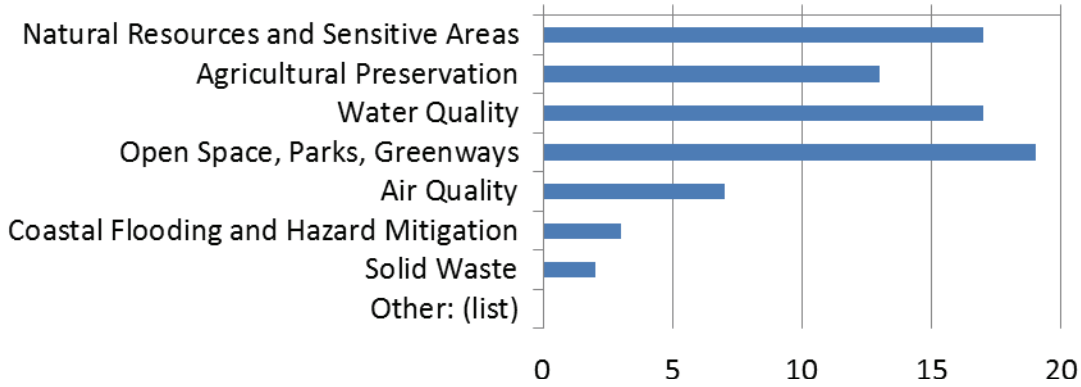


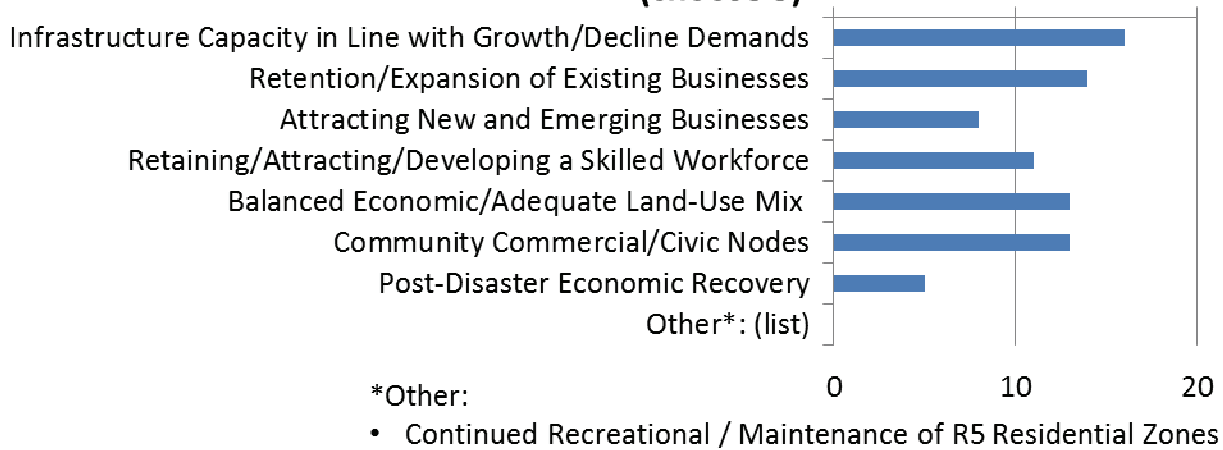
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Topics Survey Results

Planning for the Natural Environment
(choose 3)

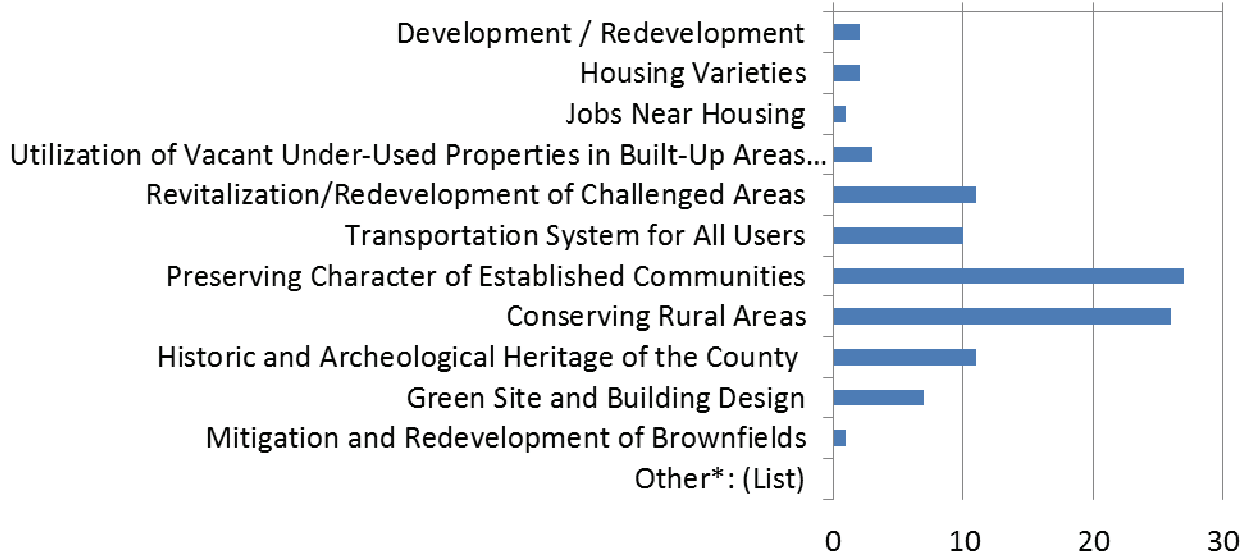


Planning for the Healthy Economy
(choose 3)

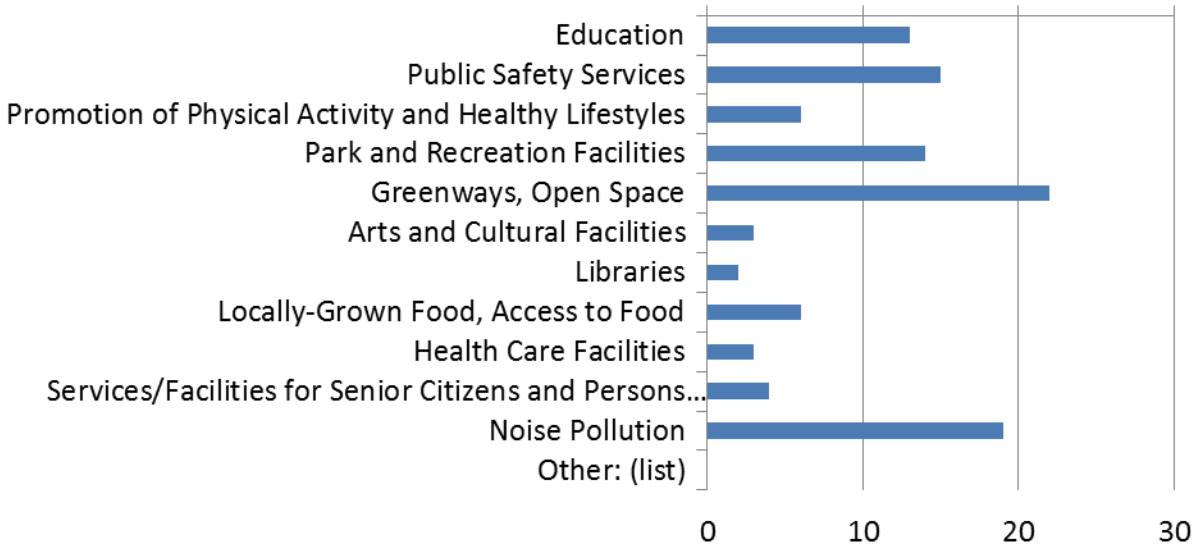


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Planning for the Built Environment
(choose 4)



Planning for Healthy Communities
(choose 4)



*Other:
 • Bike Paths (1 vote)

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Values Survey Results

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

- Location (proximity)
- Preserve waterways/agriculture
- Natural resources
- People resources
- Location and transportation
- High Tech businesses
- Parks
- Natural beauty and resources – water, parks and natural areas
- Historical sites
- Diversity
- Active culture
- Cyber Capital of the World
- “Land of Pleasant Living”
- Convenient location to airport and trains
- Preserving open space areas
- Location to waterways
- Location, location, location between Baltimore, Washington, and Annapolis
- Our Faith based organizations
- Location to waterways
- Ideally located between Baltimore and Washington
- Local farming to provide fresh vegetables and fruits
- Churches
- **Strengths** – parks and public areas (ballfields, etc.), close proximity to metropolitan areas like Baltimore and DC - but still have a more suburban and rural feel
- **Opportunities** – prevent over growth and human concentrations
- **Preserve** – Rural / suburban nature
- **Enhance** – road systems
- Small farms
- Shorelines
- Business and opportunity
- Homes that include all economic levels
- Care for the poor and outreach
- Churches
- Community (both church and Crofton community)
- Industry and manufacturing
- Fishing and marinas
- Safety, police protection
- School choices

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- Great location
- Community
- Green space
- Environmental consciousness
- Access to water
- Quality parks
- Balance between green spaces and quality development
- **Strengths** – sense of community, people feel connected to their community, proximity to Washington and Baltimore
- **Opportunities** – parks and water
- Close to Baltimore and Annapolis without being Baltimore and Annapolis
- Scenic waterfronts
- Farms
- Still have trees and open space
- All types of housing – suburbs, small, towns
- The County is like 4 seasons:
 - **South County** - lots of open space and rural, farms
 - **West County** - casino and Fort Meade
 - **East County** - water – Magothy / Severn, Historic downtown Annapolis
 - **North County** - industrial, urban, starter homes, working class
- Preserve farming heritage (you need to farm to accomplish this)
- Open Space, Neighborhoods, variety of services and activities available (parks, libraries, schools)
- Centrally located in the State
- Easy access to a multitude of destinations
- Blend of suburb / rural areas
- Preserve older established communities
- Business / Tech job opportunities
- Lots of areas of water but it would be nice if the water was cleaner and had more public access
- We have parks that are nice but could use some improvements
- That it is close to Baltimore and DC, making it more accessible by **road** to get there, in a more timely fashion would be a big help
- Preserve Open Spaces for all to enjoy.
- Single-family homes with driveways

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

- Too much development/over-development
- Congestion on roads, in schools
- Too many homes on small lots
- Too many shopping centers

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- Too many State policies that affect local issues
- Over-development
- Public transportation
- Auto-centric transportation infrastructure and land use
- Growth and density always ahead of infrastructure and environmental protection
- Sprawl destroys “sense of place”
- Inequitable sharing of resources
- North County - Too much Section 8 housing, mediocre high school, roads (other than interstate) inadequate around airport and in poor repair, overabundance of homeless shelters, Brooklyn Park Light Rail attracts many undesirables, blood donation center in Cromwell Center attracts undesirables (drug addicts, homeless), HUD houses purchased in nice neighborhoods then poorly maintained
- Too much increased density in northern AACo
- Council Reps need to be in sync with the residents and not yield to business / developers and don't care about AACo
- Schools are overcrowded
- Light rail in the middle of an existing residential community
- Our elected officials not understanding about our communities and regarding zoning / development (e.g. Andover Road)
- Allowance of residential development with our consideration of overcrowded schools (student/teacher ratio are too high)
- Route 3 between the Prince Georges County line and I-97 is very congested. Almost every intersection is difficult to pass through and the volume of traffic is extensive,
- There appears to be a number of new communities/housing developments coming on line (already approved?) that will only worsen this traffic problem on Route 3. What impact studies were conducted? How did they possibly convince the County there would be no negative impact?
- Love to end jerry-meandering
- Traffic or transportation congestion
- Need for impact studies as improvements are proposed
- Road surfaces
- Prevention of MAGLEV
- Meeting the aspirations of the plan with budgeting and enforcement
- Weakness – lack of local transportation through our County (i.e Odenton Connector)
- Lack of work force housing that is available to a working population usually in beginning of career i.e.: police, fire, educators, they can't afford to live here
- Appearance of disparity – Annapolis resources, but fewer to North County, i.e.: outreach to under employed youth
- County is being absorbed by Baltimore City
- Light Rail is a cancer to North County
- Airport has grown too big
- Need more training for home owners on streets with negative trend – spot rezoning

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- Development does not pay for itself especially at 80% impact fees. Need to look long term at Stormwater management, roads, schools, etc.
- Open door policy we currently have towards developers and industrialization will decimate the County long term, 5 – 10 years
- Access to clean affordable food
- Rain gardens and runoff reduction
- Safe bike paths
- Increasing crime rates (burglaries, robberies)
- Infrastructure – condition of roads in particular
- Lack of communication from public officials!
- Road and traffic patterns in certain overdeveloped communities
- Over development of certain areas and neglect of other “less desirable” areas
- Roads – resurfacing is selective, poor resurface plans
- Drug/crime issues gravitate to certain locations
- Efforts to improve (roads, schools, centers, buildings) tend to be “penny wise and pound foolish”: long term effects are poorly vetted
- Negative trend: Light Rail
- Build another Bay bridge
- Improve roads - there is too much congestion because we keep building homes and not increasing capacity of the roadways
- Get rid of the Linthicum Light Rail stop - it's not needed, there's no parking and less than a mile away there is a stop in either direction
- STOP the MAGLEV it only helps a small percentage of the population but destroys neighborhoods. It is also too costly to set up and maintain
- Somethings I hate: BWI, Light Rail (zoning should have gone to B&A Giant meeting at Ferndale Firehouse tonight), loss of #17 Bus, loss of sleep and hearing, loss of my dead-end street, loss of Caldor and Giant (Light Rail and Plasma Center), my home and ½ the houses on my street robbed?, loss of water pressure - \$1,000 on our end when houses built without permit screwed up water supply
- Homeowners/taxpayers appear to be ignored at least for the last 10 or 20 years or more
- Thank you for the public outreach now

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

- Quality of life, ease of getting around, peace of mind, Less traffic on peninsulas
- Planned development
- Create a true multimodal transportation network: Safe bike and pedestrian network, Able to live car-free or car-lite in certain areas like Odenton, Parole, Annapolis, Glen Burnie; truly synchronize infrastructure and density so we don't trash our environment and quality; create more sense of place
- Lower taxes, improve roads

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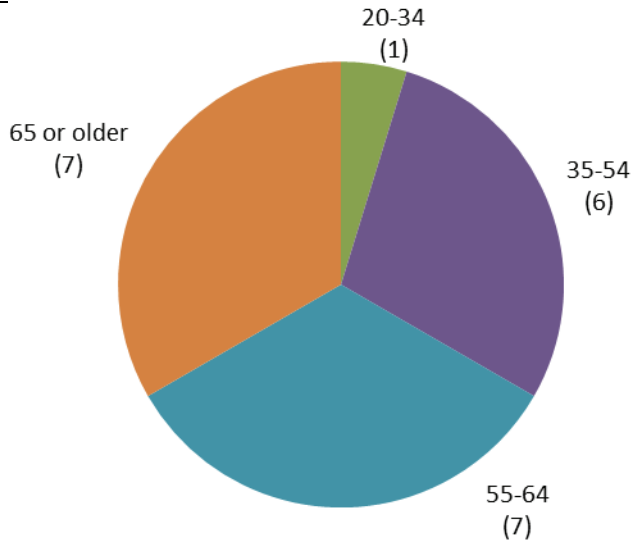
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- Maintain a fair/reasonable/affordable tax base; ensuring any future development does not adversely affect already established R5 areas; containing BWI and eliminating MAGLEV; new schools to avoid overcrowding existing schools and getting back to teaching the basics rather than political/social performance
- Maintaining reasonable growth in existing areas; ensure any new development does not impact existing communities; contain the growth of BWI; Eliminating MAGLEV; modernize / update – build new schools to replace outdated facilities
- Traffic congestion along Route 3 between Prince Georges County line and I-97, need for impact studies for new housing developments
- Property rights; regulations that address the concern but doesn't put undue impact on the community; how much the County and State government will dictate what I can do and can't do; keeping fees and taxes as low as possible so that people can live and work here and to utilize their properties as they see fit; estate tax particularly so farming communities can pass down their farms
- Community – small town connection with neighbors in our school areas
- Clinging to “Rural” and natural resource heritage
- Strong infrastructure to support the growth - roads, public services
- Slow commercial growth; expand residential growth; remove the Light Rail; stop airport growth; return to smaller schools; return to small communities with pride of ownership
- Plan to preserve what drew residents here – Plan for people who are here
- Look at the big picture long term – don't piecemeal one development, one plan at a time
- Stop the MAGLEV!!!; ensure that all our elected officials stand against it!!!!
- That it maintain its “small rural” feeling and not fall victim to the urban sprawl that has been happening the last several decades
- That roads improve and housing that is built is slowed; there is too much growth but not enough infrastructures to support it; it would be nice to improve our parks and greenspaces; to improve areas that are going downhill; to increase the police force to allow them the ability to better serve our communities; that we don't build a MAGLEV - it would destroy communities and inly help a small percentage of people
- North County is a food desert by Federal standards; this needs to be addressed moving forward with any development plan; people need access to affordable food. Giant at Cromwell Crossing is closing; we need green spaces for public community gardens. North County has a rich farm history with 1000+ small farms and an innovative token cash system for city farm workers
- A good night's sleep!; to not be deafened any further than the helicopters have made me already!; to go in my yard and not smell plane exhaust!

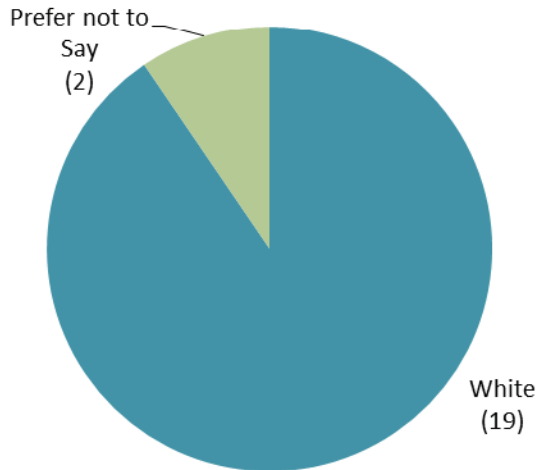
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Demographics of Respondents

Age:

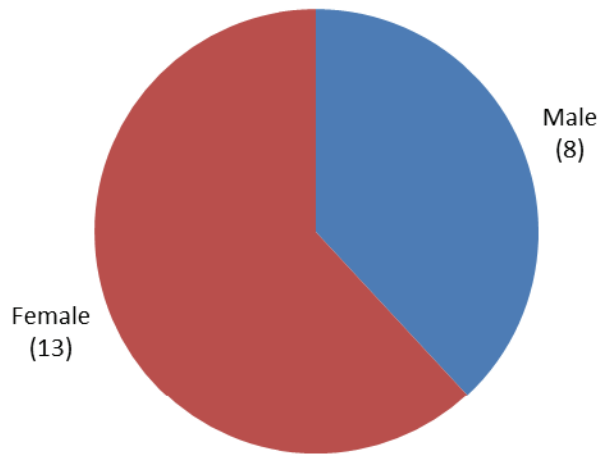


Race:

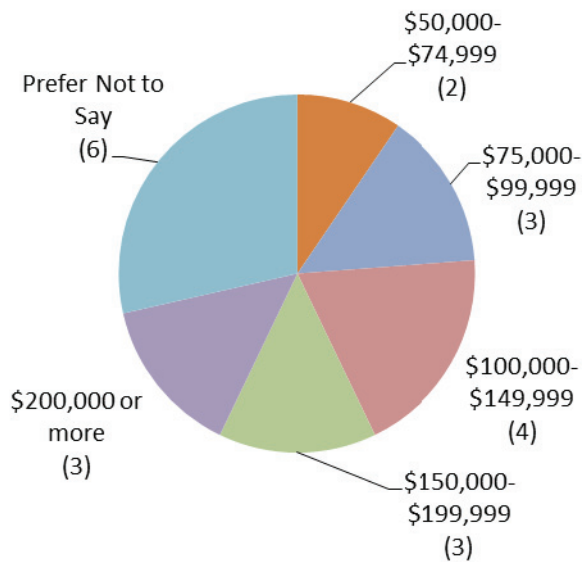


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Gender:

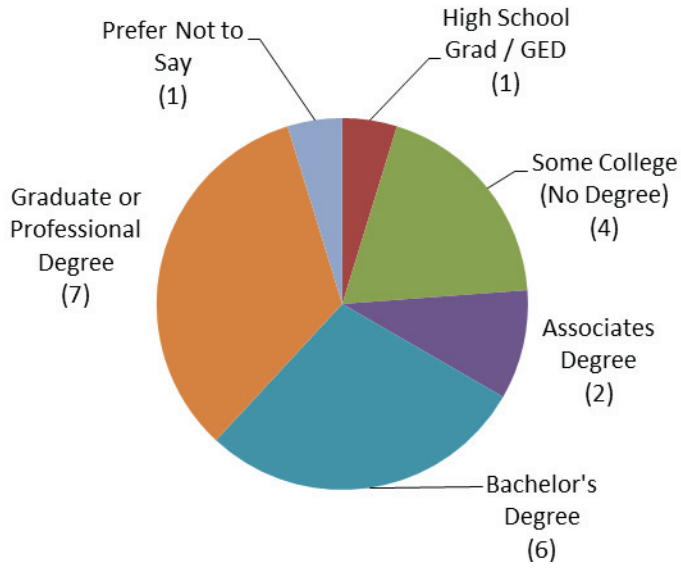


Household Income:

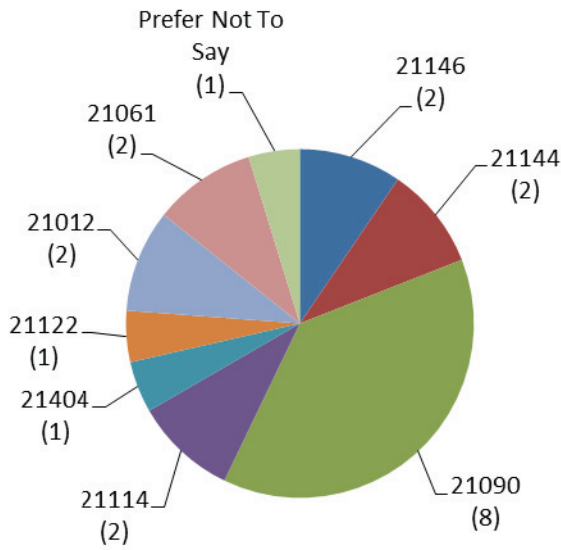


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Educational Attainment:



Zip Code:



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Open Comments *(staff responses to questions in italics)*

- What comes after adopting the plan in terms of monitoring and implementation of the Plan? *An implementation schedule which lays out a timeline, priority, implementation tools and responsible agency is typically part of the adopted Plan. Status reports can be prepared at regular intervals that provide the progress of recommended actions in the Plan and be used for monitoring.*

Is there a report on the 2009 GDP implementation? *The 2009 GDP Implementation report will be published as one of the GDP background reports that will be available in the spring of 2018.*

What metrics are or will be used to monitor the GDP - consider elements such as the number of variances granted (especially in critical areas) to understand trends in why they are granted.

What lessons can be learned from the last GDP and its implementation? *The County is conducting this process with a more enhanced public engagement component. The public input received during the information gathering phase and the background reports that will include the 2009 GDP implementation report will identify in detail additional areas where the 2009 GDP Vision has been accomplished and areas where it has not been achieved.*

- What is “the Plan?” *The General Development Plan is a document that is prepared by the County’s Office of Planning and Zoning with input and assistance from the other County departments as well as its citizens. The Plan presents a Vision for the future of the County with respect to land use, infrastructure, natural resources, recreation, housing and other elements. The Plan establishes goals, policies and recommendations to implement the Vision over a 20-year timeframe and sets priorities to use public money wisely. This GDP update is being called “Plan 2040.”*
- There are concerns regarding transportation, particularly regarding airport noise and the proposed MAGLEV. Where does the public go for more information on these topics? *Information on BWI Airport noise issues and community relations, including contact information to submit comments, is available at the Maryland Aviation Administration’s website <http://www.maacommunityrelations.com>*
- *Information on the proposed MAGLEV project including status and contact information is available <http://baltimorewashingtonscmaglevproject.com>*

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- How will the Small Area Plans be updated? *The approach to updating the Small Area Plans in the future should be determined as part of the 2019 General Development Plan process and described in Plan 2040.*
- How will community input be provided? *Opportunities for community input are provided through attendance at the listening sessions, online surveys, emails to plan2040@aacounty.org, additional public forums, through a citizen-based advisory committee and later in the process at the public hearings.*
- Will the County address GDP overlays versus one Plan for the full County? *The GDP process may result in recommendations to create new overlay areas, or revise existing overlay areas, in order to achieve land use and development goals and policies unique to those specific areas. This should be determined during the GDP process, and can be implemented in a variety of ways (overlay areas, sector plans, code revisions, etc.).*
- How are various pieces of legislation from this Plan and for zoning going to be coordinated to ensure there are no conflicts between the two? *Involve the community in this process. Comprehensive Zoning legislation will be prepared following adoption of the GDP. This allows the GDP to serve as a guide and a policy directive for any subsequent zoning changes. Any other types of legislation needed to implement the GDP recommendations will also follow the policies established in the GDP. Proposed comprehensive zoning changes will be presented at public forums where individuals and communities can comment. In addition, the public can voice their opinions at Planning Advisory Board and County Council public hearings.*
- There are serious traffic issues currently. Traffic impact studies need to address alleviating issues now; the impacts when development goes in are immediate.
- The County needs to continue to preserve freedoms and property rights and maintain reasonable regulation that respects Constitutional rights.
- School choice is important.
- The current GDP contains insights that can help guide this plan. There are two issues in particular: land use (page 30) and fiscal balance (pages 33-34). Engage with local leaders in Plan development. Citizens must consider desired growth rates (does the County want to grow at all, a little or a lot; can we quantify it?). We must consider where to locate it and what type of residential development is desired.

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- The Plan should synch infrastructure and land use planning. Infrastructure tends to be behind development. Focus on how to align these in this GDP update.
- Transportation will need to be a special focus in this Plan, especially retrofitting for a multimodal system.
- Consider a fast track planning effort to develop the GDP in a shorter timeframe, with more input from citizens.
- Consider how Small Area Plans fit into this.
- Consider expanded ways to get the word out about this planning effort and opportunities for the public to engage.
- Involve planning staff who live in different parts of the County and have intimate knowledge of different areas.