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Elizabeth Rosborg
Chair, Citizens Advisory Committee

Plan2040

Citizens Advisory Committee (CAC)

Meeting Notes

October 2, 2019 - 5:00 PM

Chesapeake Conference Room, 2nd Floor
2664 Riva Road, Annapolis, MD

CAC members present: Elizabeth Rosborg (Chair), Anthony Brent, John Clark, Thomas Fahs, Bill Dodd, Joel Greenwell, Melanie Hartwig-Davis, Patricia Huecker, Matthew Korbelak, Amy Leahy, Elizabeth Leight, Patricia Lynch, Charles Mannion, Gary Mauler, Caren Karabani, Kristin Pauly, Allan Straughan

Office of Planning and Zoning (OPZ) present: Steve Kaii-Ziegler, Planning & Zoning Officer; Christina Pompa, Deputy Planning & Zoning Officer; Cindy Carrier, Long Range Planning Administrator; Patrick Hughes, Long Range Planner; Lynn Miller, Assistant Planning and Zoning Officer

Attendees: Steve Miller, John Vandekamp, Alexis Dorsey

Introduction:

Mr. Kaii-Ziegler introduced Christina Pompa, who started on September 30 as the Deputy Planning and Zoning Officer of the Planning Division.

Region Area Description Presentations

Ms. Rosborg, Chair

Ms. Rosborg called on individual CAC members to present their reports on the history, character, and key issues facing their region of the County.

Region 1:

Mr. Mannion offered a discussion of the BWI/Linthicum area. He characterized the area as a historic residential and densely developed community. The area coexists with the airport and the services the airport has spawned, noting that the airport is a blessing as a huge employer and economic engine for the County, but there is associated noise and traffic. Many of the hotels that generate tax for County are in this area. Within BWI/Linthicum, some wooded areas remain, and the Patapsco River is important. The trains and light rail are important historic and cultural themes. The Baltimore-Annapolis railroad ran through Linthicum (its station still stands), and it's how

people got from Linthicum to Baltimore. Broad changes anticipated in the next twenty years include the MAGLEV and Elon Musk's Loop project, which would cut travel time between Baltimore and DC. If these come to fruition, they will impact Linthicum, and there is resistance locally. Linthicum is an older neighborhood with a lot of seniors and people aging out of their homes, with their homes turning over and dilapidated homes being flipped. The changing demographics brought by this will impact schools. A key policy area will be the Critical Economic Area due to BWI and its spinoffs, but also Neighborhood Preservation for most neighborhoods and Transit-Oriented around the stations. Top land issues include the encroachment of commercial development (residents closest to the airport face the creeping of parking and other airport services), deforestation of wooded areas, and unwanted development (such as a detox center within a quarter mile of a school and a marijuana dispensary). Significant areas to protect include the Patapsco shoreline, the hiking/biking trails, and the historic residential district with its architectural integrity. The community has been opposed to light rail and has tried to close some stations. Better security is needed on trains and at stations, which is expensive and not something the County alone can pay for. Other than light rail, there's no real mass transit, so improvements are needed. MAGLEV, the Musk Loop, and sidewalk and local road conditions are among the other top transportation issues. For redevelopment, the Linthicum/Shipley Shopping Center and light rail stations offer opportunities for greater use. To get to know the area, take a ride on the light rail, get out at the stations, and walk the perimeter to have a look. Drive from the airport to the hotel areas, view the hotels and business parks, and also see the Benson-Hammond House.

Ms. Karabani discussed the Brooklyn Park area, noting it is an older, established area. Many residents are aging out of the area, and a younger generation is coming in. There is proximity to the highway that makes the community accessible, but only by car. Other forms of transportation are lacking. The primary concern in Brooklyn Park is crime and trash. There are incentives for the corridor and revitalization, but nobody is going to use the incentives if the area is not cleaned up and continues to look like it is not part of the County. Aesthetics and crime in the area are key, and the area needs more policing. The community is a thoroughfare to the City, and there are boundary issues with the City of Baltimore. Brooklyn Park struggles to identify with Anne Arundel County and struggles to have its voice heard. It is more of an urban city, not rural; the land use is mostly residential and mixed business areas, and the community would like to continue this going forward. Along Ritchie Highway, a lot of properties (such as Cycle World) are ripe for redevelopment, which is preferred over adding more development. Laundry facilities combined with library services would be a good idea. People frequently walk down the highway to work in Glen Burnie, as many do not have cars. Schools are overcrowded, and public transit is inconsistent and crowded, making it difficult to get to classes at the community college. Highways and roads need repair, and indoor/outdoor recreation space for youth is needed. The area has a lot of multigenerational homes, and services and facilities are needed for all age groups. Daycare is a particular use that is needed.

Region 2:

Ms. Leight provided a discussion of the Russett area, which borders Howard County and Prince George's County and experiences a lot of traffic crossing the area to Fort Meade. There are issues on the western border with traffic and safety. Laurel Park is a major feature in the community, as are Russett's Oxbow Preserve (a large freshwater lake) and the Patuxent Wildlife Preserve. Route 295 is managed by the National Park Service. There are also two airports: Tipton and Suburban airport, the latter of which is not in use and leaves the question of what will happen with that property. Key geographic features are the rivers, including the Patuxent, which tends to flood along I-97, in Maryland City and in Laurel Park. The area started as a mill town, and became an encampment (later

Camp George Meade). Laurel Park is the major entertainment venue in the area, and Ft. Meade (and contractors serving Ft. Meade) is the major employer. Locals are hoping for more development of the roads in the area to maintain traffic. The area also needs more transit hubs and Park and Ride locations. New schools are needed (some date from the 1960s), the area lacks a senior center, and pedestrian access needs improvement, as children on one side of 198 cannot walk to the other side. Areas to preserve include Laurel Park, the Oxbow Preserve and the Fort Meade area. Transportation issues include congestion and mobility options for seniors. The MAGLEV will be important, with a potential stop in Maryland City/Laurel Park. Other issues include overcrowding in schools, inadequate community services, and after school services and safe walking routes. There is a lack of parks and recreation opportunities for youth, a lack of indoor and outdoor sports facilities, and fields need repair. Maryland City's park is outdated and needs more lighting. To know the area, visit Russett's hike/bike trails and Maryland City Park.

Mr. Mauler presented on the Jessup area, noting that it's the forgotten part of the County. Jessup is an old, established community with historic buildings and multigenerational families. Roads are failing (grade F in many areas), and it's nearly impossible to make improvements. There are issues with noise, especially as more businesses come. There are flooding issues and loss of tree canopy (about 32 acres lost recently). Jessup is a cut-through community, resulting in traffic stress, road rage and numerous accidents. People have moved to the area for its rural nature, but are discontent with the City catching up with them. The overall County revenue stream needs to be shared with other parts of the County.

Region 3:

Ms. Rosborg presented the report on Glen Burnie for Will Shorter. The big picture is that younger people are moving into Glen Burnie, and they want a diversity of housing. Economic redevelopment with small business opportunities is key. The area is dense, with lots of residents and businesses. Marley Creek is in need of clean up. Deforestation in the area is an issue, and economic redevelopment and diverse housing is needed. Key areas to protect include the Keuthe Library, recreational parks, and Marley Creek. Transportation issues include Cromwell Light Rail Station and MD100. A new Glen Burnie High School is needed, and there is overcrowding in the elementary schools. Important recreational resources include the B&A Trail, Kinder Park, and Elvaton Park. Top areas for redevelopment are the Glen Burnie Town Center and Cromwell Field Shopping Center. To know the area, visit the light rail station and the B&A Trail along Dorsey Road. The area presents opportunities for redevelopment of economic hubs to grow the tax base, and we need to think about capacity of our schools as we grow.

Region 4:

Mr. Clark began the discussion of Region 4, noting that the area consists of a lot of waterfront property along its seven creeks. The area is primarily a bedroom community, with some retail around the area. The only big shopping center is Park Plaza and the Severna Park Marketplace across the road; otherwise, commercial is confined to small shopping centers. People live in the area for access to boating and parks. The area is plagued by traffic problems on Benfield and Route 2, especially during the summer and during rush hour, as the area is a gateway to Annapolis. The significant geographic feature is the area's streams and peninsulas. Historically, the north side of the area (Pasadena), was agricultural and fed the Baltimore area in the 1800s; Hancock's Resolution was an important farm. Fishing was also important. In the next twenty years, communities should look for redevelopment rather than new building in the area; Brumwell and Pine Grove Shopping Center present opportunities for redevelopment. In the future, the area should have automated shuttle

systems to the hospital, Glen Burnie, and the defense employment area. Regarding land use, needs include road widening and more lanes, especially on Mountain Road. There is limited acreage for more homes. The area's many parks are all key features. Having safe walking facilities is a key issue that needs to be addressed.

Ms. Lynch spoke on the Broadneck peninsula, noting that it has a population close to 50,000. The area is a peninsula, but is not included in the Code as a peninsula area. Traffic is a major problem, exemplified by last weekend's issues due to the bridge. Farmlands and horse farms dominate the southern side of the peninsula, while homes and townhomes characterize the area north of US 50. Cape St. Claire has about 8,000 residents. Historic features include most of St. Margarets, the Providence site, White Hall, the Naval research station, Cape St. Claire. Groups are working with MTA to discuss the idea of three spans on the US50 Bridge. Redevelopment opportunities lie in the Jamal Shopping Center, Whitehall Inn, and a few scattered properties.

Ms. Leahy discussed the Severna Park area. Located between the Severn and Magothy rivers, the community is not quite a peninsula, but it is a drive-through community with a lot of commuter traffic. The area is characterized by older waterfront homes, many of which used to be vacation homes served by a railroad line. Those older communities have built up and homes have expanded, but it's a family oriented community and many generations have stayed in the area. There is significant commuter traffic due to proximity to Baltimore, Annapolis and Ft. Meade. The area also has abundant rivers, streams, and habitat protected areas. Historically, the area was a farming and fishing area. A stone house on B&A Boulevard dates to the 1700s, and there are many old family names in the area. In the future, the area anticipates more residential, even high-density residential, which will increase the traffic issues. There is overcrowding in schools, particularly in one elementary school. Key land use issues include inadequate infrastructure, an example of which is a dam on Benfield road that has closed the road for months while the dam is under repair. Infill lots are an issue, particularly with cluster zoning provisions that allow homes with no space.

Region 5:

Ms. Huecker discussed the Crofton area, noting first its location along the western boundary of the County and central location between DC, Annapolis, and Baltimore. The community was founded in the late 1960s, one of the first planned communities in the County. It was targeted for growth in the past, and growth accelerated after the lifting of a sewer moratorium years ago. All of the schools, including the new school slated to open, are overcrowded. The County tends to build classroom-only additions to schools, without increasing the other support spaces, and school programs suffer. The area needs a new elementary school, but there is no space. Roads from MD 450 to MD 175, Route 3 north and south, and all intersections function at an E or F level of service. The area needs corridor management. The environment has also taken a beating. A development called Riverwalk was built to high density, next to the Little Patuxent River. The developer got a permit to fill in floodplain, which was subsequently developed. Walkability in Crofton is impossible and dangerous, for example along Route 3, where there is affordable housing with a shopping center across the street, but it's difficult and dangerous to cross the street. MD 424 was planned as Crofton's main street, with sidewalks, etc. One sidewalk was built on one side of the road, sometimes at grade, and not safe overall as the street was widened and the speed limit was not lowered. There seems to be little coordination across areas and growth throughout the County. A comment about Odenton is that the Odenton Town Center has been planned for 30-40 years as a town center to permit higher density and economic return in exchange for better design, amenities, and enhanced environmental

protection. These amenities are hard to find, but the increase density is there. To understand the Crofton area, go to Waugh Chapel Center, Riverwalk, and Two Rivers.

Region 6:

Ms. Rosborg reported on the Crownsville region for Mr. Moulden, noting first that the community wants to save what it has. A key question for the region is what will happen with the hospital site. Generals Highway, named for General Washington, is a very historic corridor. Big picture changes include any changes associated with the Crownsville hospital. Key issues are a transportation solution for I-97 that reduces the burden on Crownsville roads, protecting natural resources, and avoiding piecemeal sprawl along Crownsville roads. There are concerns with some waterways and the amount of sediment coming from surrounding development. A major challenge will be the future of Crownsville Hospital and preserving Belvoir Manor. Generals Highway must be preserved as scenic and not widened, with safe ingress and egress for the small communities on Generals Highway. A way to understand what's happening in Crownsville would be experience Forest Drive from US50 to Bay Ridge, then do the same for Riva Road and Bestgate Road, and then see Generals Highway; Generals Highway will feel the same as the other three roads, even though it is not in the City. People should visit Belvoir Manor – the acreage is in poor condition, but it is a nationally significant colonial home. Ms. Rosborg notes that we will be addressing the Crownsville Hospital site in the Plan.

Region 7:

Ms. Pauly noted that Forest Drive is the peninsula's one way in and out. The traffic generated at the top of the peninsula blocks people further down the peninsula. Managing what happens on Forest Drive is essential, as the area is the most developed part of the County, including the City of Annapolis. What happens at the head of the peninsula impacts the rest of the peninsula and must be managed. There is the need and opportunity for mass transit, and the area's design hasn't been to facilitate a town center concept. There is little mass transit currently on Forest Drive. The relationship between the City and the County is also important, and there have been struggles between the two and a history of not collaborating and working together; there needs to be a permanent mechanism for planning together going forward. Villages further down on the peninsula need to be protected. Old beach communities have been transformed into year-round communities, and there used to be a railroad that went to the end of the peninsula, where there are lots of historic communities and sub-peninsulas in the area. The Critical Area and shoreline are subject to flooding, and protecting these and dealing with sea level rise are key issues. Quiet Waters Park is the crown jewel of the peninsula. To know the area, visit the area around Clock Tower Plaza to see various income levels, visit the Hillsmere community with its beach area and Key School, and visit Arundel on the Bay and the historic communities of that area.

Region 8:

Mr. Greenwell discussed the South County region, noting it is predominantly rural and agricultural, with scenic and historic roads and historic communities. There are dense woodlands and farmland, and the area has been agrarian for centuries. Many historic homes date from the Colonial era. Broad potential changes include continued growth in the area by the sale of farms for subdivisions. There is a lot of traffic on roads during peak hours. The County should participate more in agricultural preservation. Primary policy areas to apply here are Rural and Agricultural, Resource Sensitive, Neighborhood Preservation, and Village Center. Top land uses include agriculture, village-style communities, and limited commercial areas. Most significant aspects to protect are farms and forests, open space, agricultural land, historic structures, scenic and historic roads, shorelines, and

streams. Top transportation issues are overcrowded roads; planners should consider roundabouts and bus connections, but without the type of mass transit that would invite more development. There should be an education campaign for shared roads (farm equipment, bicyclists, etc.). Schools face overcrowding, and existing and planned schools should be able to accommodate proposed development. Classroom behavior is also an issue, and the school calendar should synchronize with the community, perhaps with staggered start times. Infrastructure needs include road maintenance, considered water and sewer placement, and broadband access. The main parks and recreation issues are field space, time for children to use the fields, adequate programming after school and on weekends, and public water access. There are three potential properties for redevelopment: Friendship/Rose Haven, with its potential for a village center; Wayson's Corner, with potential for a transportation hub and upgraded commercial area; and Davidsonville, with a community center and amenities for a rural village. Three places to visit to know the area: Davidsonville to see the development pressure, Harwood/Lothian for the agrarian nature and the need for agricultural preservation and roundabouts, and Deale Village for the maritime community and sea level rise issues.

Region 9:

Mr. Brent discussed the Edgewater, Londontown, and coastal area. Historically, the Edgewater and Londontown area was vacation homes and maritime workers, while areas to the south were more rural and agricultural. Currently, there is a lot of rural character, there are village areas with homes, and not much commercial except in Edgewater. Primary concerns deal with school overcrowding in high school. For the rest of the area, there is not as much overcrowding in southern area schools. The Mayo Peninsula is in the Priority Funding Area, though many do not know why. There are a lot of traffic issues. The main intersection for the area is at MD214/Muddy Creek, with an E or F level of service (there is current restriping work being done). A traffic study was conducted for 214, from MD2 to the end; the community awaits results of this. There are a few places in Edgewater / Londontown that are opportunities for revitalization, but bigger issues are the infill lots because these don't trigger APFOs. The area's wooded areas and water access are positive aspects; some areas have more water access, but further south has less access.

Announcements:

Ms. Rosborg announced that there will be a forum focused on revitalization in Council District 2 on October 23 at Oakwood Elementary (Glen Burnie) from 6:30-8:00pm.

Draft Policy Areas Discussion (continued)

Ms. Carrier noted that the draft policy areas will continue to be refined over the next several months as the Land Use Plan is developed as well as goals, policies and strategies for the elements of the Plan. CAC members broke into smaller groups for the final twenty minutes of the meeting to continue the discussion of policy areas. Below is a summary of the changes CAC members proposed for each region map:

- One change is proposed on the northern area region map: expand the Town Center Policy Area along the west side of Ritchie Highway at the intersection of Crain Highway to match Glen Burnie's Town Center Enhancement Area boundary from the Glen Burnie Small Area Plan.
- The recommended change for the western area region map is to consider a "Government" Policy Area that would include the Patuxent Environmental Science Center, the Oxbow Natural Area parcel, Jessup Correctional Institution parcel and the Ft. Meade Army base.

- Recommended changes to the eastern area region map include adding the intersection of Benfield Boulevard and Veterans Highway along the eastern side of I-97 and all four corners of the Magothy Bridge Road and Ritchie Highway intersection to the Corridor Management Policy Area. Lastly the CAC wanted to change the north end to Ritchie Highway Corridor Management Policy Area (abutting Baltimore-Annapolis Boulevard) that is mostly open space to Neighborhood Preservation. In addition, commercial parcels along the east side of Jumpers Hole and the parcels on the south side of Benfield Road at the Jumpers Hole and Benfield Road intersection are proposed for the Village Center Policy Area. The commercial properties near the Ritchie Highway and Arnold Road intersection are also proposed to be designated for the Village Center Policy area. Lastly, the communities east of Burley Creek and the Amberly community west of Whitehall Creek that were originally proposed to be within the Neighborhood Preservation Policy Area are recommended to be included in the Peninsula Policy Area to create one continuous policy area.
- Recommended changes to the southern area region map include extending the Corridor Management policy area along the Mayo Road Corridor to the intersection of Central Avenue and Pike Ridge Road; including the area around the Londontown Community Center as a Village Center Policy Area, considering the MD 214 corridor from Muddy Creek to Beverly Avenue in the Corridor Management Policy Area; considering the Turkey Point and Loch Haven communities in the Neighborhood Preservation Policy Area; and the area at the intersection of MD 424 and MD 214 as a Village Center Policy Area.

Administrative and Approval of Meeting Notes – September 18, 2019

Ms. Rosborg, Chair

Ms. Rosborg called for a motion to approve the previous meeting minutes as amended. Mr. Straughan made a motion, and it was seconded by Ms. Hartwig-Davis.

Ms. Carrier reviewed a revised schedule for the CAC meetings that reflects accommodating the presentations on the community issues by the CAC members, transitions in department leadership, and conflicts with the County's budget process. Draft goals, policies and strategies of the various elements covered in the plan will be reviewed over the next couple of months. She noted that climate change is a topic that is handled by more than one department, so information will come from various agencies, but will be compiled by staff into the sustainability section of the plan. A preliminary draft of the Land Use Plan and Policy Areas will be available for CAC review in February, before going public with these in March. The schedule includes nine meetings by region to discuss land use and policy area maps with the public. April will be dedicated to reviewing comments from the public and making adjustments based on public comments. In May, a proposed draft will be available for public comment. At that time, the bulk of the CAC's work will be completed.

The meeting was adjourned at 7:04 p.m.