

# Visioning Anne Arundel

## *A continuing online discussion for Plan2040*



### SUMMARY OF ONLINE INPUT AND SURVEY COMMENTS

April 2019 – June 2019

#### SUMMARY INTRO

The Anne Arundel County Office of Planning and Zoning and the Citizen Advisory Committee held a series of 17 Visioning Meetings in communities throughout the County in April through June, with citizen input activities that will help shape the Vision for Plan2040. Each of the 17 meetings featured three open house-style activities:

1. a review and input of boundaries for over 40 communities in the County,
2. rating priorities for non-implemented recommendations from the Small Area Plans (SAP) and the 2009 General Development Plan (GDP), and
3. a Visioning Survey with four questions for participants to share their vision for the future of the County
  - a. What is special about your community?
  - b. What has changed in the last 15 years?
  - c. What needs improvement?
  - d. What should your community look like in 20 years?

For each meeting, an online survey matched the three activities of the Visioning Meetings, allowing participants who could not attend a live meeting to provide their input.

The following is a summary of the input and comments from the online surveys from Crownsville, with highlights of the top or most frequently received comments.

Visit the [Plan2040 website](#) for detailed data from each of the 17 Visioning Meetings.

#### **CROWNSVILLE**

##### Boundary Review

One online respondent stated that many in the area identify as Annapolis residents, yet have aligned interests with the Crownsville Area as part of the Generals Highway Corridor. The same respondent notes conflicting information about which Small Area they belong to. Other respondents stated that Honeysuckle Lane, Crownsville Road, Belvoir Farms, River Road and all abutting properties to the aforementioned roads should be included as a part of Crownsville.

##### Vision Survey

Online respondents stated that what is special about their community is lot sizes, exclusivity, semi-rural-ness, independence, the natural environment, forests and wildlife, clustered developments, local farms, progressive citizens, a sense of place and history and a small community feel. What has changed over the last 15 years is that taxes keeping getting higher, funding going toward services that are not wanted or needed, clogged roadways, General's Highway unable to handle the Renaissance Festival, and Veteran's highway and I-97 being backed up during rush hour. Other comments were that another access for I-97 for the Fairgrounds is needed, development along Route 3 has brought increasing traffic issues for Route 3 and interconnecting County roads, and that cottages are being replaced with large homes and McMansions. What needs improvements are shrinking County government, limiting rezoning of farms and RLD zoned land for commercial use, mass transit that is more than just bus lines, more redevelopment in dense areas, incentives for

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mixed-use development, traffic management, improved road conditions, and completion of the South Shore Trail so people can bike to work instead of using transit. What the community should look like in 20 years includes retaining its current character, having accessible public transit and contiguous swaths for forest, open space and central green, reduced congestion, no high density housing, maintaining the distinction between dense areas and rural areas, having more mixed use and mixed income areas, more walking and biking paths, and a redeveloped Crownsville Hospital site with businesses for local residents.

### SAP & GDP Recommendations Survey

The top SAP Land Use, Development and Zoning recommendations are as follows: All new buildings on the (Crownsville Hospital) site should be in keeping with the integrity of the neighborhood, and existing State development at the Crownsville State Hospital site should be contained at its current or lower level and dedicate any surplus land to the Crownsville community. The next highly rated recommendation was for design overlays for existing commercially zoned areas to limit square footage. The next recommendation was for development to be limited to traditional economic development areas in Crownsville. The highest rated recommendation for Natural Resources was to promote the preservation of beach strand habitat in all rivers and creeks throughout the County.

There were multiple recommendations for Community Facilities that were highly rated. The top recommendations that were voted upon were that recreational facilities should be sited near proposed hiker/biker trails, to co-locate community services, to create a central 5th Police District within the Crownsville area to improve response time and co-locate public safety and service agencies. There were several highly rated Transportation recommendations. The top rated transportation recommendations were to study congested Veterans Highways intersections to determine possible solutions, to conduct an analysis of the Generals Highway corridor to evaluate the possible use of roundabouts, to study traffic patterns on General Highways between Defense Highway and Bestgate Road to expedite traffic flow, and to explore the possibility of pedestrian linkages and connector paths to serve commercial and public facilities and residential communities for neighborhoods in Crownsville.

There were numerous highly rated Other recommendations that were voted upon. The top rated recommendation was to conduct a study to address storm water management improvement on Defense Highway where intermittent flooding occurs, followed by investigating and resolving the consistently high coliform pollution problem in Valentine's Creek and Plum Creek. Other highly rated recommendations were to establish state road standards for historic roads, studying the feasibility of a park-and-ride in the Crownsville area, and identifying opportunities to retrofit stormwater management to existing development and address stormwater management on Defense Highway at the intersection of Sunrise Beach Road and Whitney's Landing Road.

The top 2009 GDP Land Use and Zoning recommendations were to amend the development and permit application review procedures for properties located on or adjacent to former landfill sites. For Revitalization recommendations, the top votes went to establishing criteria to be used for Historic or Neighborhood Conservation Districts, and establishing a community outreach process and design standards for Neighborhood Conservation Criteria. The top recommendation selected for Natural Resources was to consider the use of tax credits to encourage soft tidal edge erosion

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techniques. The top Transportation recommendations that were rated were to prepare to conduct a feasibility study for the extension of light rail to other areas of the County and to study the feasibility of adding stations to the commuter rail line.