrastructure... roads, less-vulnerable power distribution. Strengthen the foundation BEFORE coming up with expensive development under the guise of "villages". The infrastructure has been ignored for too long
 136. Improved infrastructure... roads, less-vulnerable power, water and sewer distribution. Strengthen the foundation BEFORE coming up with expensive development under the guise of "villages" and "corridors". The infrastructure has been ignored for too long
 137. IMPROVED ROADS. TOO MUCH DEVELOPMENT!
 138. Improvements and additions (or rebuilding) to schools that are and/or will soon be overcrowded.
 139. incentives to redevelop unused or dilapidated properties over new/forested land should be in effect, open spaces need to be well planned
 140. Increase in quality of school buildings and conditions. Moving away from clinics for drug addicts and more towards rehabilitation centers, more police patrol to decrease crime
 141. Instead of tearing down green spaces for housing developments, rezone all of the abandoned strip malls and put the houses there? Two birds, one stone
 142. It is concerning that all the listening sessions mentioned overdevelopment as a major concern- and many of the other problems are related to over, and irresponsible development, including traffic, yet almost all of the county responses and explanations for these issues are listed as 'on hold' or not active. I was very hopeful for our county's future, with a more citizen responsive admin.- how ever I am concerned we may be in greater trouble. Already upzoning is occurring- R5 may fairly easily be zoned R22, using a wording qualification. This was county supported with very few restrictions-and little oversight to consequences- this is not responsible. We need true protection for our natural resources, and waters. We need better enforcement of our codes and laws. We need honesty and cooperation from our officials. We need to slow development until our infrastructure are improved. Once we destroy the land we cannot take back our destruction.
 143. It is weird that South County doesn't have its own firehouse. That is a necessity. It's very strange to me that that has never been prioritized.
 144. It needs to be left alone. Fix up what we have and stop putting in more homes. There are so many vacancies in this county. Fix that first
 145. It would be nice if all of the communities were like complete little villages, with food and shops walking distance from homes. I have been to towns where there are apartments above businesses and shops. I don't see much of that here (maybe in Annapolis?) but I think it would be a nice thing to have.
 146. It would be nice to see more public boat ramps! Also, please consider fixing the Aris T. Allen, 97, and 50 exchange heading West out of Annapolis. There looks to be ample space to create a true exit only lane to get onto Route 50 while leaving Annapolis via Aris T.
 147. It's embarrassing that Sandy Point State Park is the only easy way for people to access Chesapeake Bay
 148. I've written and received no response back. I'd like to know that my desires are being heard
 149. Keep all Sprawl in existing areas.

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150. Keep any areas that are rural in character the same. No more traffic lanes.
151. Keep apartments in the city. Limit any development outside of the city to the bare minimum. There's too much sprawl already.
152. Keep dense development in urban areas, not out in the suburbs. We can't deal with any more construction.
153. Keep our green space
154. Keep roads resurfaced and in repair!
155. Lack of Affordable Housing is really keeping people from getting ahead.
156. Less congested roads.
157. Less development! Improve infrastructure and schools! New parks, splash pads, more for families living here...
158. Less development. Preservation and remediation of natural areas. Storm water management.
159. Less Nimbyism, more consideration for those who wish to live where they work and study in homes they can afford to pay for and maintain.
160. Less residential density everywhere and better traffic mitigation everywhere
161. Less sprawl, more park once walkability
162. Look at alternate routes for hiker biker on college parkway. I have options and there would be no cost for the land
163. Lower taxes!
164. Lower taxes!
165. Maintain green space and existing trees. I'm aghast at so many beautiful wooded lots being clear cut for development (both residential and commercial).
166. Maybe adorable senior ((just for seniors) not low income housing for just seniors!
167. Moratorium on development that is not 'Green'....Park, bike trails etc.
168. More access to the bay and its tributaries for the average citizen. More small local businesses outside of downtown Annapolis. We have too many shopping malls with the same stores
169. More agriculture less building and storm water management
170. More and better stormwater management is needed.
171. More and better water access. This county has a lot of shoreline and very little public water access.
172. More community recreation centers to keep kids busy after school and during summer. Need stricter laws about noise control in residential areas. Too much loud music, loud boat motors, loud motorcycles, and cars running with mufflers
173. More concern about the Impact of new communities to infrastructure, I.e.- roads, access to areas in a timely manner, School overpopulation
174. More consideration of the current residents. Do not add MORE expansion that will ADD to existing traffic and congestion
175. More convenient public transportation to reduce cars on roads
176. More effort to recycle and eliminate plastics
177. More green space, less housing
178. More hockey rinks
179. More outdoor recreation marketing. I know there's great options but it's hard to find them
180. More parks and preservation areas. Tear down the old, vacant building for green space
181. More police should be patrolling to cut down on crime and accidents caused by texting/speeding in congested traffic areas like route 3
182. More police to prevent crime
183. More public Access to swimming and public boat ramps. As a kayaker, the needs of access need to be improved!
184. More public pool options
185. More public safety

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186. More public water access, with beaches, boardwalks, paddle boats, splash pads! We are on the bay! County's public water access is pitiful. Why did we privatize it all? The bay isn't just for millionaires to enjoy, is it now?
187. More recreational facilities with access to launch kayaks, picnic, swim
188. More sidewalks on main roads, public swimming pools. Don't re-pave a road then allow a contractor to cut holes in the road and do a really terrible job patching the holes. Reece Rd between 175 and 97 is damaging cars due to the crap job they did.
189. More thought needs to be given to runoff issues when building new communities.
190. More waterfront access for all....Sandy Pt isn't enough. Also, AA County is a destination for cyclists, take advantage of that. Cyclists spend big money on restaurants, hotels, bike shops
191. Mow the grass on the roadways more often. Better upkeep of general cleanliness. Encourage businesses to keep their areas clean and painted
192. Multi-purpose paths and public water access
193. My biggest area of interest is in seeing greater enforcement of traffic laws. My biggest concern lies with the high level of traffic accidents on Hwy 2 and Hwy 4 related to excessive speeds and distracted drivers.
194. My husband and I live along the Rt 3 corridor at Route 450 near Crofton. We would like to see Rt 3 civilized with more biking/walking connections between east/west side to make more available to us without constantly diving everywhere. Keep the greenspace along Little Patuxent/Patuxent Rivers and along Route 3. Provide incentives for infill re-development that upgrades existing/dilapidated or undersized structures. We are also interested in multi-age housing such as co-housing. Not interested in being warehoused as seniors but want more community interconnections than are currently available.
195. Need a smart approach to affordable housing. Better if we had a strawman plan of what it looks like BEFORE a Council Bill vote. Then, productive discussions.
196. Need boat ramps kayak launches, swimming beaches and facilities
197. need existing neighborhood commercial nodes identified for targeted planning and economic development efforts
198. Need other ways to the Eastern shore than just the one
199. Need to work on failing infrastructure (pot holes, congestion, etc) and commit to aesthetics that enhance our neighborhoods like mowing side of the road more regularly, taking care of downed signs, ensure utilities replace broken/loose cable boxes, etc.
200. New development and public buildings should be carbon neutral. Solar should be on all new development and public buildings.
201. New development should be restricted by school capacity and emergency services capacity. Not Pittman's revenue growth goals.
202. NO BAY HAWKS STADIUM
203. No building on Mountain Rd 21122
204. No more affordable housing communities. They destroy our community and our schools. I work in the school system and see what it has done. I lived in Brooklyn and saw the rapid change that section 8 housing has done. There is a reason our county and community is so expensive because we are escaping the drugs and crime of the city (low income neighborhoods). Build more low income housing and our property value drops. You will have a lot of angry voters if you destroy their neighborhoods
205. No more building in the Pasadena/SP/Arnold area... too crowded as it is.
206. NO MORE DEVELOPING!!!! OUR COMMUNITIES, ROADS, ENVIRONMENT (ESPECIALLY THE BAY) CAN NOT HANDLE ANYMORE!
207. NO MORE DEVELOPMENT IN WEST CO. (JESSUP)
208. No more development! Keep green space and parks.
209. No more development, fix route 3
210. NO MORE HOUSING DEVELOPMENT
211. No more housing. The roads do not need more people driving. Many schools re too large even with additions. Solely, Marley elementary are two schools with a very large student population.

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212. No more large scale housing developments without infrastructure and school needs met FIRST
213. North County is community dense and needs to be upgraded and redeveloped...
214. Not all disabilities belong in regular senior housing. We need specific housing for specific needs. The growing dementia population needs dementia facilities, not a lockable wing in an existing senior home.
215. Not be so negative towards development as a whole. A healthy mix of retail, professional services are needed near new and existing communities - they actually make communities more desirable (e.g. Waugh Chapel).
216. On Arundel on the Bay there is no sidewalk to Bay Ridge and there are two schools right there. This lack of public access is unacceptable and dangerous for our children.
217. Open Access to Waterways
218. Open the public facilities like Triton Beach and Turtle Run or sell them
219. Other parts of the county have similar concerns— Annapolis & Edgewater. We have a few areas in the county where there is essentially “one way in one way out” and frequent accidents are safety concerns. In a true emergency (natural disaster) entire parts of communities could easily be cut off.
220. Our Community needs theaters for movie night out. Health training exercise for Senior citizens and continuing education training sights for seniors. Need coffee shops not just Dunkin donuts. Dennys or IHOP for breakfast. We need more doctor offices for health checkups.
221. Our needs to look towards more green spaces, such as turning the Dairy Farm on RT 175 into a horse park. Not only would the space draw in money for the County, it would serve to stop developers from building more homes/businesses we don't need.
222. Outlaw single-family zoning, period. What, is Oregon better than us or something?
223. Overcrowding of schools
224. Parking, parking, parking. Better traffic planning for traffic from new developments. No new business developments until the existing buildings in the county are occupied or razed
225. Pay increases for teachers
226. Planning and zoning is not being handled well in Anne Arundel County. Every postage stamp sized lot is crowded with townhomes or planned for apartments which is crushing the infrastructure and crowding the roads. This rapid growth will destroy why people live here in the first place.
227. Please don't cancel any light rail stations like Steve Schuh and John Grasso tried to do. I live on Social Security and live on 18 thousand dollars a year. I need the light rail.
228. Please focus on the traffic congestion!!!!
229. Please invest in our public libraries, parks, and other engaging community spaces
230. Please slow down the builders. We are losing too much forested land and the building is out of control.
231. PLEASE STOP BUILDING ALL TYPES OF BUILDINGS !! We don't need anything new, we need the homes & business spaces that already exist to be maintained & actually used. IF we wanted to live in DC we would move there!!
232. PLEASE STOP BUILDING!!!!!!
233. Please stop the unregulated development and short sighted growth around Crofton and Gambrills. There has to be a better focus and vision to improve the existing infrastructure before we look to expand the community who rely on it.
234. Please take the needs of citizens into account. Too much development brings too much traffic
235. Preservation/restoration of environment and reduction of development.
236. Preserve green spaces!! Stop development. Overcrowded roads and schools are horrible already.
237. Preserve natural areas and farmland. Keep development in the cities only.
238. preserving the watershed areas is most important to continued improvement of the Chesapeake bay
239. Programs to help professionals with student loan debt. I can't invest in my community with how much I'm paying rent and student loans. \$60k a year doesn't go as far as it used to.
240. Protect the water and marshlands and our communities by significantly reducing housing development and instead focus on community development such as green spaces, connecting communities to B&A and making this a much more pleasant place to live!

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241. Protected walk/bike lanes so non-drivers can safely get around. Zoning that will allow limited mixed-use so a corner market or ice cream parlor or coffee shop can open in a largely residential area
242. Public green space, water/construction management/oversight.
243. Public swimming beaches and public boat ramps are the leading public water access deficits in Anne Arundel County. And even if you don't swim or own a trailered boat, once the county spends money on a public swimming beach or public boat ramp in a county park, it will be very hard to close that public park to the general public in the future
244. Public transit and robust investment in renewable energy is crucial if we are going to defeat climate change to even have a community any more.
245. Public transit for working, disabled, elderly and retail workers. Disabled are at a distinct disadvantage here.
246. Public transportation is lacking. Many are unable to afford (or do not know about) ride-sharing services (Uber, Lyft)
247. Put pollinator strips on all county roads to help alleviate mowing, saves tax money and also the environment
248. Quality growth over quantity, firm application and enforcement of code and environmental regulations, and better access to public resources should be the priorities alongside education and public services.
249. Quit the development! We need less traffic, less houses and shopping. I have lived here most of my life and it's getting out of hand. I will most likely move from here when I retire.
250. Recreation areas that are family friendly would be the only development I could get behind. More housing is causing issues with schools, traffic, crime, and cost of living.
251. Redevelop blighted areas and focus on 'workforce housing' in those areas. No need to start integrating affordable housing in areas where people who have worked hard to live in more desirable areas. Those people worked hard for their rewards and those on the government dole should be happy wherever free housing exists. We have enough areas in the county that can be redeveloped. Free housing doesn't work anyway, but I know the gov't wants to keep giving it away. Start offering real job training instead of pushing college as the only option to success. This way, we can offer real wage growth as a means to better housing options. Giving away vouchers disincentivizes personal growth.
252. Redevelopment of existing commercial and residential areas rather than development of new land. Preservation of existing Green space and undeveloped land should be a priority.
253. Reduce development and the resulting traffic congestion. Focus on quality of life for residents.
254. Repair the Fort at Ft. Smallwood and enrich the Park with some historical museum of some sort.
255. Repurpose the vacant buildings. Stop spending my tax dollars on stuff I don't want. Why do we have to have so much overpopulated areas that our roads can't handle it. To drive 3 miles should take 7 minutes and not 45 minutes.
256. Re-use abandoned buildings. No new paving over green spaces or tearing down of trees. Re-use what is there rather than tear down much needed green space. Stop overdevelopment.
257. Road congestion
258. Roadside litter and sidewalk upkeep require continued observation and maintenance to keep things not only aesthetically pleasing but safe.
259. Roadside litter and sidewalk upkeep require continued observation and maintenance to keep things not only aesthetically pleasing but safe. The existing infrastructure (i.e. roads) need to be considered and improved before more housing communities are added in planned project areas.
260. Routes 97 and 32 need to be widened to support all the new housing developments along those highways.
261. Rt 97 should be upgraded to double the capacity.
262. Safety and crime reduction.
263. Same as above for all roads
264. Same as above- there are not any nice fields to hold softball tournaments in AA COUNTY. The fields that the girls practice on that are bounty owned are not cared for at all unless the parents do it

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265. Same as above, stop the added development of all of our free lots. Revitalize and renew the existing lots.
266. Same as above. Stop the building if you are not going to improve the infrastructure!
267. Same as community needs
268. Same as my community.
269. Schools are in disrepair.
270. Schools are too crowded for any significant additional development without massive increase to education funding.
271. Schools- smaller class sizes, more support for students in communities that need it.
272. Schools!!
273. See above AND stop building in the northern part of the County! We are maxed out.
274. See all of my other comments, we have a diverse County. There are opportunities, and spaces for all types of options, and lots of areas for revitalization. The County's diversity is what makes it wonderful. The communities, the lands and the waterways. Our communities 'Small Area Plans' are important guides to growth- they are developed to serve and improve the areas they cover, by the people they affect. They are a plan by the people they represent, and not by outsiders who may have outside perspectives of what is needed for an area. Each area is unique and important. We can be responsible in how we grow, or we can destroy it all
275. Seniors wouldn't need dedicated housing if there were affordable housing in an urban area that was suitable for seniors and other residents.
276. Sensible infrastructure. If we could expand the infrastructure(primarily water and sewer) we would not have all the businesses and home jammed into small areas. This would ease traffic congestion
277. Sidewalks along main road, kids splash pads/parks
278. Sidewalks. More of them and better maintenance of existing walkways. The waking distances required by the school districts does not talk walkability into consideration.
279. Sidewalks. The waking distances required by the school districts does not talk walkability into consideration.
280. Similar to the community notes, I ask how strong of a coastal resilience plan is in place and what options are being given to landowners in low lying areas that are increasingly experiencing - and increasingly susceptible to - nuisance flooding. Are flood insurance costs increasing? Is there a threshold condition where flood insurance is not offered and it is buyer beware/buyer responsible for any coastal flooding related infrastructure damage? Is the county already limiting homes being built in coastal flood plains with specific low elevations, e.g., something like 2 feet above mean high tide or less is restricted? How will the county deal with clean water availability in the future? I feel blessed that AA Co has outstanding services, diverse industry, diverse land use, top notch health care, excellent schools, access to bay and mountain recreational opportunities within relatively shore driving distances, plenty of good restaurants and shopping centers. We live in an amazing county of the country. Let's please work to retain its character without exploding into a solid arm something like an Annapolis-DC metroplex
281. Slow development. Housing for all income levels.
282. Smart growth policy has to be implemented, especially in respect to saving trees and wetlands
283. So many problems are solved if additional housing is very limited, traffic being on the top of the list. Eventually, AACo will be paved over if growth continues indefinitely.
284. So this survey is absolutely useless and a waste of tax-payers money --The AACounty Council or anyone in charge of anything in this county has known forever that a good quality of life here is now totally beyond reach --it is much too late--
285. Solar & wind should be placed on existing rooftops and paved areas. No natural surfaces should be disturbed for solar or wind
286. Some of these ideas would have been great 50 years ago but today everything is over developed so building additional buildings makes no sense.
287. Spread out. Fix up existing areas. Don't evict elderly people in favor of development. Builders can build elsewhere but this area is maxed.

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288. Stable industry that pays working wages
289. Stuart Pittman is doing a fantastic job so far!
290. STIP
291. Stop additional development. Our area is experiencing the tragedy of the commons.
292. STOP additional residential development.
293. Stop all this development. The more development the more people. The more people the more traffic problems. Don't we have enough people in this county to keep the politicians happy
294. Stop bringing in low income and immigrants! We already have a reputation as a low class area, lets work to improve it not down grade it more
295. Stop building all these houses it is just causing a problem with traffic and other issues.
296. Stop building every time you see a patch of trees...what happened to the reforestation laws...when trees are cut down it impacts the entire county
297. Stop building houses and build more schools
298. Stop building more! Recondition areas of our County that are starting to look run down. Protect our green spaces! No more concrete!!
299. Stop building new housing / business when existing housing and business lay empty
300. Stop building unless it is roads. Or improvement of current infrastructure.
301. Stop building with all the vacancies
302. STOP BUILDING!
303. Stop building.
304. Stop building. Rehab abandoned properties. Give more green space, sidewalks and wider roads. Less houses. Apartment complexes are horrible.
305. Stop bulldozing down hundreds of luscious decades old tree to build even more housing in our already overcrowded communities. Schools, neighborhoods, and traffic can't handle it already and we seem to be adding hundreds of new duplex and such communities turning us from a nice small town where everyone knows everyone and is family and history based to another overpopulated city and no one is happy about it
306. Stop clearing trees and laying asphalt everywhere. If there is a farm, it will be pushed out to business development. Just stop it!
307. Stop cutting down trees and for the love of everything STOP BUILDING!! We need more trees and green spaces, not more businesses and people.
308. Stop destroying nature to business parks that sit empty. Demolish the burnt and run down buildings and plant trees.
309. Stop developing! Stop trying to turn Anne Arundel County into the projects!
310. Stop developing.
311. Stop development
312. Stop development! It is overcrowded.
313. Stop invasive County Bills that sound useful but are really leaping ahead of an orderly GDP & SAP process, with re-zonings following that process. Stop Bills that remove property owners' rights, like 54-19, 55-19, 57-19, etc. and that increase Density without controls & adequate Public inputS.
314. Stop over developing. Traffic, road congestion, schools (class size) are being overlooked.
315. Stop over development and stop building townhouses and apartments. Plenty already exist in the area. It is super easy to find an available apartment in this county unlike other similar states. Crime is also out of control in some areas. I came from a different state and it is embarrassing how often banks, CVS and 7-11s are robbed down here and nothing is done.
316. Stop overdeveloping!
317. Stop Overdevelopment
318. Stop overdevelopment.

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319. Stop raising my taxes to pay for pet projects. The only reason Pittman won was because Schuh was an idiot. Don't take that as an endorsement for his policies and politics. Severna Park works as is. Stop trying to build high density housing here.
320. Stop spending money AACO doesn't have on issues County residents don't want, or need. End the sanctuary of illegals in MD. Follow the laws of the Nation.
321. STOP THE HOUSING & BUILDING PROJECTS
322. STOP. GROWTH. PLEASE.
323. Storm water management!
324. Storm water management! The traffic makes traveling around the county quite difficult. The lack of green space leads to no areas for people to play and nowhere for storm water to go.
325. Thanks for listening
326. That goes double for the County.
327. The abandoned Crownsville Hospital property should be preserved for historical purposes and/or converted into a park of some sort. Preferably, the existing buildings would remain.
328. The addition of auto infrastructure doesn't reduce congestion it just brings more. We need to be looking at multimodal transportation solutions, reliable mass transit that is easy to access. Walkable and cycling friendly communities. 40% of trips by auto are 2 miles or less. Think how many people could walk or cycle that distance. Investing in infrastructure that aides that. Think of how many homes are within 2 miles of the Waugh Chapel shopping. A small investment in infrastructure could provide easy access to a large community hub. Yet crossing Route 3 on foot or bike is impossible for most. Making access easier to the Odenton train station with paths etc from Piney Orchard. Increase cycle lockers at this location. How many homes are within 2 miles of this area. Same with the Piney Orchard shopping area. Investments, likely small in amount on easy projects could yield big results.
329. The building permit for small family business is very expensive and cumbersome.
330. The bus stops need shelters. The sun, rain and cold are horrible for people who are trying to utilize public transportation. Simple protections should exist at every bus stop to protect travelers.
331. The community needs green space and water/land preservation. The wildlife is being pushed out of its home. Our children know nothing but concrete. Enough is enough. Save what is left and stop the over building that in some areas is leading to over population, nightmarish traffic and more crime (i.e. Crofton).
332. The complete lack of a responsible residential development plan have put Severna Park in a terrible position. The result has been a destruction of wetland, green space and forest, increased crime, overcrowding in schools, isolated neighborhoods that have no walk/bike access to the rest of the community, terrible traffic congestion, etc etc etc. THERE SHOULD BE A MORATORIUM ON FURTHER DEVELOPMENT UNTIL THESE ARE ADDRESSED.
333. The continuing development in our County needs to STOP now.
334. The County does not need more development in RA, RLD, R1, R2, R5, R10, or R22 areas. The County also does not need more commercial development. Overall, the county is already overdeveloped.
335. The County is over-developed. The traffic is terrible and the schools are over crowded
336. The County must begin strictly enforcing the Critical Areas Act and eliminating exceptions and exemptions. In addition, existing open space should be purchased or placed under conservation easements while simultaneously promoting redevelopment of existing densely developed areas.
337. The County must do all it can to keep the William Preston Lane Memorial Bridges as they are. If the State wants more lanes to cross the Chesapeake Bay, there should be new interstates between the Baltimore and Washington Beltways to the Eastern Shore. More options to refuel electric, natural gas vehicles until electricity can be provided by "green" resources. Rapid transit is not the answer to traffic congestion where there is low density housing or jobs far apart from rapid transit hubs. It is not just about money!
338. The County needs more business to open in the vacant buildings, so that seniors can walk to get out of their houses and walk in safer neighborhoods. Every business we want to go to is located in Glen

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- Burnie. Also , to stop putting in the businesses that house the addicts on Herion and fetonol clinics. More grocery stores so prices are more competitive.
339. The County needs more schools, specifically a West county elementary school and middle school. Crofton is too crowded.
 340. the County needs programs to address the impacts of climate change and promote the use of clean energy
 341. The County needs recreation facilities like pickleball courts and tennis courts
 342. The County needs to add drop off sites for recycling plastic bags & compostable materials. Asking everyone to drive to one location is not good for the environment.
 343. The County needs to balance the budget without relying on developer money. Eventually there won't be any land left to develop and then what?
 344. The County needs to better manage development from the standpoint of it's in act on our schools. There is too much development and our schools are not equipped to handle the influx of bodies. Just because the "student to square footage" ratio says it will work does not mean there are teachers and staffing and all the other resources necessary to support those students. Please stop it!!!
 345. The County needs to bolster its emergency services.
 346. The County needs to do more with community centers to make them more accessible and offer community events and resources.
 347. The County needs to eliminate any new residential construction of any kind without mandatory completion of new school construction prior to beginning the residential construction.
 348. The County needs to stop over development and increase the number of police on the streets. We still have the same amount of officers working the roads today that we did back in the 1980's. This is a hazzard
 349. The County needs traffic relief
 350. The County should rank the goal of protecting and promoting a healthy Chesapeake Bay at the top of its list in all long-term planning and development decisions going forward. The Bay is Anne Arundel's most unique — and threatened — asset and decisions about land use and transportation are key to protecting it. If we do all that we can to protect the Bay, we will ensure a higher quality of life, economic success, and better management of the greenhouse gas emissions that are causing the climate change that ranks as the most urgent problem worldwide
 351. The County would benefit from affordable housing. That housing should be located in existing urban areas that already have the infrastructure to support it. Construction in rural areas needs to be strictly limited, more limited than it is now. More protections are needed for environmental features (no more waiving requirements!). New developments, especially affordable homes, should have to provide walking and biking routes to schools and businesses. If people could walk or bike places safely then there would be less traffic
 352. The County's first priority should always be the health of the Chesapeake Bay
 353. The Cromwell light rail station needs constant police presence, tickets should be checked for every passenger, and there needs to be something done about all of the j-walking between the light rail station and the shopping center
 354. The cumbersome development review process and fees make affordable housing almost impossible to develop. Also, constrained school capacity is a challenge that has to be addressed
 355. The development community is profiting more in this area than others as the fees are moderate. The modifications have allowed subpar development to be constructed many places. The road improvements are difficult in some areas, Anne Arundel needs to start making the develop community pay for road improvements. No more passive recreation space. It is nonsense. The development community does not deliver a good product
 356. The drastic difference in safety and family oriented neighborhoods wide spread across the county. You can have a neglected neighborhood sitting next door that brings your community down. There is little consistency from town to town

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357. The housing in mid-Anne Arundel County is hardly affordable for middle class families with 2 working parents who are also working side jobs
358. The last thing the county needs is more development and more traffic. I was a tax assessor in Massachusetts and one thing I found was that the tax revenue from additional development never covers the additional costs of infrastructure needs. Traffic and overcrowding is already horrendous. It might interest you to know that AA County has more people than the state of Wyoming. Also, it should be a requirement that any new commercial construction have a roof of solar panels to generate electricity, or some of the newer "leaf-type" small wind turbines. You could do the same with parking lots; cover them with solar shades to keep cars cool and generate electricity. You could even require new residential construction to have some solar capability. Keep housing density lower to increase open space
359. The movement of traffic through 97 and 3 to Washington and the shore needs to be carefully examined to make sure development keeps these areas from clogging any further than they already are
360. The over development and congestion is driving me away from the community I once loved
361. The residents of Crofton have exhausted every avenue to prevent unwanted and unnecessary building
362. The road into Annapolis (97) must be widened, or another exit provided somewhere in "no man's land" near Crownsville. Route 32 between NSA and 175 also needs to be re-engineered where NSA and 198 merge - it's a daily commuter's nightmare. Stop telling us nothing can be done because these are state or federal roads. That's a cop out. DO SOMETHING if you truly want AA to be the Best Place. It should not take me 45-60 minutes to go 17 miles to work. That's one hour a day I can't enjoy life or spend money in AA county, because I'm sitting in traffic
363. The Rt. 3 corridor looks awful and is a nightmare to travel since the building of the Waugh chapel center and the other businesses that have been built. It could have been so much nicer but it just looks so trashy
364. The waterways and schools and transit for ped/bike/car/mass should be considered more before development is approved!
365. There are already a lot of restaurants, shops and businesses. There are also a lot of empty store fronts. There needs to be a plan to fill empty shops before building new ones.
366. There are people living on boats in our waterways that are not operable. These are derelict boats that should be condemned. Without a proper way to dispose of human waste raw sewage is being thrown into our waters where people swim and boat. This is going on in Deep Creek and Rock Creek. Why?
367. There is too much building!!! Traffic is awful.
368. There is way too much development and traffic in the entire north and west county. There have been numerous exceptions given to the developers. Development needs to be slowed down until there is some kind of sensible plan
369. There should be restriction on development of low lying areas in response to rising water levels and local flooding
370. There's too much construction and too little resources to handle all the runoff etc. the traffic is ridiculous because it's over developed. There is talk about more building and bringing in affordable housing. That will decrease the property values of our homes that so many of us have worked so hard to pay for
371. There's too much development all over the County. I don't mind paying my fair share of taxes to keep natural areas natural and keep developers away. Developers never pay the full cost of their impact anyway
372. There's too much development. Please leave some natural areas in the county.
373. This County is so expensive to live in, there are a lot of young people who cannot afford to rent an apartment, and they don't earn enough or have other limitations. We need affordable housing, apartments but in safe areas, not in Brooklyn Park
374. This County is so over burdened by homes and businesses, it needs to stop
375. This County needs updated parks for families like PG has and Howard does

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376. This entire county needs a higher focus on schools and improving the infrastructure we already have. Stop wasting money on committees and bigger government and start putting it into the community and the people that vote
377. This survey is biased toward preventing affordable housing development
378. Three key areas in Community Foundation Report, "Poverty Amidst Plenty": Affordable housing, affordable transportation to/from work; and affordable childcare services.
379. Tiny home communities would be so, so cool!
380. Too many cars. Stop development!
381. Too many drivers, not enough driver control.
382. TOO many people. Overcrowded and too expensive
383. Too much congestion. It's difficult to run errands quickly any more
384. Too much development and too much traffic
385. too much development reduces the quality of life for all of us
386. Too much land has been developed. Redevelop existing businesses and leave what's left of our green spaces alone
387. Too much regulation and bloated bureaucracy is contributing to the high cost of housing while not having the balls to address the core infrastructure for the greater good instead of continuing to cater to every little segment of the population. Instead you just make Grand political stands to halt any development and progress that contributes greatly to driving the economic engine of this county. Mayo Park is a prime example of this
388. Traffic is a major issue. Need more sidewalks
389. Traffic is terrible
390. Traffic is terrible. In "season" months we can't get from River Rd Crownsville across the Rt 50 Severn bridge in less than 2 hrs. Help??
391. Traffic on Route 3 in Crofton is terrible. Cars block the intersections at rush hour and you can't turn on or off RT 3. Red light cameras? More lanes? Something needs to be done.
392. Travel to and from Annapolis is becoming ridiculous, with rush hour starting at 2 pm.
393. Type...Need more low-income and retirement housing in Annapolis in north county
394. Underground utility lines. Better cable service county wide wifi, renewable energy
395. Unlimited expansion of retail businesses offering low paying jobs is counterproductive.
396. Unregulated growth is cancerous; we must stop developments and preserve our natural spaces. Finally: AA Co is in grave danger from flooding. Where is our long-range plan to address sea-level rise?
397. Updated or new additional schools..no new housing or stores!
398. Upgrade the parks, do something besides approving new developments
399. Use existing buildings to upgrade rather than build new. New buildings create the issue of now having vacant rundown buildings.
400. Use existing warehousing and store fronts instead of building more to sit vacant. Incentivize the use of older existing buildings for businesses to use instead of just building to build.
401. Utilize the existing building and strip malls, reconfigure them, or tear them down and build over where they were, WHY KEEP TAKING GREEN SPACE to build what you all think we need, and then 10 years down the road, it's empty and abandoned as well
402. Very hopeful for the potential future of the community and the county with current leadership
403. Walk friendly bike friendly dignified housing for all promotes a healthy town that is a tourism magnet
404. Water access for boating and kayaking
405. Water access for car-top is very important
406. water access for swimming and boating. soft launch areas for kayaks and canoes
407. Water access needs to improve
408. Water quality is deplorable due to overdevelopment and intentional disregard of existing DNR restrictions. The phrases "Anne Arundel County hates trees" and "Bulldoze it and build more McMansions" Are frequently and despairingly used

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409. We also need to seed or begin efforts to have all products and their components recycled one way or another, and to protect all watersheds and waterways from compromise
410. We are known as the Best Place for traffic. Fix that please
411. We are not paying our teaching staff sufficiently. Top heavy, poor teachers and administrators are being retained or promoted due to tenure status and lack of qualified staff. Without sufficient funds to attract new, quality teachers, we perpetuate the problem. Teacher pay and raises should be based upon performance. The same is true for all administrative positions
412. We constantly hear about "affordable housing." I would like for someone to define this term with a salary to rental/mortgage ratio
413. We do not need more growth. We do not need builders coming in under the guise of senior living but then building two story homes that seniors don't want. This turns these senior houses into single family homes and puts unplanned strains on the schools
414. We do NOT need tennis or lacrosse centers
415. We don't need a tennis center in Milledgeville. Especially one dedicated only to tennis. How about that empty giant on Solomons Island Road in Edgewater. Empty for years. Can't there be some indoor tennis courts there?
416. We don't need a government jobs program. See the MVA. If the government was so good, why do people pay more to get vehicle registrations from other businesses.
417. We have plenty of commercial and residential space, it just needs to be used better. More mixed residential and commercial would be good because people could live within close walking distance to work places and shops
418. We must balance the moral responsibility of ensuring that our communities are welcome and accessible to all with the constraints imposed upon us by mother nature. We must strive to exist within the means of our environment and take care not to impose too heavy a burden on our natural resources.
419. We need a plan to redevelop all the malls. Many of the shops are closed and they're starting to look abandoned
420. We need county leadership and accountability that actually cares about meeting the needs of families. They keep talking about taxes and more development=more revenue. Yet, they haven't improved a single thing for the families who are already living here and paying taxes.
421. We need dedicated Bike Lanes!!!
422. We need in all counties a definite plan to keep the landscapers from killing trees by overmulching. Trees die from mulch volcanoes.
423. We need more access to fresh water tributaries such as boat ramps and parking for vehicles transporting boats, kayaks and canoes.
424. We need more first responders and more training for first responders for emergency preparedness and disaster response.
425. We need more outdoor play spaces for kids. Public beach access, splash pads and public pools desperately needed!
426. We need more sidewalks and the ones we have need to be maintained better. We don't need anymore chain restaurants or fast food joints.
427. We need programs to undo the damage done by destruction of AACo's natural areas. Marley creek, Lake Waterford, Stoney creek, Cox creek, Magothy River watershed are all in disgusting conditions.
428. We need smarter/efficient transportation options and stronger development management tools.
429. We need to clean up the existing parks and improve upon them with splash pads and better facilities.
430. We need to develop less dense, but affordable housing.
431. We need to have the use of Round up and other toxic chemicals made illegal. More organic farming for Severn River, the bay, and our water systems.
432. We need to illuminate plastic grocery bags ASAP. We need to educate the schools to offer healthier food choices to our young people. We need more mineral health professionals to help individuals that have their shoes so our county can be safe.

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433. We need to preserve more land and stop over development. Instead of tearing down every tree why can't we encourage companies to invest in refreshing older buildings? We also need to encourage business to go green (ie solar, recycling). I would also like to see smart growth - not letting a gas station being built right next store to another one, tearing down tons of trees and adding to traffic (ie the new Royal Farms on Rt 3 right next to Wawa and minutes away from several other gas stations)
434. We need to preserve natural areas - open space does not need to mean ball parks limited to one sport. It can be hiking and biking trails (hover board?) preserving forests and stream habitat. It can be open grass fields convertible to multiple games from lacrosse and baseball to volleyball, dodge ball, and cornhole.
435. We need to preserve the green space and forests from speculators. One (1) mature tree can absorb 100 gallons of water daily. (Bay Health, flooding?)
436. We need to work on bringing others up to speed before we upgrade those not even in need!
437. We should seed or begin efforts to require all products and their components to be recycled one way or another. We should protect all watersheds and waterways from compromise.
438. We will not benefit from becoming a shadow image of Montgomery County. The County Executive and the County Council should appreciate the character of Anne Arundel and stop trying to turn the County into another liberal bastion.
439. We've seen so much development without supporting infrastructure. Thank you for stepping back to take a reasoned approach.
440. When regs are not enforced developers ignore the law and hurt our environments & waterways. Building codes are outdated and make no sense at times. Planning & Zoning issue permits with exemptions to certain requirements because the code allows it, allowing developers to skirt our current laes. Different agencies in the permit application process give blanket approvals without considering impacts to other agencies.....no one works together.
441. When traveling out of the Deale, the roads are one way out roads with minimal lanes. The roads need expansion at least.
442. Where can my young adult children live affordably? The 22 year old is struggling to work full time and pay bills.
443. Where I resided previously, in a different part of the country, the city required new or rehabilitated multi-unit residential construction to incorporate a certain percentage of affordable housing units, which were required to be located together in the same building with the "full price" units. This insured that not only was a certain minimum amount of affordable housing available, it could not be completed segregated to less desirable areas. The more and less fortunate were obliged to live side by side in these new builds. This helped avoid the housing-project effect and class stratification.
444. Why does public transportation not connect the city to Annapolis or other areas around the capital? Don't all citizens deserve access to the state's capital?
445. Why is clean Bay Water not a priority? When boating my dog and children can't swim, or they become ill. Aside from reducing traffic congestion and creating affordable housing, there is enough development here. More people will only make the current issues worse
446. With so many miles of waterfront, there are more areas that need to be developed for recreational boating such as kayaking. Please don't let a few vocal naysayers stop the trend that the county has set to increase access. There have been improvements over the last decade and this must continue.
447. Work with what we have, make it better.
448. Would love more water access for kayaks
449. Would love to see more green spaces with native plants to get away from the traffic and congestion
450. Yes, we need to remove all outdoor lights that shine horizontally. There are some car dealers on Ritchie Hgwy in Glen Burnie near the CVS that have installed huge bright horizontal lights that look like perimeter lighting for a federal prison. Light pollution hurts human health, insects, birds, amphibians, & mammals. We need to remove the bright white LED street lights & replace them with warmer lights that are less bright & educate businesses & incentivize them to go dark at night. Kids today have no idea

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- what stars look like their own houses & that is a tragedy. Homeowners & businesses must be educated about light pollution. I also have not seen any mention of the climate crisis in this survey. Why is that?
451. Yes. Do not overdevelop our county!!!
 452. You're going to do whatever you want anyway, so this survey is a joke.
 453. Zoning gives a lot of rhetoric at the meeting and in-put sessions about ou excessive development and traffic. Excusing the problem of traffic to outsiders passing through. All day traffic is the locals moving about and the small service/repair trucks everywhere.

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Community Needs - There were a total of 8,188 responses and 574 comments.

What Businesses and Services Do Communities Need?

Community	Small Scale Retail/ Personal Services	Big Box Retail	Restaurants	Professional Offices	Automobile Services	Agribusiness	My community does not need business or service uses
Annapolis	28	2	16	9	6	10	41
Annapolis Junction	0	0	0	0	0	0	1
Annapolis Neck	5	2	4	3	1	1	5
Arnold	14	0	15	3	1	6	35
Bay Ridge	0	0	0	0	0	0	1
Broadneck	11	0	9	5	2	2	14
Brooklyn Park	6	3	7	2	3	4	3
Cape St Claire	3	2	4	2	2	2	14
Churchton	2	0	2	2	0	0	1
Crofton	18	1	13	4	2	5	58
Crownsville	10	0	8	1	0	5	17
Curtis Bay	1	0	0	0	0	0	1
Davidsonville	6	0	5	1	0	7	12
Deale	4	1	3	3	0	0	9
Edgewater	9	3	6	3	0	3	16
Ferndale	3	0	3	0	0	1	1
Fort Meade	0	0	0	0	0	0	0
Galesville	4	0	0	1	0	2	2
Gambrills	6	1	4	1	2	5	15
Glen Burnie	15	2	10	2	2	5	11
Hanover	1	0	1	0	0	0	6
Harwood	0	1	0	0	1	1	2
Highland Beach	0	0	0	0	0	0	1
Jessup	4	0	4	2	2	0	2
Laurel	2	0	3	1	0	0	1
Linthicum Heights	5	0	4	3	1	1	6
Lothian	0	0	1	0	0	0	1
Mayo	2	1	3	1	0	3	10
Millersville	5	1	6	4	2	4	12
NA (no community given)	4	1	4	2	2	1	7
North Beach	1	0	0	0	0	0	0
Odenton	16	1	12	4	1	3	6
Parole	3	0	2	0	0	0	3
Pasadena	24	4	24	1	0	8	48
Piney Orchard	1	1	1	0	1	0	1
Riva	1	0	1	0	0	1	1
Severn	5	1	7	0	1	2	7
Severna Park	29	2	21	7	5	7	73
Shady Side	2	0	0	0	0	1	0
Tracys Landing	2	2	3	0	0	2	8
Two Rivers	0	0	0	0	0	1	1
West River	2	0	2	0	0	3	0
Woodwardville	0	0	0	0	0	0	1

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What Types of Industrial Uses Would You Like To See In Your Community?

Community	Light Manufacturing	Heavy Manufacturing	Incubator	Recycling	Renewable Energy (solar, wind, etc)	My community does not need industrial uses
Annapolis	17	2	17	22	42	29
Annapolis Junction	0	0	0	0	1	0
Annapolis Neck	4	2	7	1	6	4
Arnold	3	0	6	9	23	31
Bay Ridge	1	0	0	0	1	0
Broadneck	2	0	7	5	10	13
Brooklyn Park	2	1	1	6	8	4
Cape St Claire	2	1	2	3	7	16
Churchton	1	0	1	0	2	1
Crofton	9	0	10	21	43	32
Crownsville	5	0	7	8	18	10
Curtis Bay	0	0	0	0	1	1
Davidsonville	0	0	2	4	12	10
Deale	2	0	0	3	5	10
Edgewater	4	3	5	7	14	12
Ferndale	0	0	1	3	3	1
Fort Meade	0	0	0	0	0	0
Galesville	1	0	2	2	4	2
Gambrills	1	0	4	8	12	12
Glen Burnie	5	2	3	10	16	12
Hanover	0	0	0	0	3	4
Harwood	1	0	0	1	1	1
Highland Beach	0	0	0	0	0	1
Jessup	2	0	0	1	2	4
Laurel	1	0	2	0	4	0
Linthicum Heights	3	1	3	6	8	5
Lothian	0	0	0	1	0	0
Mayo	2	0	2	4	7	7
Millersville	6	1	6	6	12	9
NA (no community given)	4	1	3	5	4	7
North Beach	0	0	0	1	1	0
Odenton	6	0	7	6	17	4
Parole	1	0	1	0	4	2
Pasadena	7	2	5	21	36	46
Piney Orchard	0	0	1	1	1	1
Riva	1	0	1	1	1	1
Severn	0	0	1	7	6	8
Severna Park	7	3	15	26	33	67
Shady Side	1	0	0	1	0	0
Tracys Landing	2	0	2	3	5	4
Two Rivers	0	0	0	1	1	0
West River	0	0	0	0	1	1
Woodwardville	0	0	0	0	0	1

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What Housing Is Needed In Your Community?

Community	Single-family homes	Townhomes	Duplexes/ Quads	Secondary dwelling units (granny flats, garage apts)	Apartments	Mobile Home Parks	My community does not need additional housing options
Annapolis	11	15	12	20	19	4	46
Annapolis Junction	0	0	0	0	0	0	1
Annapolis Neck	2	2	4	5	3	0	5
Arnold	7	4	2	8	4	0	40
Bay Ridge	0	0	0	1	0	0	0
Broadneck	5	5	2	7	4	0	16
Brooklyn Park	4	0	2	7	3	3	3
Cape St Claire	4	2	2	7	2	1	12
Churchton	1	1	0	0	1	0	1
Crofton	10	4	2	10	3	1	69
Crowsville	4	1	2	7	0	0	24
Curtis Bay	1	0	0	0	0	0	1
Davidsonville	0	1	2	7	1	1	14
Deale	5	0	0	4	1	0	8
Edgewater	5	3	4	5	3	1	17
Ferndale	2	1	0	2	0	0	1
Fort Meade	0	0	0	0	0	0	0
Galesville	2	0	0	0	0	0	4
Gambrills	3	1	1	4	0	0	16
Glen Burnie	2	1	1	3	2	2	25
Hanover	1	0	1	1	3	0	3
Harwood	1	0	0	1	1	1	2
Highland Beach	1	0	0	0	0	0	1
Jessup	2	1	1	2	0	0	4
Laurel	2	1	0	0	2	0	2
Linthicum Heights	3	2	2	2	3	0	9
Lothian	0	0	0	1	0	0	0
Mayo	0	0	0	2	2	0	12
Millersville	3	1	1	4	1	1	18
NA (no community given)	3	4	2	5	3	1	7
North Beach	1	0	0	0	0	0	0
Odenton	7	5	6	6	7	1	14
Parole	1	1	2	3	2	0	3
Pasadena	13	2	2	6	3	3	73
Piney Orchard	0	0	0	1	0	0	1
Riva	1	0	0	0	0	0	1
Severn	3	2	2	0	0	0	12
Severna Park	30	10	9	15	8	0	78
Shady Side	1	0	0	0	1	0	0
Tracys Landing	4	0	0	0	0	0	7
Two Rivers	1	0	0	0	0	0	0
West River	0	0	0	2	0	0	1
Woodwardville	0	0	0	0	0	0	1

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What Else Is Needed In The County?

Community	New parks/ recreation facilities	Rehab of existing parks/ recreation facilities	Access to water/green space	Improved development aesthetics	Emergency services	Senior housing	Affordable housing
Annapolis	51	30	44	22	4	15	48
Annapolis Junction	0	1	1	1	0	0	0
Annapolis Neck	3	6	6	7	0	1	5
Arnold	18	36	33	18	7	9	10
Bay Ridge	0	1	0	0	0	1	0
Broadneck	11	13	17	9	3	3	3
Brooklyn Park	8	10	8	10	2	3	8
Cape St Claire	8	13	12	4	0	2	12
Churchton	3	1	2	1	0	2	1
Crofton	60	53	46	29	7	4	20
Crownsville	17	18	12	6	9	3	4
Curtis Bay	0	0	0	0	1	1	1
Davidsonville	7	13	12	4	4	3	6
Deale	9	6	10	4	2	5	5
Edgewater	10	14	12	5	7	6	10
Ferndale	4	4	2	2	3	1	0
Fort Meade	1	0	1	0	0	0	0
Galesville	0	2	1	4	1	4	4
Gambrills	16	19	18	12	6	8	7
Glen Burnie	16	16	13	9	5	6	13
Hanover	4	6	4	3	1	0	3
Harwood	2	1	3	0	1	0	2
Highland Beach	0	1	0	0	0	0	0
Jessup	3	3	3	3	0	2	3
Laurel	2	1	2	2	2	1	3
Linthicum Heights	6	11	10	6	2	3	3
Lothian	1	0	0	0	0	1	0
Mayo	7	9	4	3	5	5	3
Millersville	7	10	10	7	5	2	5
NA (no community given)	8	6	12	5	2	5	6
North Beach	0	1	1	0	0	0	0
Odenton	15	19	16	7	1	4	14
Parole	4	3	3	1	4	1	3
Pasadena	30	51	53	24	9	13	20
Piney Orchard	2	0	0	1	0	0	1
Riva	2	1	2	1	1	0	1
Severn	9	11	11	8	5	2	6
Severna Park	55	64	73	43	19	12	26
Shady Side	0	0	0	1	1	1	1
Tracys Landing	5	5	6	2	1	2	0
Two Rivers	1	1	0	1	1	0	0
West River	1	2	3	1	0	1	0
Woodwardville	0	0	0	0	0	0	0

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Additional Community Needs – Annapolis

1. Affordable housing is sorely needed
2. Annapolis need to bury electrical and telephone wires. West Street, Poplar Avenue, and other places look like early photos of New York City before wires were buried. This should be consider on all county roads serving large populations
3. Can you take away some of the new housing? It's too much
4. County owned outdoor pools, a splash pad, access to use the water. If not for the city of Annapolis pool, we would not have an affordable outdoor pool option. Howard, PG, & Montgomery all have better facilities for residents. (Outdoor splash pad at Quiet Waters fountain would be wonderful.). Also, other counties don't pay to access the parks their taxes help maintain. This gives residents access to their land. I love living here. It can be better by bringing access to parks and pools to residents. Thank you for asking!
5. I live in the Forest Drive corridor which can't handle significant new development because opportunities to improve existing traffic congestion are very limited
6. I live just outside City of Annapolis and this area needs more affordable housing.
7. I'm concerned that our schools are not keeping pace with development and money going towards development of new schools is money that is not going toward teacher salaries.
8. In my community the character is suffering due to rapid expansion. Halt or at least slow development.
9. Less congestion and density more public transport
10. More efforts to recycle and eliminate plastics
11. More green space, less housing
12. More playgrounds, spray parks for kids, more mixed types of housing to increase diversity of residents
13. Please slow down the builders. We are losing too much forested land and the building is out of control
14. Smart development. Develop parcels of land close to major roads and commuting routes. This would be preferable to having development occur off major commuting routes
15. Stop the development of the Broadneck Peninsula. Something needs to be done about the traffic issues with the Bay Bridge and travelers using our community roads!
16. Stop the insane dense development of Annapolis and the completely random architectural styles that don't suit this historic area
17. STOP. GROWTH. PLEASE.
18. Strengthen and actually enforce existing regulations governing development and conservation
19. The County needs to provide more public access to the Bay for swimming and boating. We need clean water. Our waterways need to be managed so that homeless people are not living on derelict boats
20. We need massive tax cuts. Maryland has the 5th highest tax burden in the country and is taxing the middle class into poverty. The county income tax needs to be repealed and the property tax illegally raised for 2020 needs to go back to the capped value. Also Annapolis city shouldn't have to pay county tax considering almost all county services are redundant.
21. We need to continue opening more public launches to our waterways, both for trailer and kayak/canoe
22. Would like to see expanded park along waterfront downtown. Waterfront is becoming too privatized (yacht club owns everything)!

Additional Community Needs – Annapolis Junction

1. Sidewalks

Additional Community Needs – Annapolis Neck

1. I do not have children, but I believe in fully funding excellent education. I am not a person with a disability, but I believe in fully funding services for people with disabilities. I typically drive to DC or NoVa for work, but I want better bus service.

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2. I'm very disappointed with this survey. Too complex, too vague in terms of terms. I wonder how my folks will. Respond
3. Need to strengthen existing neighborhood commercial nodes and promote a little more density for these nodes, even on peninsulas
4. Redevelopment of affordable housing. When new developments are built a certain percentage should be required to be affordable housing. This breaks up the "project" type areas and allows families to live in safe neighborhoods. Look at the model in the Boston area it has had a huge effect.
5. The community needs better coordination with City of Annapolis for management of the Forest Drive corridor -- all new development along this corridor should be accessed only from secondary roads where available. The plan needs to include development of secondary routes out of and through Annapolis for citizens on the Annapolis Neck.
6. We must address affordable housing and HUD/ public housing tragedy
7. We need a commitment, starting with County procurement, to move to renewable energy sources, and climate friendly transportation modes. We also need to seed or begin efforts to have all products and their components recycled one way or another, and to protect all watersheds and waterways from compromise
8. Your questions & answers are biased--this survey means nothing you knittwits.

Additional Community Needs – Arnold

1. 1970's low-bid sewage and water system needs upgrading; roads are in terrible shape: sink-holes, uneven patches; children walk to school half a mile in the street because of no sidewalks: way too much development. Wealthy areas of county get more services than we do: roads, power, garbage. Not fair! Power outages are frequent
2. Broadneck/Cape St Claire area badly need relief on Hwy 50 traffic bound for the Bay Bridge. AA Co should strongly advocate for a new bridge far from Annapolis (really 2 bridges -- one in Baltimore and one south of Annapolis)....should be super fast tracked for approval as well as construction duration. Recreation -- there are virtually no public tennis courts south of Severna Park. Broadneck Park + Broadneck High + Cape St Claire Park + CSC Elementary have at least 11 baseball fields and about 10 flex/soccer fields which are usually empty. Any one of these fields could house 10 or more tennis courts
3. Developers are not community stakeholders, they only ruin communities, take their money and move on to the next town
4. Each community area has a SAP- these plans are just as important as the GDP. These are the visions of the residents for their future and should be respected. I live on a loosely defined peninsula- surrounded by already fragile waterways, and 2 threatened rivers, yet we are being targeted for high density development. The clearing of forested lands and concreting of the area will only further damage our natural resources. Upzoning, spot zoning, modifications, variances, and lack of code enforcement will destroy our communities and natural resources. People want to live here because this is not the 'city'- if we continue on the current path- we will be continuous pavement soon. We need to develop responsible development policies. Special interest groups, and developers, should not rule- the people should. Our existing communities are being threatened and destroyed; our natural resources and waterways are continually harmed by development.
5. Evaluation of traffic patterns on the Broadneck peninsula. Lights are poorly timed. Improvement of the Angle of the turn from b and a Blvd. on to Ritchie near Arnold station and the addition of traffic poles to block the approach would improve the merge and people's fears of being hit while turning on to Ritchie. Vegetation is often overgrown and blocks clear site lines
6. Expanding affordable childcare options needs to be a part of any plan for growth. Parents already scramble to get their children into healthy, safe childcare. Increasing options and accessibility should be a priority and extending county-run programs for younger children too. The County-run programs we have used (SACC and Rec & Park summer camps) are wonderful. Increasing these programs so that more people can access them would be a huge benefit and would be a major draw for working families in all income brackets
7. I own a home in Raintree - however prior to that I rented a home in Kimberly Woods for four years. Kimberly Woods is in desperate need of attention - the land is privately owned by people who cannot afford

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to maintain it. The homes and property surrounding them are decrepit and the sewage system underneath is basically one giant sinkhole and sewage overflow waiting to happen. Please help them fix this to save our rivers

8. I'm on the Broadneck peninsula and have been for over 30 years. The over development is starting to negatively impact quality of life with the increase in traffic and poor storm water management (flooding)
9. Less development. Preservation and remediation of natural areas. Storm water management
10. Listen to the needs of the community - for instance, our community is trying to get the entrances changed (from 2 to 1) due to Waze sending beach commuters through it. The red tape in getting this change is overwhelming. It's a simple change that should not be so difficult and would improve the quality of life of the residents.
11. More public water access with places to launch kayaks, swim, and picnic. Finish the College Parkway bike path
12. More public water access. Complete bike trail on Broadneck Peninsula and connect it to the B&A trail
13. Overall, Anne Arundel County suffers from a lack of development — and the redevelopment of existing communities — that supports the lifestyle trends of the 21st century. They include growing interest in more active living (i.e. less dependence on automobiles) and easy access to the needs of daily life. The best way to improve feelings of connectedness and a sense of place in the communities where people live is to better support walking and cycling and to promote neighborhood design that enables residents to identify with the streetscapes and public spaces where they live. Too many existing neighborhoods in Anne Arundel look like those found in suburban areas across the country.
14. Pines on the Severn needs safer pedestrian access. Roads are narrow and have no shoulder. We could also use some traffic calming along Severn Way as cars often exceed posted speed limit endangering pedestrians in the street.
15. Please stop the right of way signs from polluting our community! They are everywhere and a blight on our community as well as an environmental disaster. \$1000 fine for every sign found is my suggestion. Along College Pkwy alone the county could make \$100k a week easily
16. Please stop the right of way signs from polluting our community! They are everywhere and blight on our community as well as an environmental disaster. \$1000 fine for every sign
17. Realistic timeframes for obtaining legitimate building permits for existing property owners need to be made. .
18. Sidewalks needed in bay hills Arnold
19. Solar & wind should be placed on existing rooftops and paved areas. No natural surfaces should be disturbed for solar or wind
20. Stop bulldozing down hundreds of luscious decades old tree to build even more housing in our already overcrowded communities. Schools, neighborhoods, and traffic can't handle it already and we seem to be adding hundreds of new duplex and such communities turning us from a nice small town where everyone knows everyone and is family and history based to another overpopulated city and no one is happy about it
21. There is too much construction in Arnold. Enough is enough!
22. We need less development. Don't let the developers kick the elderly out of the mobile home park on Ritchie Hwy
23. We need to up zone areas along college parkway like 491 college parkway. It's at the intersection of shore acres road and there is a traffic light already in place. It also backs up to Arnold Park as another route for hiker biker trail

Additional Community Needs – Broadneck

1. A local splash pad would be welcomed immensely. I understand that affordable housing is necessary, but without substantial improvements in infrastructure, the Broadneck peninsula cannot support it. The daily traffic on 50 and 2 are already horrendous, and summer weekend traffic is so bad that I can't risk leaving home unless I want to spend an hour plus in return traffic. Also this area does not need any more luxury SFH or townhomes
2. Bay bridge traffic on St. Margaret's Rd and College Parkway, Old Bottom Mill Rd, ridiculous

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3. e-Commerce has changed retail and will change it even more. We should try to get parcel delivery facilities (lockers and maybe even local small-scale cross dock) in the local area so the jobs are here.
4. More hockey rinks near Annapolis
5. No new development projects, period. Revitalization of existing properties limited to low income and mixed income communities
6. Our community is built out and mainly needs protection from ill-advised new development that crowds the roads and destroyed green space/ forest lands
7. PLEASE stop building!
8. The Broadneck peninsula is being ruined by overbuilding. Stop now. Schools are overcrowded and traffic is becoming unmanageable. Stop now and preserve the quality of life in this gem of an area. The damage being done by overdevelopment will ruin this area permanently
9. The Broadneck peninsula, and St. Margarets/Pleasant Plains communities should NOT be considered for additional housing. The infrastructure cannot support it. These areas should remain rural due to their close proximity to water. It is very difficult for locals to get home and leave home due to the Bay Bridge traffic on weekends. Building more will just make it worse. And the schools are overcrowded
10. Way too much development- every scrap of land is being turned into townhomes or McMansions. No more development! Would prefer rehab of existing sites for affordable housing options but we need to focus on preserving green space and reducing runoff 😊
11. We need mass transit that connects efficiently to Annapolis, DC & Baltimore. Add online transit tracking
12. We need trees. Existing and newly planted. So much land is cleared and then not used to its full potential. We need nature everywhere! Not just in parks and drainage ponds...
13. Workforce housing must be located in transit centers near a ie: village square and highways to support commuters

Additional Community Needs – Brooklyn Park

1. My community needs shopping center rehabilitation. The Shoppers strip-mall type shopping center is a dump, and overrun with panhandlers. It isn't safe to walk to the store even though I love 2 blocks from it.
2. No more houses/housing development in our area. Schools and roadways are already overcrowded!
3. Our Community needs Brick and Mortar BANKS. Not just ATM's. We need more restaurants so we don't have to run to Glen Burnie for a good meal. More variety of Fast food not just pizza places (ex: burger king...chick fil a ..and Panera Bread). We need music events like they have in Glen Burnie Center NORTH on weekends ..everything that we would like to do is jumping into a car and head to Glen Burnie. Safe Bike trails or walking trails. Recreation center for seniors. A place for the school kids to go and not cause a ruckus in the BP library after they get out of school at 315 pm
4. Sidewalks and removal of corporate entities/apartments in small community (Arundel Gardens). Corporate entities within the small neighborhood make it unsafe for children at bus stops and unsafe for pedestrians. The lack of walkable sidewalks compound this problem
5. There are too many houses going up. We need less construction, not more
6. We need more events to attend. We need places like Movie theaters and coffee shops and large scale restaurants and recreation center for Senior citizens with a gym
7. We want to feel like part of the County
8. Yes, we need to redevelop our shopping areas. It is insane that we have built hundreds of single story warehouses, light industrial, & restaurant spaces. These all need to be redeveloped into multi-story buildings, yes, even ALL fast food & drug stores; they waste too much land as single story units. If you take away nothing else from my responses, take away this point right here

Additional Community Needs – Cape St. Claire

1. Biggest challenge out here in Cape St. Claire is access to the rest of the county. Traffic influx that does not respect our geography as a peninsula hampers us from taking advantage of all the amazing things the county offers.

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2. Blue collar workers cannot afford any type of decent housing in this county.
3. Can't reliably get to work or get home. BAY BRIDGE- can't ignore it. Please don't throw out impractical ideas like mass transit over the bridge. There's no mass transit to Ocean City. There needs to be a new span. The horrendous traffic occurs when the bridge can't open the third lane due to weather or crashes.
4. I'm interested in affordable housing that is affordable for EVERYONE including the middle working class that is struggling living paycheck to paycheck due to the cost of health care. I ride the fence on "affordable housing" because I want my property value to stay the same for our return, but in turn need more space but cannot afford much more than what we are currently at.
5. Living on the Broadneck peninsula is a challenge on Friday's and Saturday's in the summer. Please examine alternatives to manage bay bridge traffic - perhaps a local's only lane on 50 or, at least, strict enforcement of no bay bridge access via College Park/ St Margaret's.
6. Living Schools are way too crowded for any significant additional development without massive increase to education funding.
7. My community does not need apartments or low income (section 8s) there is no space and traffic is unbearable.
8. My community, Cape St. Claire has quite a lot to offer already. The primary need for us, on a county scale, is relief from rt 50 resort traffic. A different location for the next Bay Bridge would be critical.
9. Please stop over development and work on controlling traffic problems on the peninsulas and around rt 50, 97 and 2. There are too many people on these roads.
10. Put a new bridge not on rt 50.
11. Schools are way too crowded for any significant additional development without massive increase to education funding.
12. Stop giving exemptions to developers to develop in already overcrowded and underserved areas like the Broadneck peninsula. Focus on improving quality of life and not development.
13. The Broadneck peninsula and the county need a Ferry service or an additional crossing of some kind to the eastern shore
14. The Broadneck peninsula suffers a great deal from traffic congestion
15. We don't want ANYMORE building in this area...traffic is Horrible

Additional Community Needs – Churchton

1. Churchton and Deale needs more than just one grocery and 5 gas stations. Our area does not have a lot to choose from.
2. We have fought hard to make our community reflect our needs in South County. But after years of neglect, we need the municipal support to improve our infrastructure and support our strengths. We need more sidewalks and bike lanes, fewer sagging utility lines and falling telephone poles, better internet. We need public boat ramps and public access to Chesapeake Bay. Thank you!

Additional Community Needs – Crofton

1. A development plan. Around Crofton they are over developing. There is no vision, only profit
2. A means to cross route 3 safely for pedestrian/ bike use
3. A problem in our community and in the County as a whole is overcrowded schools. One of the needs identified at the Plan 2040 conference was infrastructure in place before development. This is incredibly important as our schools, public safety resources, etc. have not kept pace with rampant development. We need improvements or additions to Crofton and Arundel Middle Schools and a West County Elementary School
4. Better public transportation connecting to stores, doctors, school and other counties . Also stop building on Rt. 3! It sometimes takes 25 min. to get from 424 to Waugh Chapel. Numerous accidents, people losing their lives
5. By far the biggest issue is traffic

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6. Can something be done about the noise from the racetrack in Crofton? It is so loud; it goes on late at night. Is there a noise ordinance that can apply to them?
7. Community recreation center. Indoor Places for kids and teens to play basketball, futsal, etc. for a small fee
8. Composting picked up weekly with your regular trash and recycling. I was excited to be able to at least to the County landfill. It was a mess! There were hundreds of flies, I know you can't do anything about them, but I had to open the recycling container doors, lift the containers I had up over my head to dump them and close the door. Couldn't the opening be lower or there be a step platform similar to the paper recycling section?
9. CROFTON and the surrounding areas need ZERO additional development.
10. Crofton does need any more housing in the area. We need the existing roads to be bigger because Route 3 is always a mess trying to get to the highways. Too many housing developments and not enough green space!
11. Crofton Gambrells is a mess. Stop all New development and focus on improving current infrastructure and green spaces. Plenty of empty commercial space and amount of housing being added is irresponsible.
12. Crofton is OVERDEVELOPED. Please stop the development for both residential and commercial
13. Crofton needs better parks and playgrounds. Many of them are falling apart. I would like to see as much investment in recreation areas as they have in Bowie (such as Allen Pond Park)
14. Crofton needs less traffic/less development
15. Development is out of control. Schools are overcrowded and traffic is terrible. Yet new neighborhoods and businesses are being built. I question why I am paying for a high mortgage and property taxes in a desirable neighborhood with overcrowded schools that keep getting worse. This will drive down home values and quality of neighborhoods
16. I live in Crofton and we do not need any additional housing developments. The schools are over capacity and more development will cause more overcrowding. Developers need to look elsewhere
17. I live in Crofton where there has been way too much development. We now need major improvements to our roads (more lanes on 424 to provide access to 50). Route 3 is a nightmare. It now takes me 1.5 hours to get to/from work. And it will only get worse with the new high school. Although I am very happy with the new direction of our new County executive. We can't undo the development that has been done, so let's fix the roads to deal with the added congestion
18. I notice a disturbing lack of any mention of schools in the "other community needs" questions. We definitely do not need more places to live or to spend money. We don't have enough seats in our schools for the kids that are already here
19. Improvements to the transportation corridor Route 3 from R50 to 97. Going anywhere in Crofton is time consuming and dangerous on Route 3. People speeding up turn lanes and shoulders. Drivers cutting through gas stations and parking lots to avoid lights
20. Less congestion and better traffic management on Route 3. Way too many fatalities. Need sidewalks for new high school and possible traffic lights that pedestrians can direct
21. Less residential development. There's too many new housing projects
22. My community (Crofton) needs more safe pedestrian options. The few times I tried to cross Route 3 on foot, it was terrible because there was no safe crosswalk for a stroller (or a wheelchair if applicable) because of the positioning of the curbs. If we're going to be forced to live with development, we need to make it safer to get around on foot, by bike, etc. Otherwise, the traffic nightmares (and accidents) will keep getting worse
23. Need parks, Green space, walkable communities, bike trails
24. No new development in Crofton! Stop prioritizing developer profit over citizen safety on route 3. Stop busing elementary school kids across route 3. Crofton is overcrowded and needs a moratorium on development. Need to expand 97 between Route 3 and 50 so that the business route is not attractive as a short-cut. Will reduce commute times for Annapolis. Add police cameras in Glen Burnie like they have in Baltimore to deter crime, help identify offenders, etc. Develop homeless shelters and substance abuse treatment with transitional housing for those living in the camp off of 10 and near the MVA by 695. Needless deaths due to lack of drug treatment facilities with housing options

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25. Our community needs thoughtful traffic management and reduced development. We need more parks and green space
26. Over development and traffic is an issue
27. Over development in areas with overcrowded schools needs to stop, despite getting approval when a school has 1 seat.
28. Please address the overcrowding of schools
29. Please halt building in Crofton; the traffic (and increasing traffic accidents) and school overcrowding are becoming a negative
30. Please stop allowing all the crazy over growth in the Crofton area. Our schools and roads are over crowded
31. Please stop allowing development along route 3. Please focus on maintaining green space and keeping the roads safe.
32. Please stop building in Crofton. Our children will have no future in the overcrowded schools and residents will start fleeing as renters come in and destroy it. Look what happened to Bowie. Crofton is next!
33. Please stop developing Route 3 between Bowie and 97. It is a complete nightmare getting around in Crofton as a result of the over development
34. Please stop the overdevelopment in our community (Crofton). We cannot support any more housing developments. Our schools are all overcrowded and driving around here has gotten atrocious. Pretty soon there won't be any more green space left
35. Rapid over development causing increased traffic, decreased safety for pedestrians and cyclists. Concerns regarding overcrowding of schools yet new communities are popping up rapidly
36. Route 3 needs to be fixed
37. Rt 3 building corridor need to be shut down as far as over building is concerned. Too dangerous as it is
38. Rt 3 development has been poorly managed. People drive like it a racetrack and new development feeds onto the road, very dangerous. And how many gas stations does one road need? We need more thoughtful building and stricter application of zoning laws. No new townhouses in Crofton please
39. Schools are overcrowded need moratorium or new schools no more trailers in schools!!
40. Splash pods for kids all over! Pool memberships are expensive, not everyone can afford them
41. Stop building housing with the aim of shoving as many bodies in what's left of our green spaces. All of these apartments and townhouses are just making more overcrowded schools and roadways for the Crofton area. Rt 3 is miserable. I didn't move here to be shoved up against more people. If I wanted that I would have stayed in Northern end of the county. Or stayed in the misery that is Baltimore city. We are a county!! Stop trying to turn us into some mega urban zone!!!!
42. Stop building in Crofton! The RT 3 is a complete and utter disaster! And stop the building of the same business within 5 miles of each other (ie: Chic-fil-A's, McDonald's and Royal Farms) destroys our County.
43. Stop building new housing / business when existing housing and business lay empty
44. Stop developing
45. Stop development of the Rt. 3 corridor. You are ruining Crofton!
46. Stop taking away the trees
47. Stop the building in the Crofton / Gambrills area - route 3 is too congested
48. The congestion and number of accidents on Rt 3 in Crofton is OUT OF HAND. Something must be done! And there needs to be a pedestrian access bridge across Rt 3 somewhere in the area
49. The Crofton area is sorely lacking in community meeting facilities. The library is extremely limited.
50. The Crofton/Gambrills/Millersville area is need of emergency services, higher education, and should be doing more to leverage its proximity to Annapolis, Baltimore, DC, and NSA. Traffic is an issue, but if proper planning that took dense commercial development into consideration would also address roads/infrastructure. Additionally, significant commercial development in these areas would pull more traffic to these locations versus through these locations
51. There is way too much development in the County without corresponding improvements in infrastructure. Elected officials do nothing to address this. I live in Crofton, and work in Columbia. Going to work, the traffic on Rt 3 North and at Rt 32/175 is ridiculous. Same as coming home at Rt 32/198 and Rt 3/175.

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How many accidents do we need on Rt 3 to (a) Stop the overdevelopment in Crofton and (b) fix Rt. 3 lanes/stop light timing/speeds/poor design, etc. Did we really need more gas stations in Crofton??? Two new ones in the last few months. Two McDonalds? Two CFA's. Come on elected officials... Lastly, whoever designed/approved the ingress/egress options at both Waugh Chapel centers should be removed from any further decision making in the County. I'm not even talking about the new Michigan turns (although does the police even try to stop people making illegal U-turns...which is happening all the time?), I'm referencing the poor design of actually the ingress/egress if the centers. I would invite Mr. Pittman to sit outside at Greene Turtle at Waugh Chapel South for 30 minutes to watch what actually happens at the entrance/exit. I'll meet him there and even buy his beer

52. Traffic on Rt 3 is horrendous due to over development of retail along the rt3 corridor. Residential development in the Crofton area has been approved irresponsibly with respect to school capacity and traffic concerns. Rt450 is significantly under sized for its traffic load. Sidewalks and turning lanes are needed between Rt 3 and 424
53. We certainly don't need the building of the Crofton Enclave! Ugly, over building, drain on water and sewer, as well as our schools! This project should never have gotten off the paper!!
54. West County needs schools. A second middle school and another elementary school are essential to serve Crofton's CURRENT population

Additional Community Needs – Crownsville

1. Controlling traffic on Generals Highway in Crownsville
2. Do NOT need any additional development or services...roads can't handle amount of over development we already have. Need to rehab or utilize existing structures which are empty...Crownsville is perfect example. Need more parkland, greenspace. Stop building new commercial spaces when there are plenty of empty spaces available.
3. Enforce existing law regarding noise, building, swelling numbers allowed, hunting, dumping. Laws are not enforced regarding keeping the peace.
4. I live in Crownsville and recently lived in Millersville for 13 years. The area surrounding the Rte. 3 corridor is being grossly overdeveloped with seemingly no regard for congestion, traffic, and the environment. It seems that the developers have had free rein to implement projects despite the concerns and objections of the surrounding communities. What the community really NEEDS are public servants who listen to what the local community actually wants. I'm sure no one in Crofton/Gambrills/Millersville would say that the area needed another carwash/auto center/convenience store, yet they seem to pop up every other week.
5. I think our community has everything it needs. It would be nice if the businesses and homes were closer together. I would like to walk to the local shops but the roads aren't safe to walk or bike on.
6. I wish my Crownsville neighborhood (Generals Highway) we're more walkable. I really hope future phases of the South Shore trail get built. I'd love to have more play areas for my kids. Really looking forward to seeing Crownsville Hospital grounds turned into recreational green space.
7. Maintain green spaces and natural corridors as breaks between developed/developing areas, limit transportation growth to create smart growth demand, study requiring the use or removal of existing available retail/commercial capacity before releasing permits for additional development
8. My community is mostly built-out. The few lots that are left are mostly environmentally sensitive and should be left alone.
9. No Bayhawks Stadium in Crownsville. Cleaner Severn River. A high school and middle school with real walls/replace Old Mill. Smaller high schools.
10. No more tearing down of green space. Re-use abandoned buildings and blighted areas.
11. REAL zoning enforcement!!!
12. Securing River Road in Crownsville from water issues. Alleviation of the traffic on Generals Hwy at all times but in particular in the late summer and fall when AACo Fair and Renaissance Fair is going on.

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13. The intersections at route 3, Generals Highway and other corridor roads are becoming wastelands of convenience and liquor stores and gas stations. Strip-mall development and convenience store /gas stations are the last priority for smart growth and community
14. The time and political climate are right to make the right move at the Crownsville Hospital site for self-sustaining, renewable energy driven green space and public recreation fields at this site while still honoring and embracing the history at this facility.
15. The ugly abandoned WAWA on Generals Hwy needs to be torn down or remodeled. It should not be allowed to just sit there empty and ruining the esthetics of our neighborhood
16. Traffic control on Herald Harbor/River Road in Crownsville. A police presence would help. The driving is too fast, loud and reckless.
17. We need to preserve the green space and forests from speculators. One (1) mature tree can absorb 100 gallons of water daily. (Bay Health, flooding?)

Additional Community Needs – Davidsonville

1. I wish I could safely walk or ride my bike
2. I'm concerned there is new building in the community that affects the critical watershed area.
3. In Davidsonville, we think enough development has been done, already, and future should be restricted, lest it become the traffic jam of Edgewater
4. Our roads are full of potholes and too many cars. Make it easier to bike or bus to work!!
5. Protected walk/bike lanes so non-drivers can safely get around.
6. Rural South County is already overdeveloped. Need better open space requirements and enforcement of critical area regulations. Need more lo-income and retirement housing in Annapolis in North County
7. Stop building commercial buildings. Recycle empty buildings, don't build more that sit empty like in Edgewater
8. The roads need to be fixed. If heavy dump trucks weren't allowed on little country roads we wouldn't have this problem
9. We really need public access to water. We have lots of water front miles, but most is owned by rich people, and use is restricted to the vast majority of us. We like to kayak, but access to places to put our kayaks in is incredibly and surprisingly limited. Thought Beverly-Triton Park was going to be a good public access, but the county seems to be going the wrong way on that one. More access!!!

Additional Community Needs – Deale

1. Deale Beach needs a playground and speed bumps
2. Given sea level rise, there needs to be a plan marketed for how families living in low lying areas that are increasingly subject to flooding are going to eventually need to consider moving and what the decision threshold is about when such properties are condemned. In the last 100 years, more and more islands in the bay have been consumed by sea level rise. There was an island located offshore from Deale that was inhabited by something like a dozen families, had a baseball field, etc. It is underwater today. There are lessons to be learned here that planning needs to include some explicit chapters on addressing the changing shoreline conditions and increased nuisance flooding that will continue consuming properties in our county. That goes for my community as well
3. Implement the County Council-approved provisions of the 16 2001 Small Area Plans, especially as related to transportation, sidewalks, streets, and roads in communities that force the public to walk or bicycle on narrow roads lacking shoulders or on people's lawns. The current situation is shameful
4. Less water restrictions for trying to protect our land from erosion
5. No more building
6. Please cease spraying for mosquitos. Ban commercial use gas leaf blowers and gas mowers to alleviate the noise and air pollution and killing of pollinators, birds, etc.
7. Speed enforcement
8. We need sidewalks and shoulders not ditches

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Additional Community Needs – Edgewater

1. I believe that my Edgewater Community needs a public or contracted Youth Center. The old Giant building in route 2 could house a recreational center that focuses on educational tutoring after hours, organized sports teams such as the ones that API in Crofton/Gambrills hosts. It's a location with parking and local enough for kids to go straight there after school. With enough thought and planning, the income charged for these year round activities would pay for the costs of staffing and maintenance. Making this location a "Green" location would be a big win. This could be a test location and if successful as a pilot deployed across the county. If we keep our kids busy in a safe, green community area we are enforcing lessons from home of how important community contribution is. I'd love to be part of the planning and execution committee for that. A youth center is greatly needed
2. I think a healthy mix of the existing single-family together with small multi-unit (townhomes, tri-plexes, etc) is appropriate for my already somewhat congested community. I would like to see an emphasis on maintaining a proportionate amount of affordable options amongst the gentrification that is occurring as older, modest single family houses get rehabbed and up-scaled. Also, would love to see an emphasis on individual, rooftop solar panels (of which there already are several examples in my community, but many many more unrealized opportunities) - this would help spread, and thus minimize, the overall energy infrastructure burden. I would love to see what percentage of my community's total energy consumption could be satisfied by decentralized, residential solar units.
3. Improve access to water
4. Quit filling in wetlands with new home construction. As in Glebe Heights at Beach and Melinie street next to community beach.
5. Roads need repairs due to potholes. Lines on roads need repainting. Police need to walk beats as in the past to get to know communities and make a presence.
6. See previous comment: adequate infrastructure (roads and non-auto access, sewer, water, school capacity, etc) MUST precede further housing or commercial development - especially on access-limited peninsulas like ours (Mayo).
7. The Edgewater area does not need any more development. The toll on our environment, quality of life, and traffic has already been too much. We need to utilize existing vacant spaces for new businesses instead of building more, and/or turn those vacant buildings into green space or parks and recreation facilities.
8. The traffic is terrible, one accident and it's gridlock. We need clean, fast, safe transportation for everyone including the aging population.
9. We are lucky to have water access. It is available and should always be a priority.
10. We need to preserve the rural character of South County by limiting development.
11. We need to protect the rural areas and extend utility services to them. The fire that just happened in Lothian is inexcusable in this day and age. People living in one of the richest counties in the country should have fire hydrants, public water, and other resources.

Additional Community Needs – Ferndale

1. Bro can I get some curbs and sidewalks? That would be great. TIA!
2. Open access to waterways
3. Stop building with all the vacancies
4. We definitely need businesses in Ferndale! The Cromwell shopping center is just sad. I'd love to see a local grocery store come in to our area!

Additional Community Needs – Ft. Meade

1. I live in AA county and represent a Kayak Club with 1600 members, who frequently use AA county parks and water access. We NEED more of each. We are constantly obstructed in these efforts by homeowners in AA , such as the ones near the Magothy , Spriggs Farm, Mayo Beach, Beverly Triton etc. Thank you

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Additional Community Needs – Galesville

1. Keep the rural character of South County. We do not have the infrastructure in place for residential development.

Additional Community Needs – Gambrills

1. Communities are not connected. I would love to see communities be required to have walking paths connecting one another. Areas I have lived (Washington County Oregon), communities are connected by a series of trails and sidewalks. Huge portions of the paths are via the Portland GE, similar to BGE power lines. It's really nice.
2. Dog park
3. Hotels. There should be hotels in Crofton/Gambrills/Odenton
4. I don't mind a little additional development as long as it adds to the tax base and the infrastructure, primarily roads and schools, are enhanced to accommodate the development
5. It's hard to accurately convey what is needed based on all these survey questions. I feel like we need less expansive development, not necessarily more. All the questions ask for more. The County is starting to feel overdeveloped, which is a concern, especially without suitable public transit. We should have improved MARC train routes and light rail systems, like the Purple Line. A MARC line to Annapolis from Odenton, like in the past, and to Ellicott City. Buses work only when traffic congestion is under control, but since we're overdeveloped, the buses get wrapped up in traffic. There is also a major concern for the loss of trees and green space. My community has shifted heavily from a rural one to suburbia. This lack of preservation is moving my family out of the area when we've been here for over 200 years. Create concentrated town centers that are walkable with underground parking. Connect these town centers with public transit. Stop selling land to developers and creating wasteful, expansive suburban developments. Young people like me want walkable, connected places with local shops, not massive suburban enclaves
6. Locally my community is way overdeveloped! Sad that so much was allowed without thought to infrastructure (roads, schools, etc)
7. My husband and I live along the Rt 3 corridor at Route 450 near Crofton. We would like to see Rt 3 civilized with more biking/walking connections between east/west side to make more available to us without constantly driving everywhere. Keep the greenspace along Little Patuxent/Patuxent Rivers and along Route 3. Provide incentives for infill re-development that upgrades existing/dilapidated or undersized structures. We are also interested in multi-age housing such as co-housing. Not interested in being warehoused as seniors but want more community interconnections than are currently available.
8. Need to slow the development of homes.
9. Parents dropping off and picking up from the School of the Incarnation are the rudest drivers around. The school or dioceses should be required to pay for traffic control persons in the morning and evening, their parents need to learn how to drive and that they are not the only drivers on the roads. Driving is a privilege not a right.
10. Plan growth with infrastructure management. Too much traffic and overcrowded schools with continued building is so wrong!
11. The Crofton area is incredibly over developed. Under previous administrations, many communities and commercial properties were developed without having to commit funding for new schools. This needs to stop.
12. There is way too much development going on in Crofton. It needs to stop. The community has drastically changed because of over development of businesses and houses.
13. Too much building in a small condensed area (Crofton). Traffic is too congested.
14. We do not need more stores or housing! This area is becoming overcrowded! We need improvements in schools.
15. We need affordable single-level housing options for those with mobility issues and/or our aging population.
16. We need to keep existing woods. Re-wild unused areas. That doesn't mean let all the grass go to seed, but conscientiously plant with indigenous species to benefit wildlife. Stop allowing developers to wreck, then

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"restore" streams. Don't allow them to wreck them in the first place. Enforce the zoning laws on the books. Don't make exceptions for developers. We do not need more junky townhouses. Any new residential communities should be planned for walkability, and community interaction. Existing commercial buildings should be utilized, and if necessary, upgraded, before more woods are torn down to build new buildings.

Additional Community Needs – Glen Burnie

1. A lot of businesses in the area are closed. It seems like we don't need more, we just need to use the (now empty) spaces we have. There are too many houses under construction.
2. Just don't carve up the green spaces in Anne Arundel County to satisfy greedy, irresponsible real estate developers
3. Public transit is crucial if we are going to defeat climate change to even have a community any more.
4. Reinvigorate older neighborhoods. NO MORE NEW HOUSING
5. Safety. Crime reduction
6. Schools!!!
7. Something needs to be done about the homeless, the vast majority are slobs and have vast amounts of litter in their camps and make the various bike trails unsafe
8. Speed calming methods are needed
9. Stop building and removing trees
10. Stop cutting down trees and for the love of everything STOP BUILDING!! We need more trees and green spaces, not more businesses and people
11. Stop non county residents from sending their children to our schools
12. Try to preserve farmland in the rural areas
13. We don't need more expensive housing developments that exclude working class families
14. We need a K-12 school in the Marley Neck Road/Ft. Smallwood Road area. Once construction is complete, there will be almost 10,000 homes back here and most student will be put in the Glen Burnie HS feeder system
15. Would love more access to the water, with kayak launches

Additional Community Needs – Hanover

1. It is with a humble submission that with the MD Live Casino in place in Hanover, MD coupled with Arundel Mills Blvd and aggressive development of residential housing translating into heavy traffic in and around the area, Drivers are using the Milestone Parkway stretch as a race track where every 1 out of 2 vehicles is speeding at an average of 60 mph vs limit of 35mph. The drivers do not respect even the basic requirement of adhering to a signage, to the extent to slow down when little kids are waiting for their school bus. I will shy away from the walkers/joggers grievances who are the residents of the community developed on Milestone Parkway. May I request a sample patrolling for the Milestone Parkway for at least three days in a week during morning and evening hours and initiate a plan to propose strict speed limits with speed cameras on Milestone Parkway. The cameras will also help the law enforcement see how drivers throw trash/ liquor bottles, beer cans etc. in the middle of the road, park at will at roundabouts which leads to thinking what kind of suspicious activity would be going on? The second grievance is that of commercial trucks who speed and damage the signage from time to time while going about the roundabout.

Additional Community Needs – Harwood

1. Public water access. Beaches, boat launches, fishing piers
2. To preserve rural watershed areas
3. We are sorely behind other counties in accessing the water and other recreation like bike trails

Additional Community Needs – Jessup

1. Homes in Jessup along route 175 between 295 and the New Jessup Elementary School are no longer accepted as residential and should be commercial. Route 175 is too dangerous to live on.

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2. Improve connectivity of roads and cities to minimize dense traffic during peak hours
3. NO MORE DEVELOPMENT IN WEST CO.(JESSUP)
4. We need a balance of new homes and growth to support the continued growth with BRAC and potential other jobs in AA County
5. We need less development and less traffic, with better traffic management. I drive between Jessup and Glen Burnie, between 12 and 13 miles. There are 21 traffic lights. I do not drive Route 100 because of the traffic jams, both in the morning and in the afternoon. Getting out of Ridgeview Shopping Center to head West is almost impossible. Making a left turn onto Wigley Avenue from Route 175 is highly dangerous, but SHA refuses to give us a left turn signal. The intersection of Race Road and Route 175 is a nightmare, made worse by the drivers from the new apartments and townhouses, who insist that they have the right-of-way when they do not. They will not take the few extra minutes to drive to the traffic light their developer put in. We have received no help from the County or SHA
6. We need to be certain that over-development does not occur, and that any development that is approved is carefully screened for environmental impacts on the surrounding community as well as on the specific development property

Additional Community Needs – Laurel

1. Changes in police policy to handle 911 calls more discreetly. Don't allow business owners to use the police to carry out personal bias agendas or vendettas they have against people of color in the community
2. Competent HOA leaders, Democracy and actual elections
3. I would like to see more retail and more grocery options. I would also like to see more emphasis on community centers

Additional Community Needs – Linthicum Heights

1. All our problems are caused by excessive development; they cannot be solved without putting a ban on development first
2. I feel that northern Anne Arundel County is ignored. The schools have gotten worse in past few years and kids from other areas are going to the schools even though they do not live in the area. It seems that as long as nothing happens in the areas that have the most money, the rest of the county does not matter. I grew up in this area and it has slowly been neglected by the county government. It had been used to allow things to go unchecked in order to placate the wealthier areas to our south. Crime has increased, limited patrols of the light rail and schools that have been left to decline. We are in a good area to attract people who cannot afford some other counties but the way the schools are will not let this happen. The northern part of the county could be a great area if someone paid attention to it
3. Less congested roads. Decrease office space
4. Linthicum doesn't need to become a center for opiate rehab. Keep that closer to downtown where it can serve a wider cross-section of people who need the help.
5. No new growth until the schools are built to accommodate the students already there
6. North Linthicum seems to have a shortage of medical providers in the community. Feel like I have to drive to Glen Burnie for everything. Bit inconvenient with working in Baltimore. Need to partner with MDOT and keep pressure on them for improving transit options/reliability in the county on their lines (MARC, Light Rail)
7. Resurface the roads. It's absolutely ridiculous that the county cannot maintain our community roads
8. Sidewalks, traffic control, crosswalks are much needed. Convert the athletic field at Lindale Middle School to a turf field, as well as adding a second turf field at NCHS, if possible.
9. The lack of progress from the last small area plan almost 20 years ago is appalling. The Linthicum/Camp Meade business corridor is unattractive, un-walkable, dangerous for pedestrians, unattractive to businesses; all issues that were identified in the last Small Area Plan then never addressed by a lazy and uninterested county government.

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10. TRASH PICKUP, GET RID OF LIGHT RAIL AT ROFO OR PUT POLICE THERE 24/7, FIX THE ROADS, CLOSE METH CLINICS, BETTER WALKWAYS FOR SCHOOL KIDS
11. We desperately need a more pedestrian-friendly community. The sidewalks are crumbling, inconsistent and often non-existent. We could also use more small businesses, particularly restaurants.
12. We need the county to pretty much leave our community (Linthicum Heights) alone. The light rail causes a lot of "quality of life" issues. Either close the stops or better police them. I do not want to disrupt our community with MAGLEV!!!!

Additional Community Needs – Mayo

1. Better public transportation is a must have, especially on the peninsulas
2. Edgewater needs an indoor swimming pool. Riva Rd. Pool is too busy after work and too far away for seniors to drive in heavy Rt. 2 traffic. Since AA Commun. College pool closed, no access to sr. water aerobics.
3. I live on the Mayo Peninsula - I am very disappointed by the lack of planning and information on the development of large homes that are not necessary and have been built in critical wetlands
4. Infrastructure needs fixing/improving, roads, utilities, waste management, schools and first responders
5. Many roads seem to have no provisions for storm water runoff. They regularly flood with even a modest amount of rain. Better drainage on Rt 214 is sorely needed. This road is the ONLY access to the Mayo peninsula so when this road is underwater, as happens often, it is a major problem for those living here.
6. Mayo's parks don't need to be "improved". They're beautiful natural areas and they need to be left the way they are. Sports fields will just bring more traffic to our overcrowded peninsula
7. Open Triton Beach. Its owned by the citizens. Has been for years
8. Our community needs better enforcement of existing regulations; Air B&B's with weekend warriors are wrecking the feeling of community. Renters are only here for the weekend and drive fast, party hard and leave trash. We need bike and walking routes. Especially on the Mayo Peninsula, people walk their dogs and there are no shoulders. As a commuter off the Peninsula (daily), with the increase in housing on the Peninsula, we need another way to get off the Peninsula. I am caught regularly behind accidents that cause up to an hour in delays. We need better regulation of boat speeds on the rivers (especially in inlets like those around Camp Letts)
9. Our peninsula cannot handle 600+ additional housing units. The cost to our infrastructure impacts should be the price of permitting. If we have to add to schools, roads, eminent domain access, etc. These new units should have to bear that cost. Maybe then we can manage the growth.
10. Public boat ramps! Mayo peninsula Nancy expansion of Central Avenue and badly needs bike paths adjoining it
11. Public swimming beaches and public boat ramps are the leading public water access deficits in Anne Arundel County. And even is you don't swim or own a trailered boat, once the county spends money on a public swimming beach or public boat ramp in a county park, it will be very hard to close that public park to the general public in the future
12. The Mayo Peninsula needs a thoughtful and balanced approach to preserving and protecting the rivers and the Bay, the environment and natural beauty of the area AND a path for reasonable single lot development
13. There are already too many homes in Mayo. The area floods more than ever and there aren't enough trees to soak up the water. We can't support any more construction.
14. Traffic has increased noticeably in the past few years. Drivers are angry, aggressive, and routinely drive well over the speed limits. This laid back community now feels like an extension of Washington. We have no sidewalks. We cannot handle any more cars. The lane extension on 214 at Muddy Creek has only made traffic into Mayo back up more, as impatient drivers use the right through/turn lane to jump ahead of others waiting in the left through lane

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Additional Community Needs – Millersville

1. Affordable housing is key to County growth and stability. Please stop allowing communities to push out affordable housing projects!
2. Better recycling program
3. I live along the Route 3 corridor. We need traffic and development management. It is a horrible traffic situation, many accidents and duplicate services. How many car washes and donut places do we need in a one mile radius?
4. Lower property taxes
5. Mitigation of noise pollution from low flying commercial aircraft associated with BWI.
6. Moratorium on development that is not renewable energy
7. More community gardens and HOAs that don't prohibit it. Better oversight of the lawn care businesses and what they put in the local waters. The precise management of these companies would help so much with the trickle down problems of water pollution and dead zones
8. My community is fine, and has been for 40 years. Protect its borders and leave it alone
9. No large scale apartment complexes
10. Stop allowing developers to run rough-shod over what's left of our natural surroundings. Enforce current zoning requirements, prohibiting denser residential development. Our community (Severna Park/Arnold) does NOT need so-called "workforce housing". Everyone knows that's sham terminology and a disingenuous, cynical attempt to change the decades-old character of our community
11. We need parks that are not sports fields. The fields are never open for public use, they're only available if you pay for a rec league sport. I just want to go to a park that's a park or kick around a ball with my children

Additional Community Needs – North Beach

1. Public boat launches and access to public swimming, salt water pool

Additional Community Needs – Odenton

1. AACty needs less traffic, less development, more green space, more walking areas to access grocery store.
2. In Odenton we need the transit district to actually be welcoming to walkers, and to be denser. The so-called historical zone is almost totally unwarranted and we should consider redevelopment into dense, multi-use, walkable space. I am also SO EXCITED for the day we have a park between the Odenton MARC and the library
3. My community in Odenton (Maple Ridge) has been ruined by cut through traffic to and from Waugh chapel road and 175. In order to get speed humps, we were told we had to pay for them! Currently we have thousands of cars using Williamsburg Lane and Maple Ridge and our community roads were not intended for this. If the County wants to over develop with high density housing all around us, older neighborhoods need to be protected
4. My community is in need of a new middle school and elementary school to compensate for the overcrowding and over developing in the Odenton/Gambrills area
5. Safe (isolated) bike & walking lanes. Consistent and reliable bus service that would address last mile issues, such as early & late routes to/from MARC stations. It'd also be good to have lines connecting West County to Annapolis
6. The County's Zoning rules are supposed to protect BOTH the community and individuals as follows:
7. Protect the community by preventing incompatible uses from being built together but ALSO..to protect individual property owners from having their rights unjustly taken away or infringed when special interest groups (anti-development, for example) apply pressure on elected officials. Please respect individual property rights and recognize the inherent unfairness of allowing the community to vote on what a private property owners should be allowed to do with their property AFTER it was purchased (by the individual) who based their decision on well-established set of existing laws that are (in part) supposed to protect the individuals from unpredictable political forces

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8. The Western County is becoming too populated. The schools are crowded. The roads are crowded. Rt. 3 is a nightmare. There are not enough green spaces and places to relax and enjoy friends and family
9. We desperately need better traffic management. Route three needs to be widened and stop lights installed in several places. Additional exits from the Odenton MARC would also be helpful. We need to update and/or create new schools to accommodate all the growth in our area
10. We don't need more unaffordable housing developments. We need additional school capacity and infrastructure for all the new housing that was built without consideration for the added strain on our current community

Additional Community Needs –Parole

1. I believe many would bike instead of driving if there was a good network of bike routes into Annapolis. Historical preservation in Annapolis should be moderated by present needs. We need a living community, not a colonial Disney fantasy land
2. Overall, developers need to pick up more of the cost of projects. Especially impact on infrastructure such as 2 1/2 years of dump trucks and heavy equipment on Severn Grove Rd. Also silting, of Saltworks creek by inadequate storm water protections. Was last pristine creek on the Severn. Is no more. Calculate the actual cost of development both residential and commercial and stop pretending it pays for itself

Additional Community Needs –Pasadena

1. A residential and commercial building ban
2. Adequate shoulders or bike lanes
3. As always, you all want to build new, forgetting the old that is sitting there rotting away. Do something with Marley Station Mall, do something with all the strip malls that are half full
4. As someone who grew up in this county it saddens me to see how much the county has changed. I'm only in my 30s and the changes are dramatic. It seems every square inch is being built on. Trees and green space removed for yet more fast food chains and shopping. All the charm of the beautiful county I knew and loved is quickly fading away to become more Royal Farms and McDonalds
5. Better road and bridge maintenance. It's painfully obvious when you cross counties on a daily basis. Stronger/more effective action against abandoned or occupied but dilapidated properties. It is a big deterrent to moving into a neighborhood, property values, crime, desire of neighbors to renovate, can deter community unity
6. Better turn-around on road improvements. East Pasadena Rd has been under "improvement" for over 2 years. Would like to see roads in better condition while work is being done. Pot hole cost me a tire.
7. Congestion on Mountain Road. Is there a way to divert traffic so there could be 2 ways out of the peninsula in case of emergencies
8. Continue to encourage businesses to open in retail spaces that are vacant. Beautify the strip malls and make them accessible and attractive to investors. Stop building new things when there are so many vacant spaces
9. Develop policies to encourage urban infill and reuse of commercial lots. Discourage development of greenfields. The bay's tributaries take any more stress
10. ENTRANCE TO TEXAS RD HOUSE MUST MOVE TO WOODS RD. Property big enough for 2 lanes needs to be purchased from private owner. This only needs to be a driveway to get to the existing parking lot. This is a very dangerous area of Mountain Rd with the middle lane that changes at times during the day. A traffic light should be installed at Woods Rd, but turn flashing yellow at 10p or 11p. This is a no brainer. Currently restaurant has signs indicating entrance & exit, but it's not clear & I see traffic daily that are not obeying. Development of that end of Mountain Rd MUST stop until there are solutions to accommodate traffic. The middle lane was a good idea, but only a costly temporary solution to the real issue
11. Fort Smallwood Park and the Weinberg Park needs to be completed
12. I'm happy that they are trying to get Rock Creek clean again
13. I'm tired of seeing businesses open and quickly close. The area is saturated with restaurants. I'm also really tired of seeing huge 500k and up houses being built be they single family or town. We need smaller homes

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that are energy efficient and affordable. Not just condos either. And not just in lower income areas. If you had told me 20 years ago I would drop 1/4 of million dollars on a 1600 sqft house on a postage stamp lot, I would have told you you were crazy. The only reason it was that inexpensive was because it needed work

14. Improve roads to handle existing traffic
15. In Pasadena we do not need more new construction. I feel the community would be better served by improving the current infrastructure. Demo/improvement of old and vacant housing, fill the vacant retail stores, manage current traffic issues
16. It needs existing road infrastructure re-engineered and widen and stop bottle necks
17. Just because it CAN be developed doesn't mean it SHOULD be developed
18. Leave the Pasadena Peninsula alone! We do not need any more development!
19. Limit growth in Pasadena. Stop allowing developers to build houses on every piece of land available. Houses are being built behind houses, gas stations, etc. Pasadena looks like crap with all of the overdevelopment along and around Mountain Road
20. More public Access to water and beach areas
21. More small craft water access -- cartop boats
22. My community is a small one in Pasadena - not much room for development. We have access to a wide variety of services in Pasadena and more in Severna Park
23. My community is great. Please look at pedestrian traffic in Pasadena. Many area do not have sidewalks. I thought after the young man was killed on Mountain Rd, sidewalks would be installed. There are many area that children and adults walk that do not have sidewalks. There are some students that are required to walk but do not have sidewalks
24. Need more support for urban farms
25. No development in Lake Shore Mountain Rd is horribly congested and dangerous. No one wants any building on the peninsula
26. No more housing! We are crammed as it is. Our schools are so overcrowded. Please stop taking down our trees and greenery. Please preserve our community
27. Open dispensary in Pasadena
28. Pasadena as a whole does not need any more development. It is already overcrowded and congested. Please push for revitalizing the existing areas and housing lots. Let's try to keep Pasadena desirable instead of jamming too many new houses on to the small amount of green space available. Think of the morale, safety, and welfare of the community over the few extra dollars that will line developers pockets
29. Pasadena down near Chesapeake HS anytime an accident is on mountain Rd the entire road is shut down, which could cause serious health & safety concerns for those down on the peninsula
30. Pasadena is overgrown, under-maintenanced roads, outdated intersections, overused roads. Too highly populated. Been here for 20 years and I'm feeling more and more claustrophobic each year. More house each week it seems and more traffic on top of that. It is insane that we are gettin 5!!!! More homes on a road notoriously known for accidents weekly. And every time the build a new home(s) the existing roads stay the same. Just stop building. Pain and simple
31. Please stop tearing down trees and putting up houses!
32. Revitalize Green Haven and the Mountain road corridor. It is going downhill and needs updated. Catherine Ave from Celebree down to the light at mountain should take those falling down houses by eminent domain and widen the road to alleviate some of the traffic
33. Sidewalks and trails are needed! We also need dog parks, recreation centers, community centers, and other public spaces to bring our community together
34. Sidewalks are needed!
35. STOP BUILDING HOUSING IN ANNE ARUNDEL COUNTY!!! IT IS HORRIBLE FOR ALL!
36. Stop building in Pasadena
37. Stop home development. Work on improving quality of shopping in diversity and landscaping to make more attractive. Need a Target in Pasadena. Too much traffic. Work on infrastructure. Marley station mall needs vision. Would love to be informed about future plans and how to get involved. Great opportunity

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38. Stop the growth and sprawl of new housing and "affordable housing" as well as NO MORE CONDOS OR APARTMENTS. Protect our established communities, we have worked hard and saved to purchase our homes. Nothing was given to us. STOP building in the northern County
39. Stop the over-development, especially on the peninsulas
40. Stop the overdeveloping and focus on green space
41. The community needs more activity areas. Places for kids to do fun stuff other than a park
42. We also need more daycares, they are overcrowded and don't have space. Our roads need to be widened. Ritchie hiway towards Arnold is terrible traffic every day all day long. The lights are poorly timed
43. The community needs to STOP building. Period. Every inch of forest will be turned into a housing development and the poor animals have nowhere to go. If you want to do something about traffic- the solution isn't to build more houses on Hog Neck Road. I don't want more development, I don't want affordable housing, I don't want easy access to bus routes- I want to live in Pasadena, not Glen Burnie or Baltimore City
44. The County needs to curb rampant over development in congested areas by big developers. We need to preserve Green space and undeveloped land in Pasadena and AA county. There is too much congestion on mountain road. We also need more walkable neighborhoods. The Hillcreek neighborhood in Rock Creek is lacking accessible sidewalks and it is dangerous for kids. Particularly Ft Smallwood road -- it is a narrow two lane road by Hillcreek. Cars frequently speed down the hill to Edwin Raynor, making it dangerous for those trying to leave the neighborhood. Could the county consider speed bumps or something to that effect?
45. The Pasadena area does not need more development of any kind. We used to have a moratorium which most people in my area agreed with. That changed with different politicians who opened businesses of their own. Many Pasadena residents would like this back
46. Think it is fine
47. This community is a county. It is over populated and so over crowded. From the roadways to the school systems. Violence is now higher than ever and every corner has a new sign from a new builder
48. Too much building of homes. Stop the building
49. We do not need Section 508 housing
50. We need to STOP home development. They are squeezing houses into tiny parcels of land. There's no green space anymore! It's just small private yards and jammed roads. I don't feel safe letting my kids walk around with lack of sidewalks and rightaways. Put money into abandoned properties
51. We need traffic relief in our community on Mountain Rd in Pasadena

Additional Community Needs –Piney Orchard

1. Our 16+ year old students need a circulator bus that circulates between Arundel Mills to Glen Burnie Town Center to Arnold to attend community college credit/non-credit courses. Older children could ride this in the summer to kid camps in Arnold and residents from Arnold or Glen Burnie could use it to get to Arundel Mills. It doesn't have to be for students, but perhaps students could ride free or at a discount with an AACC ID.

Additional Community Needs –Riva

1. The Riva Bridge has no pedestrian lane and is very dangerous cutting off residents from biking or walking to Annapolis and back.

Additional Community Needs –Severn

1. Add sidewalks to that lead to Meade Heights Elementary
2. Community garden
3. Creating safe walkable areas to schools could save millions and reduce traffic during the school year.
4. More concern about the Impact of new communities to infrastructure, I.e.- roads, access to areas in a timely manner, School overpopulation

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5. More traffic studies because they are building so much that what has worked in the past for back roads is no longer working. Ex: New Cut Rd / Gambrills Rd intersection
6. New development and public buildings should be carbon neutral. Solar should be on all new development and public buildings.
7. Put a stop to unneeded development and create more green space and access to green space.
8. Reduce amount of new construction homes and neighborhoods that have been flooding AACO over the last few years. Reduce illegal signs on public roadways. Improve aesthetics. Decrease panhandlers at public roadways and businesses
9. Telegraph Rd at Denson drive needs a light! Too many accidents coming into neighborhood. Also, some traffic management outside Severn elementary. It is crazy on those two roads... without adding all the new developments!
10. There are hardly any healthy eating restaurants in my current community. There is an abundance of trash along the roadsides. The roads and existing areas could be cleaned up and improved.
11. This applies to my area and County. More senior housing needs are everywhere. More low cost housing needed but not in large area scale. We need it to be offered in single home/townhouse across the County. No more Pioneer City or places like Cherry Hill
12. We do not need any more house/townhome communities. The traffic is becoming unbearable

Additional Community Needs –Severna Park

1. AAC is being over developed, I want to see restrictions on how many dwellings can be on an acre of land. Stop allowing developers to put in multi dwelling residences and cramming houses in lots. Our infrastructure cannot handle it and our schools are too big and overcrowded because of it.
2. Anne Arundel is being overdeveloped and traffic is getting out of control. We do not need workforce housing like the bill that just passed. There are plenty of affordable housing developments in Anne Arundel County.
3. As our community was built out in the late 1960s with around 150 single family homes and two small recreational areas there is not much that can be done to add amenities or change the character of the community. The one thing that is feasible and necessary is to implement traffic calming and reduce the need for school buses to the local school (which is only 1/2 mile away).
4. Bike Lanes or even just sidewalks to get around up and down Ritchie Hey in Severna Park would be great!
5. Boat ramps similar to Queen Anne's County
6. Control development that blocks safe sightlines on major roads. Homes built too close to road intersections. We can't see traffic approaching.
7. Create common green spaces in retail areas to promote walkability and biking to shops and support for local businesses and restaurants. Public events in shared green space
8. Earleigh Heights FC needs support to serve the expanding community around it, Severna Park is no longer a sleepy suburb
9. Enough with the development. Traffic is bad enough and the schools are already crowded
10. Existing roads are in horrible condition. You can't take care of what exists now so no reason to consider creating more of anything
11. Green space with places for kids to run around (like a splash pad) while care givers can drink coffee or chat is what we need. No more pizza places, nail salons, etc! Being walkable would be that much better!
12. I can almost not afford to live here and I make a lot of money
13. I had trouble deciding whether "my community" was my zip code area or my 150 home neighborhood. - I used zip code
14. I recently moved to Severna Park and there is zero diversity here. Everyone here is white and most of them look really old. I'm kind of regretting my move
15. If outdoor retail and restaurant attraction is developed, a family oriented place should be promoted. For example, water sprinklers for kids and playground
16. I'm very concerned about the push for high density housing into low density areas. It puts a huge burden on already congested roads and schools

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17. Improved infrastructure... roads, less-vulnerable power distribution. Strengthen the foundation BEFORE coming up with expensive development under the guise of "villages". The infrastructure has been ignored for too long
18. Limit development, keep it low density
19. Maintain green space and existing trees. I'm aghast at so many beautiful wooded lots being clear cut for development (both residential and commercial)
20. More green space
21. My community (Severna Park) needs better grocery stores. All the supermarkets I like (Wegman's, Whole Foods, Fresh Market, Groulx, Trader Joes) require travel on congested highways (97 and Rt. 3). We also need a good fish market and a bakery.
22. No more building in Severna park and storm water management
23. No more development along the 2 corridor
24. No more development of any kind is needed in my neighborhood. Just maintenance of what is already here.
25. No more homes should be built on anything less than .25 acres per home lot and that does not include county owned parameter
26. Older communities that were established without sidewalks and have above ground utilities need to be refurbished with those characteristics ameliorated. Tertiary and within neighborhood roads need to be re-evaluated as to current traffic demand, safety, and adequacy; leading to re-balancing actual use and capacity. Traffic circles need to replace busy intersections to improve traffic flow and better regulate intersection entry and exit.
27. Open the landfill on Sundays and/or have a day or two with extended hours
28. People want to come to this area because it is not the city, filled with concrete, tall buildings, parking lots, and pollution. But because it has open spaces, old forest wooded areas, small communities, good schools, watersheds that are fragile- but healable, with places that are safe to walk and play in. If we destroy the land and waterways for development, we can never get it back- and we have destroyed the reasons that people want to live here. We become another polluted city
29. Pittman's policies are adversely affecting our community with over development. He's making it too easy for developers to build
30. Preserve Existing R2 & R5 WITHOUT Higher Density Homes!
31. Preserve wooded areas - Stop building new homes in Severna Park. It is adding to the increasing traffic congestion and destroying the beauty of our communities. Wildlife is being pushed out and what makes this area so nice is being replaced by crammed packed homes
32. Protect our waterways
33. Protect our waterways. No new impervious surface
34. Rt 2 traffic for surrounding communities and local traffic congestion is awful
35. Severna Park is over developed and continuing that way with small homes being squished into areas that ruin the aesthetics of the area and impact our waterways. Planning and Zoning needs to step up for the needs of the community not the builders. It has become a joke. Look at Earleigh Heights and Jumpers. Look at the developments being proposed within a 1/2 radius of that. Look at the quality of Chartridge Common area because of this. Look at Cattail Creek and other tributaries. Enough is Enough
36. SHAME to County zoning. Too many one-time exceptions allowed in zoning hearing. EX. visit Earleigh Height Road to view a house that almost sits on the road. Good possibility it will be hit by a car in the future
37. Stop allowing development near waterways...it's ruining the aesthetics of the neighborhood and killing our rivers and streams. For example, why was a cluster of 10+ homes approved in a small area off of Arundel Beach road so close to the water. That development and the cluster of 5 new homes off of McKinsey Rd are causing major basement flooding issues for existing homes that never had flooding issues before
38. Stop development of more housekeeping and senior living places. Route 2 can't handle it. Every wooded area is being torn down by housing developments. It makes this county ugly and undesirable to live in
39. Stop overdevelopment
40. Stop the crowding. Stop putting up cheap, crap housing

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41. Stop this continuing development along or near Ritchie Highway
42. Storm water management!! Too much over development. The amount of cars on the road makes this community difficult to navigate. The overdevelopment has led to overcrowding in schools
43. The building has to stop. Everywhere I look a house/community is going up. Traffic is already a nightmare and building more homes isn't helping. We barely have the space for these houses, we don't have room for more roads. Traffic just keeps getting worse
44. The complete lack of a responsible residential development plan have put Severna Park in a terrible position. The result has been a destruction of wetland, green space and forest, increased crime, overcrowding in schools, isolated neighborhoods that have no walk/bike access to the rest of the community, terrible traffic congestion, etc etc etc. THERE SHOULD BE A MORATORIUM ON FURTHER DEVELOPMENT UNTIL THESE ARE ADDRESSED.
45. The greatest need in The Severna Park area is to STOP additional development. We already have TOO many houses/communities to keep up with what the roads and schools can handle. We already have senior housing. We already have MANY grocery stores. We do not have enough green space. We do not have enough wooded area to control and cleanse runoff before it reaches our rivers. Variances are given TOO readily and are ruining the quality of life for existing homes. Portions of communities are being flooded out and homes ruined because variances are given out to further political agendas with NO regard for existing residents. Existing residents opinions and concerns are being ignored and policies are being changed to circumvent residents
46. The schools are overcrowded. Stop development of new homes
47. There is not a housing shortage. There IS an affordable housing shortage. I do not want to see more development at the expense of our existing infrastructure, schools etc. I also don't want to see the removal of the greenery that I moved her for
48. There is plenty of housing in my community. You might need to spend a little money to fix up lower prices homes, but this is much more preferable to new houses on tiny lots all crammed together. New home communities are generally barren, with no trees and cookie cutter houses. No townhomes, no midrise, no high-density development without thought to drainage, aesthetics, etc. It has to stop!!! The development happening now is starting to look like the reason we left Montgomery County. Please keep Anne Arundel County special
49. Tiny home communities would be so, so cool!
50. Traffic control and more lanes on State Roads and I-97. Traffic congestion has saturated the community collector roads
51. We do not need more housing. The new people who come into the county are commuters and work outside the county and clog our roads
52. We don't want infill development that doesn't relate to the existing homes.
53. We need less people, less cars, and more trees
54. We need stricter adherence to development standards in Severna Park. We probably need a moratorium on development until current rainwater management is improved
55. We need to manage infill development so that it does not negate the improvements that have been made in our waterways
56. WE need to stop infill housing and building large Mc Mansions on smaller and smaller plots. Or doing teardowns on two lots in old Severna Park to build one McMansion-- has occurred twice now

Additional Community Needs –Shady Side

1. More options for small business (Less than 10 employees)

Additional Community Needs –Tracys Landing

1. I live in South County near Tracy's landing and Friendship. I prefer to have the community agricultural focused with any incentives that are needed to promote land remaining agricultural and open space. No additional services or transportation are needed.

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2. My community is in desperate need of walkways to connect the local businesses. There are no sidewalks, no bike paths and very few community areas. A large community pool area could be built and easily used to finance smaller projects in this community by selling annual memberships for families. On average pool access here can cost \$300 a year for families.
3. My South County community is slowly being destroyed by residential housing development. Residential development in South County should be curtailed
4. Rec center for teens in Deale area. Dental clinic needed as part of new hospital plan coming to Deale
5. South County needs to maintain its rural agricultural identity. However punitive grading and permit applications need to be re-evaluated....ice 3 trees per one removed...not practical as a blanket application....also senior housing and local bus routes to the community health center and to the shopping district in Deale/Edgewater/Churchton would be nice. Parts of South County like Deale and Edgewater would benefit from sidewalks to promote walking and reduced car usage. Sidewalks from communities in Deale like Franklin Manor to "downtown" Deale would be helpful and safe.
6. We most strongly want to see the continuation and further extension of zoning protections in South County to slow or negate further building and subsequent loss of the rural and agricultural character of our community.
7. We need to protect the rural areas in the county, specifically the southern parts of the county below Rt. 214.

Additional Community Needs –West River

1. Limit development and preserve agricultural land.
2. Maintain the rural character of South County while making it possible to walk in the core

Additional Community Needs – No Community Stated

1. According to the Commander at Fort Meade, additional housing and daycare next to the Fort which could serve military and civilian workers and their families will be needed for national security missions of the Base in the next five years. Mission critical tasks require 24/7/365 availability of personnel regardless of weather or other conditions. Apartments and high quality daycare within walking distance of the Fort would be welcome additions to the community.
2. All development must be accompanied with roads and schools to handle additional human growth. This has not been handled well in the past.
3. An additional route outside 50 due to Bay Bridge traffic for communities like Arnold, Cape St Claire and Severna Park
4. Anne Arundel County does not need development of new homes and housing! Class size in our county has increased drastically over the past several years. Research shows that smaller class size improves overall performance of students. With smaller class sizes, teachers can work more one on one or with small groups and therefore can help improve academic success of their students.
5. Closer hospital than Annapolis
6. Developers have taken over very small spaces on either side of our house and diminishing the value of our home which was based on having natural green space and privacy around it. Now we have a potential flood risk/more runoff to the water due to development and new impervious surfaces. County has allowed the permits despite many previous complaints from abutting neighbors. Reflects a disregard for environmental impact
7. Do not let business or new developments come in without providing the necessary infrastructure to support the business or community. This means the roads, sidewalks, and bike paths to get there, not just in front of the place.
8. Don't allow cluster lots adjacent to older lots of normal size
9. Edgewater is suburban to rural and already has more than enough houses. There are plenty of businesses already, not sure more are needed.
10. Enforcing development regulations in the critical area. Eliminate developers ability to request waivers of regulation requirements

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11. Fix Lake Waterford!!
12. Fix traffic issues
13. Having lived in Montgomery, Prince George's, and Dorchester Counties, I LOVE MNCPPC's parks and MoCo and PG's libraries. The taxes are higher, but those two services are fabulous. We need more jobs in the County, but no more housing. To reduce commute time, we need to increase the number of jobs available in the County
14. Housing development needs is strongly ties to \$\$\$ for new school construction, no new houses without additional schools at all levels
15. I am concerned that the county has a predetermined plan for what the unelected employees want to do - the citizens/taxpayers be damned. Surveys, like this are just eye wash.
16. I live in Severna Park, I would like to see less development in the Oak Hill Elementary feeder and additional lanes on Ritchie to ease traffic congestion.
17. I love living in Anne Arundel county in the great state of Maryland. Thanks for all that you do
18. I think infill development and higher density requirements paired with better access on public transit, and even lower parking ratios could help local areas develop a better sense of identity and place based community
19. I truly believe that the Lake Shore/Magothy Beach area is in DIRE need of cell towers. There is limited to nonexistent reception in this area. In an emergency situation, residents will be UNABLE to communicate with authorities at the speed that they should because of lack of service. It seems unreal that in 2019, the infrastructure in the city of Pasadena is not up to par. Please consider this request
20. I would like to have county trash service instead of being forced to use a private company, which costs more, offers less, and does not properly recycle
21. I would like to preserve green spaces. I would like to reduce development
22. Improved aesthetics can also include less development, lighting that does not obliterate the night sky, a balance of green space and not so much development
23. IMPROVED ROADS. TOO MUCH DEVELOPMENT!
24. Increased density (AKA workforce housing) will do nothing to solve the problem of affordable housing and will serve only to exacerbate stormwater pollution and traffic congestion. There are already plenty of affordable places to live in Anne Arundel County. It is the job of the County Government agencies to ensure that those communities are safe and healthy places for families.
25. Infrastructure improvements prior to ANY expansion
26. Less development more farms
27. Limit growth. Down zone and figure out traffic plans. Police fire and ems and schools are at limits. And we are already behind the ball on these
28. Make it safe
29. Many roads seem to have no provisions for handling storm water runoff. They regularly flood with even a modest amount of rain. Better drainage on Rt 214 is sorely needed. This road is the ONLY access to the Mayo peninsula so when this road is underwater, as happens often, it is a major problem for those living here.
30. More access to water for small boats, i.e. kayaks and canoes
31. More attention paid to the community to focus on crime reduction, eliminating drugs, eliminating clinics that dispose drugs (ie methadone clinics) and create rehabilitation services, new school buildings without mold and lead water.
32. More boat ramps, roads in and out , another plan for mountain road the 3 lane switch is deadly
33. More police and homeowners being held accountable for their properties
34. More Police on the streets
35. More sense of community
36. More variety of restaurants featuring different cuisines and more healthy options
37. More water access for SUP, kayaks, canoes. We all spend money, especially for restaurant meals!
38. My area is being way over developed. There is no place for the wildlife to go! Can't we just save some land? Why does every square inch have to be developed??? What is wrong with you people? I already know that answer!

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39. My community is now surrounded by new subdivisions because of the PFA areas around us. Too many new townhouses and SF homes without adequate infrastructure
40. My community is relatively built out - so it's mostly just preserving what's already here without adding more services or residents who generate more transportation woes.
41. My Community is Semi Rural with "Back Roads" that wind all over the place. Bicycles have become a huge problem here, Bikes need to be taken off of the roads.
42. My community needs better grocery stores. All the supermarkets I like (Wegman's, Whole Foods, Fresh Market, Grauls, Trader Joes) require travel on congested highways (97 and Rt. 3).
43. No more development! Keep green space! Definitely no Bayhawks!
44. NO MORE HOUSING DEVELOPMENT!!!!
45. No workforce housing
46. None. We have a lovely and stable community
47. Northern Anne Arundel County does not need development of new homes and housing! Class size in our county has increased drastically over the past several years. Research shows that smaller class size improves overall performance of students. With smaller class sizes, teachers can work more one on one or with small groups and therefore can help improve academic success of their students.
48. Odenton NEEDS another large grocery store in its zip code.
49. Our communities are not sufficiently prepared for a long-term grid down scenario due to a hurricane or hacking of the electrical grid. The county should also invest in solar power generators, not just gas generators in case the grid goes down for several weeks or months.
50. Our community associations as well as devoted individuals have fought the good fight for years and years -- to no avail--we cannot even stop pollution about to go into the head waters of a local creek--
51. Our community has enough housing and enough businesses. What we need is a safe way to get to them on a bike or on foot. I hate driving my car one mile down the road but I can't walk or bike because it isn't safe.
52. Our community needs new schools and less houses. George Fox middle is a disgusting and out dated school. It needs to be replaced. George Fox and Solley elementary are both closed schools and they can't handle any more students. My children deserve a better school experience then what they are getting. Stop building in our area until new schools are built. There are roads that need to be taken care of. Some have been done, but not done well. Start taking care of what we have. We need new schools, more emergency services, better roads and less traffic. We are tired of our government officials not listening to us. Show us you care and stop the building of all these new houses. Marley Neck Blvd and Solley Rd are exactly what we don't want. We matter.
53. Over development is a HUGE concern. The new Severna Park Middle School is already overcrowded and using portables next year. STOP building homes in wetlands and drainage areas just to make money on the tax revenue. The quality of life is reduced environmentally, aesthetically, overcrowding of schools, safety buy over building.
54. People who don't try to push their agenda on other making the real decisions for the County
55. Planning and zoning is not being handled well in Anne Arundel County. Every postage stamp sized lot is crowded with townhomes or planned for apartments which is crushing the infrastructure and crowding the roads. This rapid growth will destroy why people live here in the first place
56. Please reform the County's horrible renewable energy policy. The County needs to actively promote ground-based solar development
57. Please stop building housing and strip malls
58. Preservation/restoration of environment and reduction of development
59. Preserving its rural character
60. Prevent urban & commercial sprawl on 178
61. Prioritize school development and or refurbishment. I think in my area, there is quite enough development.... try getting out onto Ritchie Hwy at any time of day. It's a nightmare
62. Protect agricultural use and open space, especially equine related
63. Public kayak water access is very important to me

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64. Reduce the amount of construction/ build up on the peninsula. Work on traffic/congestion solutions.
65. Rehab existing retail professional offices along Ft Smallwood Rd.
66. Repair roads and highways. Fix Rt 50 to 97ramp
67. Residents/taxpayers should have priority over commercial/ business development
68. Roads in Ferndale need to be replaced along with the sidewalks.
69. Roadway infrastructure. Traffic is not being addressed. Highs at 450&424 has had multiple accidents in opening 2 wks ago. Crofton high school exiting into Underwood Rd is waiting for trouble with high school kids using that entrance. Speeds can't be controlled as it is now on Underwood Rd. Add high schoolers to the mix
70. Route 3 is overdeveloped, traffic is horrible, way too many accidents! The enclave project needs to be killed and the green space stays green!
71. Route 3 is too congested
72. Schools are overcrowded (Benfield, SPMS, SPHS), stop allowing new housing developments!! Traffic congestion is terrible! We need to preserve GREEN spaces!
73. Severna Park is being overdeveloped and should be on hold!
74. Sidewalks along main roads
75. Sidewalks along main roads, kids splash pads/parks
76. Since we neighbor Hancocks Resolution, it would be greatly appreciated if the County maintained their property that borders this tremendous Historical Resource and not the residents nearby
77. Stop all building off of route 3. Stop adding gas stations, shops that are unsafe entries exits. (Shops on route 3 or the new Highs Gas station on the corner of 424 and 450)
78. Stop building on route 3. Enough housing, enough businesses! It's getting out of control. Too much!
79. STOP BUILDING!
80. Stop commercial development in Crofton. Stop building in Crofton. Build more schools before homes are built. We are overcrowded.
81. Stop developing Crofton
82. Stop development! It is overcrowded!
83. Stop development. Our county is too congested and becoming a miserable place to live.
84. Stop making it so hard for the people to get permits for things on their own land
85. Stop permitting building unnecessary, unwanted, counterproductive, residential and commercial places in Crofton and Gambrills
86. Stop tearing down trees. Plant more!
87. STOP THE BUILDING & HOUSING PROJECTS
88. Stop the over development of single family houses and senior living facilities. Please preserve the little bit of nature left in Severna Park.
89. Stop the overdeveloping.
90. Stop the overdevelopment outpacing infrastructure (schools and roads).
91. The Annapolis Forest Dr corridor bordered by the city and the county does not need new development. Traffic here is out of control. We who pay taxes to the city and county hope that the county will help us prevent untenable development. Please help us restrict out of control developers who have no concern for environmental, school, and traffic issues
92. The community won't be the same if it continues to grow
93. The new neighborhood postage stamp lot developments need to stop
94. The obsolete electrical and fiberoptic infrastructure of cables hanging under trees that fall at every storm needs sorely to be updated to subterranean conduits as is the case in progressive communities
95. The over development and congestion is driving me away from the community I once loved.
96. There is a need to curb development, and to stop the commercialization of communities and roads. Route 2 in the Edgewater area, for example is starting to look like a fallen-on-hard-times commercial eye-sore with just businesses such as fast foods and auto parts stores on either side of the road.
97. There it too much development on the Rt 2 corridor north of Annapolis.

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98. There should be more canoe and kayak launch places in the county
99. There should be restriction on development of low lying areas in response to rising water levels and local flooding.
100. There's too much construction and too little resources to handle all the runoff etc. the traffic is ridiculous because it's over developed. There is talk about more building and bringing in affordable housing. That will decrease the property values of our homes that so many of us have worked so hard to pay for.
101. This County needs to honor the wetlands building laws.
102. This survey is biased toward preventing affordable housing development
103. Too many people. NO MORE BUILDING. Schools are overcrowded
104. Too much development, too much traffic
105. Too much regulation and bloated bureaucracy is contributing to the high cost of housing while not having the balls to address the core infrastructure for the greater good instead of continuing to cater to every little segment of the population. Instead you just make Grand political stands to halt any development and progress that contributes greatly to driving the economic engine of this County
106. Traffic calming, traffic speed red lightning cameras
107. Traffic on Route 3 and enforcement of speed limits and traffic laws. People use exit lanes only to 32 east as a merge lane on route 3 all the time (just one example) and travel at high speeds. We don't need any more gas stations along route 3!
108. Updating infrastructure to match the over development that has already occurred. Halt development until the roads and schools are improved to handle what is already here.
109. Walking and biking paths - not just for exercise, but linking residential areas to restaurants, parks, shops.
110. Water quality is deplorable due to overdevelopment and intentional disregard of existing DNR restrictions. The phrases "Anne Arundel County hates trees" and "Bulldoze it and build more McMansions" Are frequently and despairingly used.
111. Water access to boating
112. Water run off management from new construction. New homes and development are being squeezed into spaces previously designated for water runoff management. Our street never flooded or had sinkholes until a house was built in the lot Next door
113. We do not need more development.
114. We do not need more growth. We do not need builders coming in under the guise of senior living but then building two story homes that seniors don't want. This turns these senior houses into single family homes and puts unplanned strains on the schools.
115. We do NOT need tennis or lacrosse centers
116. We need a police force that can enforce the congested roads and drivers that speed and break the law. We need slower speed limits especially on Route 3 and 424
117. We need help in reducing the traffic congestion on College Parkway during the summer months when Route 50 is backed up.
118. We need less development overall. The traffic decreases everyone's quality of life.
119. We need less traffic, no new development and more of a police presence. We need more invested in our schools to elevate our communities and restore property values. We need to do everything we can do slow the urban sprawl from Baltimore.
120. We need more parks for our family activities.
121. We need more say in the EXCESSIVE over development in our community. Demand that developers who fill the pockets of our local gov't absolutely must plant trees, grasslands, etc.
122. We need programs to undo the damage done by destruction of AACo's natural areas. Marley creek, Lake Waterford, Stoney creek, Cox creek, Magothy River watershed are all unhealthy.
123. We need sport fields- softball specifically is lacking in the county
124. We need to limit development of new offices and businesses like self-storage along Bestgate Rd!
125. We need to make affordable housing to those who work here and/or wish to live here.
126. We need to stop building I Crofton! We are overcrowded and it has to end!! No more building

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127. Well thought out development.

128. What we need is to abide by the general development plans which have had the input of the communities effected

129. Would like access to impending zone changes BEFORE the county approves them

130. Would like to see more small independent retail encouraged versus chain stores

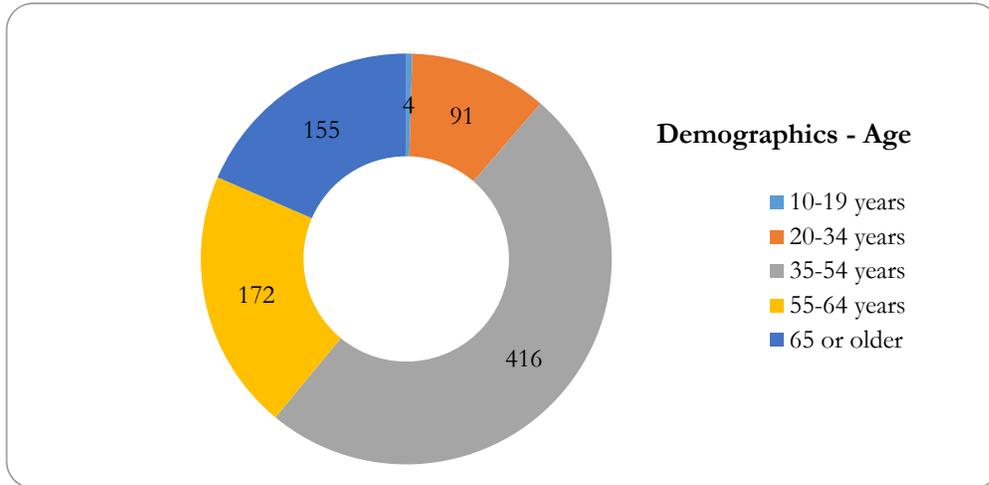
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Demographics:

Age: of the 838 respondents to this question, nearly 50% were in the 35-54 age bracket and 21% are between 55 and 64 years.



Community: of the 832 residents who responded to this question, nearly 13% are from Severna Park, 10% are from Pasadena, 10% are from Crofton, 10% are from Annapolis and 7% are from Arnold.

