

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 Edgewater/Mayo, with highlights of the top or most frequently received comments.

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

EDGEWATER/MAYO

Boundary Review

There were no Boundary review comments for Edgewater/Mayo.

Vision Survey

Online respondents stated that what is special about Edgewater/Mayo is diversity in homes and people, great educational opportunities, convenience to Annapolis, being close to the water and proximity to shopping and restaurants. One respondent said that older communities like the Hazelwood community is in need of change, and that rezoning these communities to allow small businesses would benefit the community. What has changed over the last fifteen years in Edgewater/Mayo is a population explosion, traffic and the area becoming more urbanized. What needs improvement in Edgewater/Mayo is new development needs to stop since there is no room for resources. Mayo Road also needs improvement, sidewalks are in need of repair and there needs to be more sidewalks. The maintenance of sidewalks in front of the police station and library does not look good. Schools need to be updated, there should be more environmental stewardship, and bike lanes and public transportation should be a priority.

Respondents also stated that the community needs public water and needs to better monitor public parking at Triton Beverly Beach Park. Respondents said they would not like to see much change in their community in the next 20 years. One respondent would like to see a building moratorium for

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the next 20 years to protect all green land. Another would like to see a buffer of trees along Route 214 near the intersection of Route 2. Another suggestion was to repair and renovate homes in older communities.

SAP & GDP Recommendations Survey

The top rated SAP Natural Resources recommendation for Edgewater/Mayo was to establish a stream buffer restoration program. The top Other recommendation was to establish design standards to be used in implementing the Mayo Road Village Center.

The top 2009 GDP Land Use and Zoning recommendations that were voted to move forward 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, establishing a community outreach process and developing design standards for Neighborhood Conservation Criteria. The two top Natural Resources recommendations were to evaluate the possibility of requiring a fee to be paid and placed in a natural resource restoration fund and to consider the use of tax credits to encourage soft tidal edge erosion control techniques. The top GDP Transportation recommendations were to prepare a comprehensive study of Park and Ride lots to assess supply, demand and improvements and to revise the Impact Fee program to allow a portion of transportation impact fees to be dedicated for expansion or improvements to public transit.