

CAC Form #1
Community Descriptions
Anne Arundel County
Plan2040

The purpose of this form is to assist CAC members with identifying the principle characteristics of each of their communities, and conveying to the CAC and County long-range planners information pertaining to current conditions and relevant to future development to be included in Plan2040.

Submitted By: Cate Bower

Contact Info: plan2040cacdeale.shadyside@gmail.com

Pertaining to Regional Planning Area (RPA): 9 (particularly West River, Galesville, Deale, Shady Side, Churchton, Friendship and North Beach)

1. Briefly describe the area you are covering:

a. What are its predominant characteristics?

Rural and semi-rural area, marked by small state and county roads; Rte 2 and 468 are the primary North/South arteries; no large urban areas, but small collections of shops in Deale, Galesville, Churchton

b. What are its most significant geographic features?

Water is the defining feature, with many communities of small peninsulas facing the Rhode and West Rivers and their headwaters or the Bay

c. What should we know about this area's history and culture?

Originally tobacco farming and horse country marked by large land grants; still several large blocks of privately owned land and horse farms; in recent years, an increasing economic divide between affluent residents (many of whom are seasonal residents) and those who have worked to make this part of the county function, including but not limited to farmers and watermen.

d. What are the big picture changes you anticipate in the next 20 years?

In spite of the overriding desire to preserve the rural nature of this part of South County, there will be increasing pressure for 'urban' amenities such as sidewalks, bike paths, and parks and less desire to travel to Edgewater or Annapolis for the basics of life. A new medical center (an offshoot of AAMC) is in the works for Deale, and Christopher's – the highly successful recent addition of a full service grocery are both indicators of the desire to find missing services closer to home. I expect this trend will be exacerbated by the continued influx of 'city people' drawn by the more rural lifestyle. Additionally, much of this area is at or below sea level, so rising waters of the Bay and its tributaries will pose significant risk for existing homes and infrastructure.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:

a. **Rural and Agricultural Policy Area**

b. **Resource Sensitive Policy Area**

- c. **Peninsula Policy Area**
- d. Neighborhood Preservation Policy Area
- e. Town Center Policy Area
- f. Commercial Revitalization Area
- g. Transit-Oriented Policy Area
- h. **Village Center Policy Area**
- i. **Corridor Management Policy Area**

3. What are the top three land use issues (be specific)?

a. Stricter planning and zoning laws and ENFORCEMENT, especially in critical areas; desire to minimize the amount of additional development and minimize if not prohibit up-zoning

b. Environmental sensitivity, including maintaining or improving water quality and better storm water management to mitigate the impact of runoff on water quality

c. Impact of sea level rise on homes as well as infrastructure (road flooding, etc.)

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?

a. Protection of existing forest canopy and density of trees

b. Shorelines, marshes and the vegetation that protects them (including movement away from hardened to living shorelines (a significant % of AAC's shoreline is encompassed in the area from the Mayo Peninsula south to the Calvert County line)

c. Agricultural lands (including horse farms, sod farms, etc.) make up a significant % of open space in the Deale/Shady Side/Galesville/West River/Churchton/Friendship/North Beach area

5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?

a. There is virtually no public transportation in this part of the County; there is currently a new circulator service being tried; past efforts have not been successful because of small population

b. There are very limited pedestrian options in this part of the County – virtually no sidewalks and limited bike lanes (which are mostly designed for weekend bicyclists versus folks trying to live and work here)

c. Narrow secondary roads with minimal or no shoulders and deep drainage ditches on both sides and limited turn lanes

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?

- a. Overcrowding
 - b. Lack of sidewalks and related safety issues
 - c. Concern about teacher pay across the county
7. What are the top three infrastructure issues in the community?
- a. Related to transportation above (especially dependence on 2 major North/South arteries where a problem on one creates gridlock south of 214; limited turning lanes or merge areas)
 - b. Limited shoreline protection and the amount of shoreline subjected to frequent and increasing tidal flooding as sea level rises, putting significant number of homes and businesses at risk
 - c. No real community ‘centers’ – not in the sense of a building, but a collection of commercial buildings that create a sense of community; limited in Galesville and Deale
8. What are the top three parks and recreation issues in the community?
- a. Lack of parks overall in this area
 - b. lack of public access to the water
 - c.
9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer’s market, community center, music or entertainment area, walking trails, bicycle routes, etc.).
- a. Because we have limited number of buildings, there are limited number available for redevelopment
 - b. West River Market in Galesville sits empty – great site for coffee shop
 - c. Discovery Village in Shady Side is ripe for repurposing – perhaps as a STEM educational center or water focused event space or ?; originally a naval research lab; now has a county boat ramp; could also be the site of a county park
10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.

a. Development that has been done in critical areas or non-tidal wetlands like Mimosa Cove or Tyler Road in Deale or that has been block as a result of the work of groups like SACRD

b. Driving route down from the Mayo Peninsula on 468 to the end in Shady Side, stopping on the way on 255 into Galesville; also from the 256 circle in Deale up to 258 to Rt 2;

c. Intent to experience the fact that the majority of this area is made up of peninsula's of varying sizes, most with only one way on or off (Chalk Point Road, Cumberstone Rd, etc.)

11. Comments:

The major challenge is preserving the essentially rural nature of South County while helping the rest of AAC move forward. Because of over development in the Northern part of the county, we've already seen a tendency to want to push development south of 214 because there is land, without recognizing there is no infrastructure to support any significant additional development and no desire for that development on the part of existing residents. We may have reached a point in AAC where we have to consider that we are full and that ANY new development needs to be redevelopment of existing space.

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Submitted By: Anthony Brent Contact Info: plan2040cacedgemayo@gmail.com

Pertaining to Regional Planning Area (RPA): 9 (Mayo/Edgewater)

1. Briefly describe the area you are covering:

a. What are its predominant characteristics?

Developed urban and semi-rural area, marked by small state and county roads; Rte 2 and Mayo road primary North/South arteries and Rte 214 is the primary East/West arteries urban areas, but small collections of shops and commercial development primarily in Edgewater with small shops in Mayo

b. What are its most significant geographic features?

Water bordered/surrounded is the defining feature, with two primary communities of Edgewater and Mayo bordering the Rhode and West Rivers and their headwaters of the Bay

c. What should we know about this area's history and culture?

Originally Edgewater/Mayo was a vacation retreat from the Washington DC area that has grown due to the watermen and continuing access to boating enthusiast over time. The slower community feel to the peninsula has continued to draw families to settle and grow roots on the peninsula

d. What are the big picture changes you anticipate in the next 20 years?

Due to the slower, peaceful nature of life in Edgewater/Mayo there will be increased pressure to fully develop infill lots in Edgewater proper as well as on the Mayo Peninsula. There will also be increased pressure to develop the areas surrounding Edgewater with subdivisions and high density housing encroaching onto the rural neighbors to the West and South. The residents of Edgewater/Mayo would rather the county focus on upgrading and providing amenities required for a higher level of Safety (roads/sidewalks, Fire/EMS access) and Environmental Conservation strengthening and Enforcing to preserve and improving the local watersheds of the Bay

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:

- a. Rural and Agricultural Policy Area
- b. **Resource Sensitive Policy Area**
- c. **Peninsula Policy Area**
- d. **Neighborhood Preservation Policy Area**
- e. Town Center Policy Area
- f. **Commercial Revitalization Area**

- g. Transit-Oriented Policy Area
- h. Village Center Policy Area**
- i. Corridor Management Policy Area**

3. **What are the top three land use issues (be specific)?**

- a. Stricter planning and zoning laws and ENFORCEMENT of existing/future laws, especially in critical areas; desire to minimize the amount of additional development and minimize if not prohibit up-zoning. On the peninsula, develop an APFO overlay which incorporates the cumulative negative effects of development to include infill lots on the supporting County infrastructure as well as the Environment
- b. Environmental sensitivity, including maintaining or improving water quality and better storm water management to mitigate the impact of runoff on water quality
- c. Conduct detailed, citizen driven land use planning in the RPA

4. **What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?**

- a. Protection of existing forest canopy and density of trees through baseline mapping to be used with cumulative development planning
- b. Restrict development of County resources to allow for minimal environmental impacts
- c. Increase buffer zones for all Critical Areas on all Watersheds to allow greater protection of the waterways

5. **What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?**

- a. There is virtually no public transportation in this part of the County; there is currently a new circulator service being tried; past efforts have not been successful because of small population
- b. There are very limited pedestrian options in this part of the County virtually no sidewalks and limited bike lanes (which are mostly designed for weekend bicyclists versus folks trying to live and work here)
- c. Narrow secondary roads with minimal or no shoulders and deep drainage ditches on both sides and limited turn lanes

6. **What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?**

- a. Lack of sidewalks and related safety issues
- b. Overcrowding

c. Concern about teacher pay across the county

7. **What are the top three infrastructure issues in the community?**

a. Majority of the problems with supporting infrastructure deals with Traffic and Fire/EMS access (to include bike/walking paths) to/from the Mayo Peninsula and throughout the length of Mayo Road.

b. Limited shoreline protection and the amount of shoreline subjected to frequent and increasing tidal flooding as sea level rises, putting significant number of homes and businesses at risk

c. No real community 'centers' not in the sense of a building, but a collection of commercial buildings that create a sense of community

8. **What are the top three parks and recreation issues in the community?**

a. Lack of upkeep on the existing parks

b. Lack of Environmentally friendly developmental practices

c. Lack of adequate Stormwater management practices

9. **List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).**

a. Empty Building, 3130 Solomons Island RD – small business and park

b. AA County Water Reclamation Center, Limited use park

c. Kmart/Weis Shopping Center, 3255 Solomons Island Rd, Edgewater, MD 21037 – Mixed use of commercial and medium density housing.

10. **List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.**

a. Driving route:

a. Start at Rt 2/Mayo road to progress south to RT 214/Mayo road, turn left.

b. Drive east on Rt 214 to the intersection of RT 214/Shoreham Beach Rd.

i. Stop at Intersection of Rt 214/Rt468

ii. Stop at AA County Water Reclamation Center

c. Move North on Rt 214 to the intersection of Rt 214 and Rt 2, turn right.

i. Stop at 3255 Solomons Island Rd

d. Drive North on Rt 2 until you get to 3130 Solomons Island RD, end of tour

b.

c.

11. **Comments:**

The major challenge in the Edgewater/Mayo area is to focus on developing the supporting infrastructure as there is limited space for commercial/subdivision consideration but abundant levels of infill lots. As infill lots do not trigger APFO considerations the area will go from currently overloaded infrastructure to broken infrastructure. A cumulative approach to development must be initiated to include Supporting infrastructure, Stormwater management, Environmental protections and Safety issues addressed. All of this needs to be balanced against the needs and wishes of the communities and developers.

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Submitted By: John Clark

Contact Info: plan2040cacpasmalley@gmail.com

Pertaining to Regional Planning Area (RPA): 4

1. Briefly describe the area you are covering:

- a. What are its predominant characteristics? Waterfront communities. Limited road access. Bedroom communities with some retail. Small shopping centers, except in Severna Park.
- b. What are its most significant geographic features? Streams, creeks, old communities.
- c. What should we know about this area's history and culture? Relationship to Baltimore in the 1800's for supplies and trading. World World I & II Fort Smallwood.
- d. What are the big picture changes you anticipate in the next 20 years? More multi-level housing complexes close to retail areas. More bus routes and automated shuttles. Much fewer "brick and mortar" businesses.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:

- a. Rural and Agricultural Policy Area
- b. Resource Sensitive Policy Area
- c. Peninsula Policy Area
- d. Neighborhood Preservation Policy Area
- e. Town Center Policy Area
- f. Commercial Revitalization Area
- g. Transit-Oriented Policy Area
- h. Village Center Policy Area
- i. Corridor Management Policy Area

3. What are the top three land use issues (be specific)?

- a. Street widening
- b. Limited acreage for new homes

- c. More access to major roads, like Route 100, thus land acquisition
4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?
- a. All the major parks: Kinder Farm. Sandy Point State Park. Downs Park. Ft. Smallwood Park. Weinberg Park. Lake Waterford. Beachwood Park.
 - b. AA Community College campus tree population preservation and re-populating with trees
 - c. More tree plantings for all the schools in the area
5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?
- a. Route 2 morning, evenings and summer traffic
 - b. Route 100 backups
 - c. Benfield Road backups

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?
 - a. Sidewalks/safe walking areas for Northeast High School and George Fox Middle School
 - b.
 - c.
7. What are the top three infrastructure issues in the community?
 - a. Stoney Creek Bridge. More lanes going to Riviera Beach/Sunset beach
 - b. Rt.2 @ US 50 overcrowding
 - c. Benfield Road at I-97 traffic
8. What are the top three parks and recreation issues in the community?
 - a. Sandy Point State Park-traffic in and out
 - b. Kinder Farm Park- Parking on Earleigh Heights road
 - c. Downs Park – end of route park. Preservation of forest areas
9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).
 - a. Brumwell's Flea Market, Mountain Road, Pasadena. Houses/townhomes/senior living homes
 - b. Pine Grove Shopping Center, Pasadena. Complete re-do of building with new local services
 - c. Veterans Highway complexes. Many with only 5-6 businesses. Could be remodeled to be more appealing to customers.
10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.
 - a. Compass Pointe & Greenspring. Old farm converted into a golf course and luxury homes on each side of it. Ft. Smallwood Road in Pasadena.
 - b. Elizabeth's Landing. Pumphrey Farm in the early 20th century converted into Sunset Elementary school property, along with the building of a townhome community.

- c. Green Haven/Sunset Beach/Riviera Beach (Pasadena). Old middle-income communities built from the 1920's-1980's.

11. Comments: Probably similar examples on the Broadneck peninsula. Middle-income homes to luxury homes adjacent to each other. Lots of local traffic. Commuters to DC and Baltimore for work.

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Submitted By: Joel Greenwell Contact Info: plan2040cacsouthcounty@gmail.com

Pertaining to Regional Planning Area (RPA): **8**

1. Briefly describe the area you are covering:

- a. What are its predominant characteristics?
Rural, agricultural, and older communities.

- b. What are its most significant geographic features?
Farm land and river frontage.

- c. What should we know about this area's history and culture?
The area has been agrarian in nature where tobacco had been the main crop for centuries. There are also many historic homes from the colonial era, with houses dating back to the early to mid-1700s.

- d. What are the big picture changes you anticipate in the next 20 years?
A continued growth in the population driven by the sale of farms for development. This will also lead to more traffic, where the main arteries are already backed up beyond their capacity during high peak hours.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:

- a. **Rural and Agricultural Policy Area**
- b. **Resource Sensitive Policy Area**
- c. Peninsula Policy Area
- d. **Neighborhood Preservation Policy Area**
- e. Town Center Policy Area
- f. Commercial Revitalization Area
- g. Transit-Oriented Policy Area
- h. **Village Center Policy Area**
- i. Corridor Management Policy Area

3. What are the top three land use issues (be specific)?
 - a. Farming/agriculture
 - b. Village-style communities
 - c. Limited commercial areas.
4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?
 - a. Farm and forest land, open space
 - b. Historic structures/landmarks
 - c. Shorelines
5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?
 - a. Appropriately addressing currently over-crowded roads; considering replacing traffic lights with round-a-bouts and a reliable bus system to more major hub areas.
 - b. Preventing transportation alternatives like mass transit that would invite more development.
 - c. An educational campaign for drivers and bicyclists alike to provide more and safer harmony on shared road areas.
6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?
 - a. Potential over-crowding. Ensure that existing or planned schools and school sizes can accommodate any proposed growth/development.
 - b. Ensuring school children are behaving and respectful in class so that all may have the benefit of a comfortable learning environment.
 - c. Ensuring the school calendars sync the best with the community – maintaining the start of the school year after Labor Day and considering different start times of the school day to maximize a student's productivity.
7. What are the top three infrastructure issues in the community?
 - a. Roads maintenance.

- b. Carefully considering public water and sewer placement so as not to encourage wasteful or unneeded growth.
 - c. Broadband accessibility.
8. What are the top three parks and recreation issues in the community?
 - a. Enough field space and time.
 - b. Adequate structured recreational activities provided after school and on weekends; and a variety of activities provided.
 - c. Appropriate and varied public water access.
9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).
 - a. Friendship/Rose Haven could turn more in to a maritime community with a small village center to include, for example, a coffee shop, bank, outdoor café, community center, and trails.
 - b. Wayson's Corner could be revitalized to include a transportation hub of sorts, and an updated/upgraded small commercial area.
 - c. Davidsonville could benefit from a community center, coffee shop, bank, and other amenities suitable for a rural village.
10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.
 - a. Davidsonville at the crossroads of Routes 424 and 214, then up Route 424 to the intersection with Route 50 to show the development pressure and the potential for continued development pressure along major transportation routes.
 - b. Harwood/Lothian area south on Route 2 to show the agrarian nature and the benefit of preserved farm land; as well as new and potential commercial development. Also, to show an existing round-a-bout.
 - c. Friendship south on Route 2 to $\frac{3}{4}$ of the way around the round-a-bout down to the village area to show a maritime community and discuss sea level rise issues.
11. Comments:

Community Description
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Submitted by: Patricia Huecker plan2040cacsouthcounty@gmail.com

Pertaining to Regional Planning Area (RPA): 5

1. Briefly describe the area you are covering: Crofton
 - a) The predominant characteristics are very high density lacking in adequate facilities.
 - b) The significant geographic features are: overdeveloped land use, disturbed slopes, lack of required buffers, units built upon floodplains, extremely high number of commercial establishments, lack of open space and severe forest devastation.
 - c) The area was once forested with a healthy Patuxent River watershed. Unfortunately, in the prior two General Development Plans, West County was targeted for growth and development and became the victim of rampant uncontrolled growth and totally unchecked development. The area does, however, have a very diverse culture.
 - d) The big picture changes pictured (dreaded) are more development and no improvement in adequacy of facilities. Although, since the area is void of undeveloped land, the schools are all drastically overcrowded and the roads are highly congested and unsafe, perhaps the area will **not** be targeted for growth and development in the next twenty years.

2. Identify all Proposed Development Policy Areas (DPA) categories located within the area:
 - a) Rural and Agricultural Policy Area: Absolutely no rural or agricultural areas.
 - b) Resource Sensitive Policy Area: Every resource we have or ever had is sensitive to extinction.
 - c) Peninsula Policy Area: We are not a peninsula.
 - d) Neighborhood Preservation Policy Area: This appears to be our area. It is defined as existing, stable residential communities and natural areas (may include local commercial and industrial uses) within the Preferred Funding Area that are not intended for substantial growth or revitalization. Development is limited to infill and redevelopment that must be compatible with the existing neighborhood character. Public sewer exists or is planned and other public infrastructure exists but may need capacity improvements.
The last sentence concerning existing infrastructure that may need capacity improvement is an understatement beyond belief.
 - e) Town Center Policy Area: We are not a town center although the distinction between a town center and the development of the Waugh Chapel Villages is infinitesimal.
 - f) Commercial Revitalization Area: The need to direct resources and incentives to encourage rehabilitation, revitalization and reuse in order to reduce blight and increase property values does not define Crofton. Although the area has empty storefronts, it would not be described as blight.
 - g) Transit-Oriented Policy Area: compact, walkable, pedestrian-oriented, mixed-use areas that are within ½ mile of an existing or planned transit station does not identify the area of Crofton.

- h) Corridor Management Policy Area: Our corridor Maryland Rte. 3 has no management. Any and all suggestions to establish some type of managed system would be most appreciated.

3. What are the top three land use issues (be specific)?

- a) All environmental protections that should have been afforded to the land have been modified out of existence.
- b) Excessive clearing of the forest.
- c) Sprawl

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?

Since there are no forested areas, tree canopies, potential parkland or open space to preserve or protect the following are significant areas:

- a) The savable areas of the Patuxent River Watershed.
- b) The Little Patuxent River shoreline.
- c) Historical sites Linthicum Walks and The Johns Hopkins House.

5. What are the top three transportation issues in the community? Are the issues addressed in the new transportation plan? If not, what could be done to address these issues?

- a) Gridlock everywhere
- b) Unsafe traffic patterns
- c) Failed intersections.

Knowledge of the new transportation plan is insufficient to answer how it addresses Maryland Route 3. The community is desperately seeking a solution.

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc)?

- a) Severe overcrowding of all elementary and middle schools and a new high school that will be overcapacity the day it opens.
- b) Reduced educational programs. The county's policy of building classroom-only-additions to overcrowded schools has established a two tier educational system. When the county provides classroom-only-additions especially in elementary schools and does not increase the size or number of auxiliary classrooms such as the art room, music rooms, science room cafeteria/multipurpose room, gymnasium, media center, outdoor playgrounds, and program and administrative office spaces, the core of the school can no longer support the programs offered in schools built to a proper proportion.
- c) Lack of land for needed new schools.

There is no definite, timely addressing of these issues in the new School Master Plan.

7. What are the top three infrastructure issues in the community?

- a) Traffic safety on Maryland Route 3.
- b) Inadequate neighborhood roads to handle traffic avoiding Maryland Route 3 and its traffic lights.
- c) Safe walking routes anywhere.

8. What are the top three parks and recreation issues in the community?

- a) Shortage of parks and recreation land.
- b) Upkeep of parks and recreation land.
- c) Walkability to parks and recreation land.

9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities.

N/A

10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it.

Alternatively, suggest a driving route (with directions) that would serve the same purpose.

- a) The Villages of Waugh Chapel (commercial and residential unit development) located on Maryland Route 3 South.
- b) The development "Riverwalk at Crofton" located on Maryland Route 3 South.
- c) The "Two Rivers" development. Directions: South on Maryland Route 3, right on Conway Road to traffic circle and development.

Please allow ample time to sit on Maryland Route 3.

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Submitted By: Caren Karabani Contact Info: plan2040cacbrooklynpark@gmail.com

Pertaining to Regional Planning Area (RPA): 1

1. Briefly describe the area you are covering:

a. What are its predominant characteristics?

Older, established area dealing with aging owners and changing infrastructure mixed with up and coming technologies due to proximity to major highways and cities. Many homes show great character and longevity while others are in need of repair.

b. What are its most significant geographic features?

Mostly isolated from rest of county, yet near most major highways and cities, with access—by car—to many different venues.

c. What should we know about this area's history and culture?

Brooklyn Park struggles to identify with Anne Arundel county as we are so relevant to Baltimore city.

The Brooklyn Park CDP in Anne Arundel County is composed of several smaller neighborhoods: old Brooklyn Park (west of Gov. Ritchie Highway - Maryland Route 2), Brooklyn Heights (east of Gov. Ritchie Highway), Arundel Village (along and north of Church Street), Roland Terrace (along and south of Church Street), Arundel Gardens (southwest of Gov. Ritchie Highway and south of Hammonds Lane), and Pumphrey, which lies along Belle Grove Road, south of the Patapsco River.

d. What are the big picture changes you anticipate in the next 20 years?

- *Connectivity to the rest of the county by foot
- *Adequate educational resources
- *Adequate community resources
- *Adequate safety/policing
- *Renovation of existing structures

- *Job growth within the community
- *Clean environment (both trash and landscaping/overgrowth)
- *Some type of branding--unification of all county cities (you know you're in Anne Arundel county)

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:

- a. Rural and Agricultural Policy Area
- b. Resource Sensitive Policy Area
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- f. Commercial Revitalization Area
- g. Transit-Oriented Policy Area
- h. Village Center Policy Area
- i. Corridor Management Policy Area

3. What are the top three land use issues (be specific)?

- a. Residency: single family homes, row homes

- b. Businesses: Low budget businesses with no positive impact potential unless revitalized—catering to up and coming trends and lifestyles.

- c. Schools and other public facilities which need major renovations, not meeting today's needs.

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?

- a. Cemeteries?

5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?

- a. Inconsistent public transportation, over crowding of public transit. We need foot access to the rest of the county, particularly into Glen Burnie

b. congestion on existing, non adequate roadways while population growth expands around (on) it.

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?

a. Inadequate school activities and programs, staff and supervision We need higher standards in our hallways. Better help in our classrooms. Competent staff in our offices.

b. Overcrowding, inadequate student teacher student ratio, needs more special education identification and counselors

c. Safe walking routes for non bus students

7. What are the top three infrastructure issues in the community?

a. Too much residential without expansion of needs in businesses (shopping and working), childcare, education and much needed age appropriate entertainment.

b. Traffic situations not properly remediated for population growth including public transit and proper road maintained which causes taxing repairs on already stressed low income environments

c. Landscaping not properly maintained County branding should be done

8. What are the top three parks and recreation issues in the community?

a. Lacking family indoor/outdoor gathering space given the density and diversity of the area. Many homes housing multiple generations and facilities should adequately reflect their needs.

b. No space to enjoy pets/nature—to relax outside of home.

9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).

a. Cycle World—daycare—no licensed daycare anywhere, large laundromat with other accommodations (store inside, daycare inside? Small library inside?)

b. Various vacant homes/commercial lots along Richie hwy could be shops or mixed use for people walking

10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.

a. Entire North Richie hwy corridor in the Brooklyn Park , Glen Burnie change over (just past the MVA and on

b. Brooklyn Park Library and its access

11. Comments:

**CAC Form #1
Community Descriptions
Anne Arundel County
Plan2040**

The purpose of this form is to assist CAC members with identifying the principal characteristics of their communities, and conveying to the CAC and County long-range planners information pertaining to current conditions and relevant to future development to be included in Plan2040.

Submitted By: AMY LEAHY

Contact Info: plan2040cacsevernapark@gmail.com

Pertaining to Regional Planning Area (RPA): **4**

1. Briefly describe the area you are covering: Severna Park & a portion of Millersville

a. What are its predominant characteristics?

We are an area between 2 rivers, the Severn & the Magothy. Many of our communities are older waterfront with modest to expensive homes depending on when and where they are built. We are also on the main thoroughfare between Baltimore and Annapolis. Very family oriented area.

b. What are its most significant geographic features?

We have two major rivers, local streams, creeks, bogs and habitat protected areas. We also have close proximity to Baltimore, Washington D.C. and Annapolis.

c. What should we know about this area's history and culture?

This area was a farming & fishing community. There is much history with it being so close to the major cities and during one of our wars the Army had a rehabilitation facility in Carrollton Manor affiliated with Johns Hopkins Hospital. We had the railroad that ran between the largest city in Maryland and the State Capitol, and brought folks from the city to the waterfront summer homes. It was a working class area. There's a stone house that dates back to the 1700's and we have a rich history with older families such as the Robinson's, Folger McKinsey from the Baltimore Sun fame (who has a school named after him), Shipley family and many more.

d. What are the big picture changes you anticipate in the next 20 years?

Continued residential growth, especially since the Workforce Housing Bill was passed by the County Council. I expect to see more high density housing. We will have more traffic on the roads, more overcrowding of schools, and more crime due to the increased population. We'll also have more flooding issues if trees continue to be cut down for development.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:
 - a. Rural and Agricultural Policy Area
 - b. *Resource Sensitive Policy Area YES*
 - c. *Peninsula Policy Area YES*
 - d. *Neighborhood Preservation Policy Area YES*
 - e. Town Center Policy Area
 - f. Commercial Revitalization Area
 - g. Transit-Oriented Policy Area
 - h. *Village Center Policy Area YES*
 - i. Corridor Management Policy Area

3. What are the top three land use issues (be specific)?
 - a. *Inadequate infrastructure for population growth. Existing communities are unable to absorb the water runoff from newer construction. Trees need to be kept and not allowed to be clear cut.*
 - b. *Environmentally sensitive areas being destroyed due to over development and abuse of OPZ authority. We have habitat protected areas that the county does not seem to care about protecting (Cattail Creek).*
 - c. *The Cluster Zoning Law allows developers to build higher density homes on infill lots especially because of the desirable Severna Park Schools.*

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?
 - a. *Shorelines, bogs & marshes, rivers, creeks streams. Particularly the Magothy River, which has a total of 71 miles of shoreline.*
 - b. *Tree canopies along our older & historic roadways.*
 - c. *Trees being cut down for houses & shopping centers.*

5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?

a. *Congested roads, both local collectors and major highways. This leads to speeding and stupid mistakes on the part of drivers who get impatient. Many more accidents are a direct result of the congestion. Local roads are experiencing the speeding and improper use of marked lanes on Benfield Rd. because of the congestion on the roads.*

b. *Jumpers Hole Road where the S.P. Middle School is, and Kinder Farm Park, has been promised a sidewalk/hiker/biker path for at least 15 years now because of the unsafe conditions for residents and **students** walking along that roadway.*

c. *Failing intersections at key areas of Severna Park. Malfunction Junction is worse than ever because of the new businesses and homes along Leeland Dr. and Asbury (RT.648). Ritchie Hwy. at Magothy Bridge & Earleigh Heights is incredibly tough to get through in one light cycle even during non-peak times.*

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?

a. *Over capacity elementary schools (Oak Hill)*

b. *High congestion at the schools for pick-up by parents in the afternoons with cars spilling out into the travel lanes and impeding local traffic. There is nothing I found to address this issue. Traffic jams on Benfield at high school start and end times.*

c.

7. What are the top three infrastructure issues in the community?

a. *Lack of sidewalks on Jumpers Hole Road where people walk between the middle school and Kinder Park.*

b. *Roads incapable of handling the increased volume. Severna Park is a pass-through for commuters from north to south and east to west. We experience those folks driving from Baltimore to points south; Annapolis to points north; I-97 to points east; and Arnold/Broadneck to points west.*

c. *Traffic patterns have not kept up with the increased population. Perhaps a study should be done to change egress/ingress patterns to shopping centers, crossovers on Ritchie Hwy., and particularly around schools.*

8. What are the top three parks and recreation issues in the community?

a. *Lack of water access for the public*

b. *The new high school has locked down the track around the football field to the public. Many folks would like to use the track as they used to be able at the old one.*

c. *Newer communities are not being built with any usable recreation areas for residents. This puts a strain on neighboring community's recreational facilities and public parks.*

9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).

a. *I have none. We are built out.*

10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.

a. *Up & down Ritchie Hwy. especially during rush hour...of course many have probably already experienced that nightmare.*

b. *I believe the little 'town center' at McKinsey, B&A Blvd., and Riggs Ave. on a weekend will give a feel for the community gathering spot. Many families take advantage of the shops & restaurants in the area to get outside and with the bike path right there. It's very pedestrian and bike friendly.*

c. *You could pick any community off of Benfield Rd. or Evergreen Rd. to get a sense of what the waterfront neighborhoods are like. They make up the "meat" of why this area was platted out over 100 years ago. It's all about the water.*

11. Comments:

Our concern for this region is the automobile congestion, its impact on pedestrians, and that we have increased accidents as a result. The county planning & zoning office has allowed too much development without proper concern for the residents who live here. Being an older community, we have limited ability to widen our roads; build sidewalks where none were needed in the past; and build new roads to ease congestion off of the existing ones.

We have older communities (100 years or so) and families who have lived here for generations. We are a community in transition with older residents moving to retirement homes and the younger folks moving into the neighborhoods with their school aged children. They move here for the schools and the strong sense of community. Very family oriented.

It's frustrating that the main road through Severna Park is a state controlled road, so we locals have little-to-no say in its planning. The State of Maryland has designated Severna Park along Ritchie Hwy as a priority funding area, much to our dismay, and this means we will continually be fighting high density or poorly thought out residential developments along Ritchie Hwy, that will put children standing on a major highway to get picked up and dropped off by school buses; add additional traffic entering & exiting the road that will increase the chances of accidents; and add to our already over-extended roadways. And our overcrowded schools.

**CAC Form #1
Community Descriptions
Anne Arundel County
Plan2040**

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Submitted By: Elizabeth Ysla Leight

Contact Info: plan2040CACRussettMDC@gmail.com

Pertaining to Regional Planning Area (RPA): 2

1. Briefly describe the area you are covering:

a. What are its predominant characteristics? The Western-most border has Laurel Park, a historical landmark and the Oxbow Preserve is an critical area preserved for wildlife. The Patuxent Wildlife Preserve North Tract is a nature research center and wildlife preserve. The National Park Service controls the BW Parkway are from 175 to the PG County line. There two airports. Tipton and suburban (inactive) in the area. Russett has hike and bike trails. Need hike bike trails

b. What are its most significant geographic features? There are archeologically protected areas in Russett. The Patuxent river runs through the area.

c. What should we know about this area's history and culture? It was a mill town, a military war encampment, which latter became Camp George Meade in WWII. Laurel Park is a major entertainment venue and employer, Ft. Meade is a major employer in the area. Surrounding areas are occupied by contractors.

d. What are the big picture changes you anticipate in the next 20 years? More development around Ft. Meade , more development in Rt 198 corridor at Rt 295. Need for commercial development and services. Schools and increased transit hubs, community and senior centers. Bike and walkways and more social venues.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:

- a. Rural and Agricultural Policy Area--Jessup
- b. Resource Sensitive Policy Area—Patuxent Nature Preserve
- c. Peninsula Policy Area-n/a
- d. Neighborhood Preservation Policy Area-Jessup and MDC
- e. Town Center Policy Area-n/a
- f. Commercial Revitalization Area-Rt 198 area
- g. Transit-Oriented Policy Area-train stop at Annapolis Junction and at Laurel Park
- h. Village Center Policy Area-mdc
- i. Corridor Management Policy Area-MDC

3. What are the top three land use issues (be specific)?
 - a. Dense housing on Whiskey Bottom and Rt 198 (Watershed) creating traffic congestion, school congestion.
 - b. Potential site for Maglev train in MD City
 - c.

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?
 - a. Laurel park
 - b. Oxbow preserve
 - c. Ft Meade area

5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?
 - a. congestion
 - b. Lack of transportation for seniors
 - c.

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?
 - a. Overcrowding, need new schools
 - b. Inadequate community services and after school facilities
 - c. Lack of safe walking routes
7. What are the top three infrastructure issues in the community?
 - a. Road construction upgrades
 - b. need police substation
 - c.
8. What are the top three parks and recreation issues in the community?
 - a. Lack of youth fields
 - b. Maryland City Park outdated, lack of lighting for dog park and sports park
 - c. Lack of indoor sports venues

9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).
 - a. Hotels on Rt 198—remove hotels and build grocery stores and other shopping areas, Senior center
 - b. Oak Hill area—work force housing or apartments
 - c. Sports venues needed—soccer, tennis other youth sports

10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.
 - a. Laurel park
 - b. Russett Community Assn.
 - c. Maryland City Park

11. Comments: Need emergency services in area, no hospitals within 30 minute ride only private medical facility or walk-in non-emergency treatment center.

CAC Form “#1
COMMUNITY DESCRIPTIONS
AA COUNTY-PLAN 2040

RPA 4—BROADNECK PENINSULA

1.a. PREDOMINANT CHARACTERISTICS:

- Has a population of 47,000 residents-(Broadneck Peninsula)
- Extends from the Chesapeake Bay upwards to Severna Park
- Is a Peninsula between the Severn River Bridge and Chesapeake Bay Bridge
- Farmland, horse farms, established old waterfront communities dominate south Broadneck and more commercial properties/town homes are present on the north side of Rte #50/301.
- Includes heavy seasonal traffic to the De. and Md. beaches on the E/W Rte #50/301 corridor between the Severn River Bridge and the Bay Bridge
- Is the location for Cape St. Claire that includes over 8000 residents and a small shopping area

b. Geographic Features:

- Located between the Magothy and Severn Rivers on the Chesapeake Bay.
- Encompasses 25.3 SQ. miles, 75 miles of shoreline on the Chesapeake Bay.
- Includes the Greenbury Point Naval Station with significant open space
- Sandy Point State Park that attracts thousands of visitors/traffic in summer season.

c. Area History and Culture:

- Boasts of many historic roadways, farms and estates on the Chesapeake Bay and the Severn and Magothy Rivers.
- Is the location of Providence at the southern end of the Broadneck Peninsula that is the site of the first white-(non native) settlers in Maryland.
- Includes a significant area of Federal property in support of naval operations on the Chesapeake.

d. Big picture in next 20 years:

- Installation of the 3rd span of the Bay Bridge requiring the widening of all approach roads on the Broadneck Rte #50/301 as well as associated roads –ie: College Parkway and Re #2.
- Devastating increase in traffic engulfing Broadneck Rte #50/301 and Rte #2 corridors
- expanded development activities driving attempts for upzoning to support increased density to further the construction of cluster developments and townhomes.
- Increased degradation of our forests and expanded stormwater pollution due to poor County environmental laws and enforcement.
- full automation on Bay Bridge toll collections
- improved bike/walking trails in Broadneck, Arnold and Severna Park
- Development of David Taylor Naval Yard Research Park

2. IDENTIFY ALL PROPOSED DPA CATEGORIES WITHIN THE AREA

- Peninsula Policy Areas
- Village Center Policy Area
- Rural and Agricultural Policy Areas
- Neighborhood Preservation Policy Areas
- Commercial Revitalization Areas
- Corridor Management Areas

3. TOP 3 LAND USE ISSUES?

1. There is no forward planning/funding in advance for road construction to accommodate increased traffic from Annapolis to the E. Shore and north to Baltimore. This must include widening of (a) Rte #2 from the Rte #50/301 Broadneck interchange- north to Glen Burnie; (b) College Parkway; (c) Rte #50/301 from Rte #97 to the Bay Bridge-(and E. Shore corridor extension). No public input allowed by MdTA on the timeframe for the current 2 year closure of the 3rd lane of the W/B north Bay Bridge with only summertime exceptions for beach traffic. This action will seriously impede business hour traffic.
2. Improved traffic conditions will bring new attempts by developers to gain variances/permits to increase development in the Broadneck area resulting in an increase in impervious surfaces causing stormwater that will directly contribute polluted runoff into our watershed.
3. Forest decimation by developers-especially in the Broadneck watershed properties will remove these important agents of infiltration resulting in an increase in stormwater pollution especially in the Critical Areas

4. NAME 3 MOST SIGNIFICANT AREAS IN THE COMMUNITY FOR CONSERVATION ACTION:

1. We need restrictions enforced on developers in ALL of the mentioned areas listed-- such as shore line limitations, cessation of deforestation activities, prevention of stormwater runoff, stricter laws for canopy protection/expansion and protection of open space and most important the procurement of tree banks for the replanting of trees by developers who are required to perform tree replacement for mitigation of tree losses in construction sites.
2. The Broadneck Peninsula's 75 miles of shoreline needs protection by enforcing stronger State Government Critical Area laws along with updated and improved AA County Code that assures environmental preservation of our watershed. Restrictions must be imposed on unrepentant developers from being granted permits and variances from the County OPZ and I&P causing further destruction of our forests and associated geography.
3. Effective stormwater management (SW) facilities laws must be legislated and enforced in AA County. The laws governing SW management must be rewritten and enforced to prevent sloppy development resulting in polluted runoff from defective design and incorrect engineering. AA County Inspections and Permits needs to increase their staff to allow acceptable times for qualified, trained and experienced inspectors to carefully assess the completed SW facility to include a 2 year bond to assure a new property owner protection from an inadequate and poorly designed SW system.

5. What are the 3 top transportation issues in the community? Are these addressed in the new transportation plan? Who to address?

- Inadequate highways: Increased traffic on Rte #2/College Parkway and Rte #50/301 brings demand for road widening for both corridors. Our service roads --parallel/adjacent to Rte #50/301

–(E. College Parkway on the north and Whitehall Rd and Skidmore Dr on the south side)-- are packed with summer beach travelers trying to jump ahead of highway beach traffic to get to the tolls faster. These vehicles block our service roads and prevent homeowners from reaching their homes/communities requiring residents to sit for hours in traffic on beach weekends. There are no laws that are approved by the Federal Government to prevent these vehicles from using service roads to reach the Bridges. To further exacerbate the traffic problems the State of Md MdTA has named the 3 potential Chesapeake Bay Crossings with all originating from AA County. The addition of a 3rd span to the Broadneck E/W Corridor will decimate the Rte #50/301 highway with beach traffic for 4 months during beach season. Residents cannot reach their homes now due to packed traffic backups that are common even without an accident. Any accident on this corridor can close down the entire Peninsula for hours especially if the accident occurs on the Bay Bridge.

- There is very inadequate public safety traffic management on the Rte #50/301 beach corridor during summer months due to the limited State Police budget. AA County Police must spend their overtime budget on the Broadneck Peninsula STATE highways to substitute for the absent State Police-who own responsibility for Sandy Point State Park and Rte #50/301 as State properties. We need additional State Police patrols as there is currently only one State Police team assigned to cover the Broadneck area and extending north to Rte #32, west of #97 and east back to Rte #50/301.
- There is little probability of public transportation on the Broadneck Peninsula.
- There must be comprehensive studies done to investigate alternate options to transport vehicles across the Bay from AA County. These include high speed ferry service and a tunnel such as the Chesapeake Bay Tunnel in Virginia. Traffic estimates confirm 100K travelers/day during summer weekends. Contra-flow traffic to open the 3rd lane on the north Bridge to E/B traffic on Fridays and Saturdays has been shut down due to complaints from Kent Islanders who reject slow traffic on their island. There are (est) 19K residents of Kent Island with almost 50 Broadneck residents and hundreds of thousands driving east from DC, PG County, Severna Park, Baltimore-all backed up from crossing the Bridge E/B when the 3rd lane of traffic is closed to E/B travelers and open to W/B travelers crossing Kent Island. The Western Shore is in lockdown unable to utilize the 3rd lane E/B as Kent Island is protected from experiencing slow W/B traffic on Fridays/Saturdays. Kent Island cannot continue to be a priority for their use of the 3rd lane on the W/B Bridge.

6. The top 3 school issues in the community addressed in the New School Master Plan? How to address?

1. Security/safety of our children is the top issue facing ours RPA with the proliferation of criminal activity in/near our schools. Roadways, crosswalks and sidewalks need to be improved with pathways/walkways/bike trails/pedestrian trails modernized to accommodate students who wish to walk/bike to school. Interfaces with local transit system must be explored.
2. Planning and budgeting far in advance of the need to expand school buildings must be implemented. We cannot wait until a school is 90% utilized and then bring in trailers to accommodate expanding populations.
3. Developers must be prevented from building when a 6 year hold has passed and no additional school buildings are planned. This is unacceptable. New legislation must be passed to enforce a moratorium on building until a new school is BUILT, not until 6 years has passed to accommodate new construction when the developer knew at the time the property was under development that the schools could not hold any additional students in that geography.

7. What are the top 3 infrastructure issues in the community?

1. Bay Bridge must have MdTA perform upgrades to the two existing older spans while the location of the 3rd projected span must be outside of AA County. The Broadneck has given enough!! Approach roads to the Bridges (to include Rte #2, College Parkway, Rte #50/301) must be widened and improved. Review and revitalization of the nearby Sandy Point State Park roadways/entrance/parking areas and accessory building must be funded and scheduled.
2. Funding to complete our Broadneck/Severna Park bike and pedestrian trails must be procured to allow extensions of bike trails to our schools-- to keep children off our roadways.
3. Dredging of our creeks must be funded. Waterfront properties are engulfed with runoff and silt from developments, nearby farms, brown spaces, impervious surfaces and open fields. As the silt increases, docks are unusable as the water depth is too shallow for boaters to navigate into their waterways. High tax paying waterfront property owners lose their pier access due to runoff from adjacent lands. Funds must be expended to help dredge these waterways when developers contribute to runoff due to inadequate SW facilities. They must pay 100% in impact fees.

8. What are the top 3 parks and rec issues in the community?

1. Expand more waterfront access, provide boat ramps and open more beaches for public use.
2. Increase focus on activities in parks and Rec areas for senior activities
3. Extend bike/pedestrian trails throughout the Broadneck area.

9. List the top 3 specific properties that would be suitable for redevelopment and indicate the type of redevelopment project for each property listed that would best serve the needs of communities.

The top 3 properties in the Broadneck RPA suitable for redevelopment are:

1. The Jamal shopping mall located at the west end of the Bay Bridge on Rte #50/301. This property can be the location of offices, stores, restaurants, bank and other commercial options. It needs redevelopment as the mall is underutilized and not highly rated as a shopping mall that it was the original plan.
2. Nearby is an adjacent property that used to be the Whitehall Inn. It has been deteriorating for years after it closed for business. It is surrounded by fields and would be a valuable location for workforce housing.
3. TBD—There are lots in Cape St. Claire zoned R-5 that may be suitable for WF Housing as over 200 parcels are available for sale. This is a complete community package off of College Parkway/Rte #50/301.

10. List the top 3 specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it.

1. Cape St. Claire –a waterfront community of over 7800 residents that offers a beach and docking facilities plus a small shopping center. The community has both expensive waterfront lots as well as modest workforce type housing.
2. Whitehall, the waterfront mansion on the Chesapeake Bay that is a showcase of history. Beautiful to visit by boat.
3. The US Naval Academy and the Naval Research Station near Greenbury Point that are the key waterfront locations. Greenbury Point houses the last few remaining powerful radio towers that have been the major communications devices-especially during wartime-that have operated on the Chesapeake Bay and the Severn River.

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Submitted By: Charles Mannion

Contact Info: plan2040cacbwi.linthicum@gmail.com

Pertaining to Regional Planning Area (RPA): 1

1. Briefly describe the area you are covering: Linthicum/BWI
 - a. What are its predominant characteristics?
 - Linthicum is a historic residential neighborhood that co-exists with the BWI airport and the commercial and retail sprawl that the airport spawned. Northrop Grumman (formerly Westinghouse) has had a presence in Linthicum for more than 50 years and is one of the county's top employers.
 - b. What are its most significant geographic features?
 - The area is densely developed but there are still a few wooded areas and the Patapsco River runs through the North Linthicum area.
 - c. What should we know about this area's history and culture?
 - Before BWI Linthicum was a sleepy town served by the Baltimore and Annapolis Railroad which transported passengers to Baltimore much like today's light rail (which uses the same right-of-way). The Linthicum train station served as the local library in the sixties after train service had ceased. The train station still stands today and is used as office space for a local accountant.

There is a recognized historic district in the heart of old Linthicum.
 - d. What are the big picture changes you anticipate in the next 20 years?
 - The Linthicum/BWI area is substantially built out. The airport will likely continue to expand within its existing footprint but there is no additional property available for airport expansion. Both MAGLEV and underground tube travel have been discussed linking Baltimore and Washington D.C., and eventually New York City. If either of these mass transit options come to fruition, they will could have a significant impact on Linthicum because it lies in the most direct route between the two cities. The Linthicum community, as well as other affected communities such as Odenton, have been fighting MAGLEV for several years.

Linthicum is home to many long-time residents that are aging out of their current housing. The demographics have already started to change but change should accelerate in the next 10 to 20 years.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:
 - Critical Economic
 - Neighborhood Preservation Policy Area
 - Transit-Oriented Policy Area

3. What are the top three land use issues (be specific)?
 - a. Encroachment of commercial development on the Linthicum residential area in proximity to the BWI airport
 - b. Deforestation of limited wooded areas due to continued development
 - c. Unwanted commercial development such as drug detox center, drug treatment physician practice

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?
 - a. Patapsco River shoreline
 - b. Forested area and hiking/biking trail adjacent to BWI Airport
 - c. Historic residential district

5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?
 - a. The community has long been opposed to light rail and has tried to have the Linthicum station closed without success. The light rail has been blamed for crime in the area, however there has never been a formal study showing that and the county police do not feel that light rail has increased crime. Security around the light rail stations and on the trains themselves need to be improved. This is a State of Maryland operation and not an issue the County can control without significant expense to increase police presence around the stations.
 - b. Other than light rail mass transit is lacking in the area. It is easy to get to downtown Baltimore and north to Hunt Valley on light rail but very difficult if not impossible to get anywhere else. Increased transit options to Annapolis, Fort Meade, NSA and other large employment centers are needed.
 - c. The possibility of having MAGLEV or the underground tube travel envisioned by Elon Musk would cause disruptions to the Linthicum area and would not really benefit Linthicum's citizens. If high speed travel is needed it needs to be done via existing rights-of-way and with minimal impact to surrounding residential communities.

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?

I'm not able to respond to this. As far as I know there is some overcrowding at the elementary and high schools.

7. What are the top three infrastructure issues in the community?
- a. Lack of sidewalks in many areas that adversely affects the walkability of the community.
 - b. Local roads, both County and State, are generally in horrible shape throughout the residential community.
 - c.
8. What are the top three parks and recreation issues in the community?

The county recreation facilities seem adequate for the area and are generally well maintained. This is not usually a significant complaint of Linthicum residents.

9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).
- a. The North Linthicum light rail station is an opportunity for a mixed transit development. A combination of retail, residential and office space would be a welcome addition to that area. This idea was considered by the Linthicum/BWI Small Area Plan group nearly 20 years ago and the residential neighbors were against this so it was not part of the final recommendations. The idea may be worth revisiting.
 - b. The Linthicum/Shipleigh shopping center has been around for more than 50 years. Although there have been additions and renovation over the years the property could support more commerce and possibly a small amount of residential space.
 - c. The Ferndale light rail station, the Cromwell light rail station and the BWI business district light rail station are all candidates for mixed transit use development.
10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.

- a. Take a ride on light rail from Cromwell Station to the North Linthicum Station. Exit the train and walk around the perimeter of the Ferndale and North Linthicum stations. Exit the train at the Linthicum station and walk up the steps on both sides, one set of steps leads to a quiet residential area and the other set of steps leads to the Linthicum/Shipleigh shopping center and the Linthicum firehouse.
- b. Drive from the airport through the hotel district noting the development along Elkrige Landing Road and West Nursery Roads and continue to the intersection of Hammonds Ferry Road and West Nursery Road. Have a crab cake at G and M's restaurant.
- c. Visit the historic Benson Hammond house adjacent to the airport on Aviation Blvd. The house is open for tours on the second Saturday of each month between March and December from 11am to 3pm. Or, visit during the Strawberry Festival in June each year.
www.aachs.org/benson-hammond-house/

11. Comments:

CAC Form #1
Community Descriptions
Anne Arundel County
Plan2040

The purpose of this form is to assist CAC members with identifying the principle characteristics of each of their communities, and conveying to the CAC and County long-range planners information pertaining to current conditions and relevant to future development to be included in Plan2040.

Submitted By: Jessup Contact Info: Gary Mauler; plan2040.cac.jessup@gmail.com

Pertaining to Regional Planning Area (RPA): 1

1. Briefly describe the area you are covering:

a. What are its predominant characteristics?

Jessup is mainly R1 zoned land. The Historic Jessup/Hanover district is, in some place's bordered by commercially zoned property. There is a small area of commercial C1 zoning along Rt. 175 from National Business Park, east towards Rt. 295. There is a transitional SB zone along Rt. 175 as a buffer between The National Business Park development and Homes South of Rt. 175 and the R1 residential homes along Rt. 175 and to the North. There is a very small W4 property to accommodate a long-standing business at the intersection of Race Road and Orchard Avenue.

Jessup is a diverse community of old and new homes, with residences brought together by our close proximity to Ft. Meade, Washington DC, and Baltimore City. Within this approximately 3 miles by 1-mile area are horses, goats, chickens, pigs, guineafowl, in addition to the normal dogs and cats. There are small farms, single family homes and four 'cluster housing' communities that are new to the area.

Jessup has 2 community parks/recreational areas and Jessup Elementary School is located within this boundary.

b. What are its most significant geographic features?

- Rolling hills,
- Old growth forested lots
- Streams,
- Heavy clay soil,
- Wetlands,
- Heavy water runoff and flooding.

c. What should we know about this area's history and culture?

There are 2 historic homes in our community. The ASA Linthicum House and the George Warfield House. Jessup is also known as the "Jessup Cut" because a large clay hill was leveled to lay train tracks and the clay was used to build the Jessup House of Correction.

History - Mary Briggs, a citizen who researched and wrote much of the Jessup history, traced it's past to the 1700's, where neighbors have witnessed:

1. The first trains to enter Washington, DC.
 2. Preparation for the sending of the first telegram in the world.
 3. Lincoln's Funeral Train on the way to New York.
 4. The Freedom Train.
 5. Horse-drawn fire engines transported in freight cars from Washington to Baltimore to fight the great Baltimore Fire in 1904.
 6. Many troop trains during the American Civil War and World Wars I and II.
 7. Various types of locomotives – wood burning, coal burning and diesel motors (first used in 1935).
- Jessup MD was one of three main stations between Baltimore and Washington

In addition, Jessup is home to a number of MD Prisons. Was once a summer camp for people from the "big city". Is home to workers at Ft Meade and NSA. Strip mines can still be seen when iron ore was mined here. Produce and tobacco was grown at the historical Blob's Park farm.

Jessup residents are proud of our rich historical rural heritage.

It has been accepted that Rt. 175 was originally an Indian trail and used by George Washington when traveling to Annapolis. Vehicular traffic came with the railroad and the road was paved in 1929.

- d. What are the big picture changes you anticipate in the next 20 years?
2. Identify all Proposed Development Policy Area (DPA) categories located within the area:
 - a. **Rural and Agricultural Policy Area**
 - b. Resource Sensitive Policy Area
 - c. Peninsula Policy Area
 - d. **Neighborhood Preservation Policy Area**
 - e. Town Center Policy Area
 - f. Commercial Revitalization Area
 - g. Transit-Oriented Policy Area
 - h. Village Center Policy Area
 - i. Corridor Management Policy Area
 3. What are the top three land use issues (be specific)?
 - a. Preservation
 - Land
 - Forest
 - b. Traffic
 - Failed regional transportation grid
 - c. Streams and wetlands

- d. Greed based zoning
4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?
 - a. Tree canopy / Forested areas – flood reduction
 - b. Historic homes/buildings
 - c. Storm water management - flooding
 - d. Open space
 - e. Community people recreation/learning/play spaces
 5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?
 - a. Heavy truck and car traffic using narrow community streets built for horse and buggy carts.
 - b. Heavy congestion on MD 175 – stop and go traffic.
 - c. Road rage during rush hours
 - d. East/West Traffic cut through community
 - e. Home owners forced to do “right in / right out” from their driveways.
 - f. No U-turns lanes
 6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?
 - a. Safe walking paths and bike lanes – street lights
 - b. New High school
 - c. After hours STEAM resources for MAKERS
 - d. Nature walk / passive park adjacent to school
 7. What are the top three infrastructure issues in the community?

- a. Roads, Roads, Roads
 - b. Recreation facilities for family events and outings
 - c. MAKER space
 - d. Senior Center
 - e. Teen Center
 - f. Community gardens
 - g. Dog parks
 - h. Handicap park facilities
8. What are the top three parks and recreation issues in the community?
- a. Parks that cater to family events / parties
 - b. Walking path / nature walks
 - c. Parks co-located to mixed use and new high density developments.
9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).
- a. Does NOT apply to Jessup - already done and new projects already planned and some being built today.
 - b. Ft Meade Boom Town could use a major makeover. Problem is that MDOT is not working with our GDP and Ft Meade is not cooperating with state and county (we are told)
 - c.
10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.
- a. Elm street development and National Business Parkway
 - b. MD 175 from Ft Mead to US Rt 1.

- c. Wigley Ave.
Forest Ave to Dorsey Rd.
Race Road to Dorsey Rd.
Orchard Ave.
Montevideo Rd.

11. Comments:

Being that Jessup is an older community it does provide opportunity for lower cost housing in addition to new construction.

R1 taxing of farm land uses in Jessup is forcing property owner to sell to developers at reduce rates

Major concern is that at least one County Council member, not from Jessup, has already indicated she will support more unwanted development in Jessup before she has even seen the output from the CAC!

A long running attitude of “not in my back yard” by people in other parts of the county has severely impacted the “quality of life” of the residences in West County.

Major concern about the total disregard of the last Jessup/MD City Small Area Plan by P&Z, Hearing Officers, the Board of Appeals, and elected officials.

Jessup is well acquainted with the negative effects of “greed based zoning” when a developer with the blessing of P&Z and the previous County Council was able to spot zone property based on the developer’s financial gain.

Based on surveys that were done in Jessup, many people moved to Jessup from high density areas around Baltimore. Their stated reason was because they wanted land to raise animals such as horses, pigs, goats, chickens, cows or that wanted to grow food. One homeowner, in a Small Business lot on RT175 sells eggs.

CAC Form #1
Community Descriptions
Anne Arundel County
Plan2040

The purpose of this form is to assist CAC members with identifying the principle characteristics of each of their communities, and conveying to the CAC and County long-range planners information pertaining to current conditions and relevant to future development to be included in Plan2040.

Submitted By: William Moulden, Crownsville RPA Representative.
Contact Info: plan2040caccrownsville@gmail.com

Pertaining to Regional Planning Area (RPA): 6

1. Briefly describe the area you are covering:
 - a. What are its predominant characteristics?

The predominant characteristic of RPA 6 (Crownsville) is that of a rural buffer between the highly developed city of Annapolis, the *Parole Growth Management Area*, the *Parole Towne Center*, and the Crofton/Waugh Chapel, and Odenton areas to include the *Odenton Town Center*. This rural buffer characteristic of Crownsville has been universally described in all Anne Arundel County General Development Plans since zoning began in 1951. RPA 6 is a sparsely populated residential area dominated by forests and historic locations.

- b. What are its most significant geographic features?

RPA 6 (Crownsville) is a sparsely populated (lowest in the County) forested area. It is bisected by Generals Highway (RT 178) and contains large open spaces owned by the public to include: the Crownsville State Hospital, Bacon Ridge Natural Area, Anne Arundel County Fairgrounds, the Eisenhower Golf Course, along with a preponderance of designated historical features (the most significant of these is Belvoir Manor). Many communities are situated on peninsulas wrapped by waterbodies and sensitive areas, areas confined by limited road access.

- c. What should we know about this area's history and culture?

Crownsville was first populated by Native Americans beginning 12,000 years ago. The Piscataway were the last dominate tribal nation prior to the arrival of European settlers. European settlement in Crownsville is a rich complex history dating back to major land grants from the English crown (King Charles II, 1664) as combined with the oral storied histories of indentured servants, slaves, and 18th Century ascending free blacks.

Notably, Generals Highway (RT178) is named in honor of General Washington and French General Rochambeau whose respective armies used the route to engage the British army at the decisive battle of the American Revolution – Yorktown. General Washington also used this route on 23 December 1783 to resign his commission of Commander-in-Chief of the Continental Army, this instant moment now commemorated & frozen in time at our state capital. The first time in world history that a victorious commander did not install himself as the new king, emperor, Caesar, khan, et.al. Interestingly, the French army was quartered at Belvoir Manor along this route (later the boyhood home of Francis Scott Key while he attended St. John’s College). The colonial mansion at Belvoir Manor situated on 144 acres still exists today, though in most recent years has begun to degrade due to neglect.

Emerging today is the lamentable history of the Crownsville State Hospital now of national notice. A history of abuse once considered as culturally normal and most recently illustrated in the movie, *The Immortal Life of Henrietta Lacks*, executive producer Oprah Winfrey. A history that should not be forgotten. Other notable sites include: Charles Water’s Mill, the Savoy slave quarters site, the Rising Sun Inn, the Three Mile Oak site, Baldwin Hall, along with numerous Native American sites.

- d. What are the big picture changes you anticipate in the next 20 years?

The future use of the Crownsville State Hospital property. Finding a transportation solution for I-97 that will lessen the traffic burden on our rural road, Generals Highway. The implementation of forest preservation and watershed solutions that will protect our natural resources in the Crownsville Regional Policy Area. Finding a solution to prevent the continuation of piece meal developmental sprawl along Crownsville’s arterial roads.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:
- a. **Rural and Agricultural Policy Area**
 - b. **Resource Sensitive Policy Area**
 - c. **Peninsula Policy Area**
 - d. **Neighborhood Preservation Policy Area**
 - e. Town Center Policy Area

- f. Commercial Revitalization Area
- g. Transit-Oriented Policy Area**
- h. Village Center Policy Area
- i. Corridor Management Policy Area

The above list too seems incomplete. An example being the absence of a recreational policy area guiding future parks and trails. Additionally, adjoining RPA policies such as *Town Center Policy Area* is of significant importance and interest to the Crownsville RPA and should be considered here, even though it is just across a line.

It is assessable that these above local government identifications should be made by the County departmental staff that created them in order to be inclusive. And, then reviewed by the CAC GDP Committee.

3. What are the top three land use issues (be specific)?
 - a. The County surplus property acquisition of Crownsville State Property and its future development that does not negatively impact the currently strained adequate facilities of the Crownsville RPA.**
 - b. Preventing piece meal sprawl along the Generals Highway (RT 178) corridor and retaining the rural character of the Crownsville RPA as a buffer between several large growth management areas.**
 - c. The restoration of the Jabez Branch and Severn Run using current regenerative stream techniques that reconnects these urban stormwater degraded wetlands to the landscape. And, accordingly interdicting the massive sediment and nutrient loading of the Severn River and Chesapeake Bay from these urbanized watersheds.**

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.) ?
 - a. The Crownsville State Hospital and Belvoir Manor.**
 - b. The entire RPA should be protected from costly residential and commercial sprawl. Crownsville is sparsely populated and is dominated by forested areas littered with a long list of historic places and roads. The entire sparsely populated rural buffer should be considered as a single preservation point of interest.**

c. Continued protection of all forested areas and constrained roads serving peninsula communities, along with existing conservation areas and all properties that have conservation easements to include: Severn Run Natural Area, Bacon Ridge Natural Area, Brewer Pond Natural Area, the Green Cathedral (Sahlin Farm), along with the hundreds of private easements currently being inventoried by the County.

5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?

a. Road congestion and failing intersections during peak hour traffic. The problem, while identified, is wholly absent in the new transportation plan. I-97 must be redesigned, thus freeing Generals Highway's overburdened commuter traffic use.

b. Generals Highway must be preserved as a Scenic Byway and not be widened.

c. State Highway Administration must review access to residential neighborhoods from Generals Highway for safe ingress and egress and provide adequate roadway features for same. E.G.: Cranberry Woods needs a left/right turn center lane on Generals Highway to provide safe access during rush hour traffic.

Regarding, ... *what could be done*. Road congestion and failing intersections is a consequential result and is persistently exacerbated by current County law, Code that favors out-of-county developers over the citizens that live here. As solicited above, I will elaborate.

An option that does not require costly capital expenditures is to simply return to County *Adequacy of Facilities* law prior to 2005. In that prior day the developmental impact to roads, schools, water & sewer were a prime consideration focused on the general public. In the presence of a road's failing level of service, or failing intersections, further development impacting failed facilities would not have been permitted. Or, the developer would have been required to provide at their expense a solution to mitigate the developmental impact of increased traffic. This pre-2005 County Code served the interests of the general public. It should be reviewed and re-enacted to help resolve both traffic and tax payer burdens in paying for the direct impacts of residential and low-intensity commercial sprawl.

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?

a. Approximately half of Anne Arundel County's operational budget is dedicated to schools. However, the County has little jurisdiction in how these funds are spent. Former County Executives and County Council Members questioning school fiscal responsibility have been unfairly and publically criticized. A State of Maryland legislative remedy should be enacted to proffer shared responsibility between local government bill payers. There is a complexity here rarely discussed by our school board, when providing for children. Namely, we live in a tax-capped County. A County that needs to provide proper police & fire protection, public services & capital improvements, along with providing proper County administrative functions. These public functions should be balanced with the ever growing fiscal requests of public schools.

b. Provide complete roads leading to schools that include pedestrian walkways.

c. Overcrowding, educational profferings, school safety, and other like issues is deferred to the expertise of the current school administration.

7. What are the top three infrastructure issues in the community?

a. No widening of General's Highway (RT 178), no water and sewer improvements along General's Highway. Specifically, prevent infrastructure projects that trigger by-law up zonings and subsequent costly sprawl serving to destroy the rural character of RPA 6 (Crownsville).

b. Acquire the Crownsville State Hospital as a surplus property transfer.

c. Acquire Belvoir Manor as an exceptional recreational and historical preservation property tip-fitted with adjoining County holdings – and as a joint venture with the State of Maryland. Save this national treasure from the neglect of its current non-profit owner focused elsewhere.

8. What are the top three parks and recreation issues in the community?

a. Acquire the Crownsville State Hospital and Belvoir Manor.

b. Acquire the last parcels of the South Shore Trail, then construct the County's South Shore Trail Plan connecting a pedestrian & bike path from Odenton to Annapolis following the abandoned rail line.

c. Reconsider the proposed and locally unwanted County Tennis Facility in Millersville.

9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).

a. Crownsville State Hospital. The bulk of the property should be used as a solar farm generating an estimated \$250K to the County's operational budget. A solar usage qualifies for basic & existing federal grants to demolish the hazardous on-site buildings (asbestos) - the great redevelopment mission stopper expense for the past 30 years. Maryland's congressional delegation should be inspired to make this happen for us. A passive usage negates public facility impacts and expenses such as the formerly proposed stadium, or residential subdivision sprawl. Additionally, it leaves space for current vendors providing social services, along with an anticipated facility commemorating the hospital's legacy. The annual unrestricted operational contribution provides a stipend for public on-site services.

b. Belvoir Manor. 144 acres adjoining the County Fairgrounds & the County's Eisenhower Golf Course, and the eventual South Shore Trail from Odenton to Annapolis. The property is currently held in trust (gifted to them) to the Anne Arundel County Medical Center. While the hospital provides expert service to its patients, this historical national treasure is degrading via off-mission hospital neglect. It should be purchased at fair-market value from the hospital. The State of Maryland should be the primary bill payer, as secured by our County delegation. The historic & archaeological restoration and future interpretation of the site should be in keeping with local and state leaders closely associated with Maryland history.

c. Generals Highway dump site behind Rams Head Road House. Preserve to prevent costly residential sprawl.

10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.

a. Visit Crownsville State Hospital. Note, the acreage adjoining other County public holdings.

b. Drive the length of Forest Drive, from HWY 50 (Aris T. Allen exit) to Bay Ridge during a peak commute time. Do the same thing for Riva Road & Bestgate Road. Then drive General's Highway from the Annapolis Mall to Old Generals Highway through Millersville, the last right turn prior to US HWY 97. While touring, note that all these roads had the same two-lane character 35 years ago. However, via road all these, "improvements", to Forest Drive, Riva Road, and Bestgate Road all improvements precipitated massive sprawl and subsequently exacerbated failed roadway levels of service and serial failed intersections – in each and every case.

The instructional point is that improving (widening a road) triggers unstoppable higher density zoning changes all permissible by legal function of County Code. As a distinct lesson-learned, no one here wants a "road improvement" beyond a traffic signal – which can survive existing County Code upon a zoning application that is based upon a change-of-character legal standard.

c. Visit Belvoir Manor. Note, the acreage adjoining other County public holdings. Note, the derelict condition of this nationally significant colonial home no longer properly maintained by the Anne Arundel Medical Center, a.k.a Hospice of the Chesapeake, Inc.

11. Comments: **See above.**

**CAC Form #1
Community Descriptions
Anne Arundel County
Plan2040**

The purpose of this form is to assist CAC members with identifying the principle characteristics of each of their communities, and conveying to the CAC and County long-range planners information pertaining to current conditions and relevant to future development to be included in Plan2040.

Submitted By: William Shorter

Contact Info: plan2040cacglenburnie@gmail.com

Pertaining to Regional Planning Area (RPA): **3**

1. Briefly describe the area you are covering:
 - a. What are its predominant characteristics?
Some of the communities within the RPA includes:
Point Pleasant
Marley
Freetown
Corkran
Old Mill
 - b. What are its most significant geographic features?

We are very dense in residential and business centers. The only major waterway is the Marley Creek.

- c. What should we know about this area's history and culture?
Glen Burnie was named after Ellias Glenn's property, "Glennsburne." The official name "Glen Burnie" came in the 1930s.

- d. What are the big picture changes you anticipate in the next 20 years?
As younger families move into the area and the aging population looks to make their living accommodation more accessible, diversity in housing communities will become important. Also, looking at economic re-development for small businesses will become essential in growing the tax base for the county.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:
 - a. Rural and Agricultural Policy Area
 - b. Resource Sensitive Policy Area
 - c. Peninsula Policy Area
 - d. Neighborhood Preservation Policy Area
 - e. **Town Center Policy Area - Yes**
 - f. Commercial Revitalization Area
 - g. Transit-Oriented Policy Area

- h. Village Center Policy Area
 - i. **Corridor Management Policy Area - Yes**
3. What are the top three land use issues (be specific)?
 - a. Deforestation - Marley Neck Boulevard; Old Mill community
 - b. Economic Re-Development - Focusing on re-developing business infrastructure along Ritchie Hwy and the Cromwell Station shopping station.
 - c. Residential - Diversifying affordable housing opportunities for different populations in the area.
 4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?
 - a. Marley Creek
 - b. Kuethe Library
 - c. Recreation parks as listed below
 5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?
 - a. North Glen Burnie Loop, Cromwell Lightrail Station
 - b. Commuter Connection near the Marley Station Mall area
 - c. Maryland 100 - smoother merging and weaving sections

*All items are addressed in new transportation plan
 6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?
 - a. New Glen Burnie High School
 - b. New Old Mill High School (addressed in School Master Plan)
 - c. Elementary school overcrowding (i.e Southgate Elementary School)
 7. What are the top three infrastructure issues in the community?
 - a. New Glen Burnie Library (in the funding pipeline)
 - b. New Millersville Library
 - c. Glen Burnie Towncenter (economic and community redevelopment)
 8. What are the top three parks and recreation issues in the community?
 - a. B&A Trail
 - b. Kinder Farm Park
 - c. Freetown Park
 - d. Elvaton Park
 9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the

needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).

- a. Cromwell Field Shopping Center
- b. Glen Burnie Town Center

10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.

- a. Cromwell Light Rail Station: 7378 Baltimore Annapolis Blvd, Glen Burnie, Maryland
- b. Glen Burnie Library: 1010 Eastway, Glen Burnie, MD 21060
- c. B&A Trail: Dorsey Road

11. Comments

The 3rd regional policy area presents the county with an opportunity to redevelop economic hubs to grow and sustain the tax base for future investments in education, recreation and parks, etc. When growing residential areas for diverse populations (younger families and the elderly), we need to think about the capacity space for our schools.

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Submitted By: Kristin Pauly and Ellen Moyer Contact Info: plan2040cacannapolisneck@gmail.com
with assistance from John Van de Kamp, Lily Openshaw & Anastasia Hopkinson

Pertaining to Regional Planning Area (RPA): 7

1. **Briefly describe the area you are covering:** This area includes Greater Annapolis (the area outside the city limits), the Annapolis Neck Peninsula, as well as Riva, and Edgewater, which are on across the South River. A separate description is provided for the City of Annapolis.

a. **What are its predominant characteristics?**

This is a regional business and commercial hub and is the most heavily populated RPA in the county. The Area is bounded on the north by a major state artery - Route 50 which crosses the South River and the Magothy River on its way to the Bay Bridge. This Area has 3 distinct personalities:

- (1) The predominantly commercial and employment hub at the top of the RPA south, east and west of Route 50;
- (2) The Annapolis Neck Peninsula formed by city of Annapolis on the east and the South River on the west; Forest Drive is the main artery down the Peninsula; and
- (3) Riva and Edgewater, two predominantly residential areas on the other, western side of the South River.

(1) The commercial area contains Parole Town Center and Festival at Riva shopping centers as well as many employment centers including State and County office complexes, Anne Arundel Medical Center, Annapolis High School, and multiple business centers. There are also many residential areas. Unfortunately all these centers are discrete and walking, biking, or using public transit to travel among them is not currently feasible; although this is an area that might be designated a Commercial Revitalization Area.

(2) The Annapolis Neck Peninsula technically begins at the intersection of Chinquapin Round Road and Forest Drive. Forest Drive is the main access road on the Peninsula and the dividing line between the city and county; although the city also has annexed multiple properties along the southwest side of Forest Drive.

By 2035, Forest Drive is projected to carry up to 40,000 vehicles per day east of Spa Road and over 60,000 vehicles per day between Chinquapin Round Road and Hilltop Lane. Forest Drive connects many County peninsulas with MD 665(Aris T Allen), US 50, and the Baltimore/Washington region. Most intersections are failing to handle existing traffic. Many vehicles turn into and exit shopping areas and slow throughput and cause frequent delays and accidents along the corridor. There are many recommendations from City and County studies to improve safety and throughout but none have been implemented.

Quiet Waters Park is a 340 acre county park located in the center of the Peninsula on the southwest side with water access and amenities that attract 1 million visitors a year. The Peninsula has many miles of shoreline and critical areas, including historic marinas and Thomas Point Lighthouse off the coast. A number of historic African-American and former resort communities have been adapted to year-round use and the entire Peninsula has well-established, stable neighborhoods with a vibrant mix of demographic characteristics and income levels.

(3) Riva and Edgewater are 2 distinct suburban communities, although Edgewater also has significant commercial development along Route 2, including South River Colony and historic Londontown.

b. **What are its most significant geographic features?**

- miles of sensitive shorelines and critical areas
- threatened forest canopy — not a lot remaining
- a few remaining farms
- 2 major protected forests — Big Woods, Ogleton Forest
- community beaches

c. **What should we know about this area's history and culture?**

The area outside the city of Annapolis was initially farmland with the shores of the Chesapeake including many crab and other fishing harbors. The woodland Indians who settled the area primarily hunted and fished along the shores. The State of Maryland has formally recognized two tribes: the Piscataway Indian Nation and Piscataway Colony Tribe as frequenting the shores of the Chesapeake. Recorded history begins around 350 years ago when colonists established farms in the area. The beaches at the end of the Peninsula were a popular summer resort destination in the 1800 and 1900s when a train from Baltimore brought vacationers to the areas beaches. Many urban dwellers from Washington, DC and Baltimore — including Frederick Douglass — had summer cottages in colonies up and down the peninsula, including Bay Ridge, Highland Beach, and Bay Highlands. At the end of the Second World War, many of these cottages were converted to year-round use. Since then a suburban pattern of intense, automobile-dependent, residential development has filled-in most of the available land. For information on the history of Riva see https://en.wikipedia.org/wiki/Riva,_Maryland

d. **What are the big picture changes you anticipate in the next 20 years?**

This entire area has been highly developed in the past 20 years and suffers from many “Peninsula-related” transportation challenges. The main artery for the Annapolis Neck Peninsula begins with MD 665 at Route 50, then becomes Forest Drive and ends as Bay Ridge Drive at the waters edge — “where the South River meets the Bay.” The dense communities branching off this artery are often on peninsulas of their own — Bay Ridge, Arundel on the Bay, Spa Road to the south, and Hillsmere. This configuration results in an almost impossible situation for mass transit to be an effective transportation alternative. There are opportunities throughout for more connected bike lanes which residents would welcome.

The ambitions of the city to become more urbanized (there is limited access and egress from the City of Annapolis itself) means more traffic is funneled onto Forest Drive, a county-managed roadway. Forest Drive is also lined with commercial activity as well as Annapolis Middle School and ball fields, contributing to frequent traffic disruptions and safety challenges. The intersection of MD 665 and Chinquapin Road merging into Forest Drive is a crowded and dangerous spot — accidents and congestion there impact residents of all the communities further down along the Peninsula and residents have no options for avoiding them.

Consequently the **BIG Picture Changes** should be to address the serious problems along Forest Drive, and restrict new residential development until there are transportation alternatives available. This also will require a well-functioning planning mechanism between the city and the county, which does not yet exist, as well

as investments in transportation design and construction that are not now anticipated in the “Move Arundel” Plan.

Riva is bordered on the north by the South River, on the east by Beard’s Creek (a tributary of the South River) and on the south and west by Edgewater and Davidsonville, MD. It is a stable community that anticipates very few changes other than a potential increase in vehicular traffic on Riva Road which runs north and south through Riva and provides the only direct access from Riva to points north, south, east, and west.

Edgewater is more of a waterfront and historic community; although the extensive development of South River Colony has created problems for residents who must either come up through Davidsonville, or down from Route 665, where there is a very crowded set of intersections leading into the South River Bridge.

2. Identify all Proposed Development Policy Area (DPA) categories located within the area:

- b. Resource Sensitive Policy Area*
- c. Peninsula Policy Area***
- d. Neighborhood Preservation Policy Area*
- e. Town Center Policy Area — Parole & Westfield Mall*
- f. Commercial Revitalization Area*
- g. Transit-Oriented Policy Area
- h. Village Center Policy Area*
- i. Corridor Management Policy Area*

3. What are the top three land use issues (be specific)?

a. The critical land use issue is to develop a better balance between transportation options and land use decisions in this Planning Area, especially on the Annapolis Neck Peninsula, Route 2 (Solomon’s Island Rd) south, and Riva Road down to Edgewater, Davidsonville and South County.

b. The urbanization ambitions of the city — and the lack of good coordination between the city and county planners — have resulted in poor decisions for residents. To quote the 2009 General Development Plan, we need to: *“Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development, transportation planning, environmental protection, public safety, and annexation of properties.”*

c. The Peninsula Principles apply very directly to the Annapolis Neck and the need these Principles identify for citizen groups working with the county to develop a *“peninsula overlay — to develop concepts, criteria, zoning, building codes, etc., that are specific to peninsulas.”*

4. What are the 3 most significant areas in the community to protect or conserve (include tree canopies, forested areas, shorelines, bogs or marshes, potential parkland, open space, historic buildings or areas, etc.)?

- a. Shorelines — erosion, violations of critical area laws, and potential flooding areas all need to be identified and a comprehensive plan developed to address problems.

b. The planned 19 acre extension to Quiet Waters Park will mean more forested land is conserved in the area — a big environmental benefit that will also mean more resources for the park and attention to a big erosion problem.

c. Headwaters — there are many headwater areas inside the RPA that need remedial restoration and protection — the Arundel Rivers Federation knows where they are and additional funding and attention to these areas is needed.

5. What are the top three transportation issues in the community? Are these issues addressed in the new transportation plan? If not, what could be done to address these issues?

a. Traffic congestion. “Move Anne Arundel” - the County’s proposed transportation plan for 2040 — does not address any of the issues of planning or modernization needed along Forest Drive — the only area addressed is in the Parole area at the top of the Peninsula. More attention needs to be paid to issues along the entire stretch. This is the most densely populated area in the county and quality of life will deteriorate unless more attention is given to it. Forest Drive has 5 of the 10 worst intersections for accidents in 2015-17; yet NO funds for safety improvements are budgeted in the 2020 CIP.

The exit from 665 to Solomons Island Road (Rt.2) is consistently blocked at peak periods. This intersection may be addressed in Move Anne Arundel “Parole Center and Forest Drive Traffic Management Study.” We have not seen this study.

b. Riva Road is a rural road which is often used as a spillover artery for traffic using Solomon’s Island Road (Route 2) traveling to/from South County during periods of heavy congestion or traffic delays. Because Riva is largely a residential community, with vehicles turning left and right onto Riva Road from communities and private driveways, and for the safety of children and other pedestrians, the speed limit through Riva is 30 MPH. This creates a bottleneck and the back-up of traffic can make it difficult for drivers trying to turn on to or off of Riva Road. The bottleneck is further exacerbated during the school year by school buses stopping to pick up children, and on summer, weekend evenings by traffic waiting to enter parking at Mikes Crab House. The roadway was improved in the 1990’s for lines of sight and to establish a center turn lane for safety, but not to increase vehicular capacity. Efforts should be undertaken to control any increase in vehicular traffic.

c. Safety improvements, incident management training, and bus shelters are needed up and down Forest Drive and Riva Road. Relatively minor redevelopment and corridor management areas could make the route significantly safer for pedestrians and those using mass transit.

6. What are the top three school issues in the community (overcrowding, safe walking routes, etc.)? Are these issues addressed in the new School Master Plan? If not, what could be done to address these issues?

a. All the public elementary and middle schools need to be assessed for adequate sidewalks leading to them, and sidewalks constructed where they are lacking. There are no schools within walking distance of Riva. Edgewater Elementary School is walkable.

b. Access by foot and traffic generated by private schools in the area also need to be addressed through cooperation and collaboration with city and county officials and the schools— there are multiple private schools in this Area.

7. What are the top three infrastructure issues in the community?

a. It has been frequently acknowledged in the press and by elected representatives in the Annapolis area, that the physical conditions in subsidized housing and the management is not adequate. This has an impact on many other issues — schools, traffic, safety, policing, etc.

b. Workforce Housing also needs to be re-assessed to make sure that housing is available in the area and throughout the county for public employees.

c. Some moderate investments to improvements on Forest Drive might be possible — study the possibilities to connect parallel internal roads i.e. Skipper Land and Bay Village Drive; or a pedestrian bridge at the intersection of Forest Drive and Chinquapin Round road.

8. What are the top three parks and recreation issues in the community?

a. Expansion of Quiet Waters Park is a valuable contribution to the area. Park operations and budget need to be adequate to the increasing number of people using the park, and safety considerations need to be enhanced.

b. Review the availability of options for the elderly or ADA accessibility and young within the existing parks and make adaptations to accommodate them.

c.a. There are no county parks or recreation facilities in Riva, however the facilities in neighboring Davidsonville are adequate for meeting the needs of both communities. Most HOA's provide suitable facilities for their residents.

9. List the top three specific properties that would be suitable for redevelopment, and indicate the type of redevelopment project for each property listed that would best serve the needs of communities (workforce housing, luxury apartments, grocery store, coffee shop, laundry, bank, convenience store, outdoor cafe, transit stop or hub, farmer's market, community center, music or entertainment area, walking trails, bicycle routes, etc.).

a. Consider re-development and consolidation of services and businesses at several key locations in the RPA. Possibilities include:

- The area across from Clocktower Plaza
- The intersection of Tyler Ave. and Forest Drive
- The intersection of MD665, Forest Drive and Chinquapin Round Road.

For all redevelopment projects, criteria should be developed for the types of community facilities desired, transportation impacts on Forest Drive — AS A WHOLE, not just short segments, etc.

b. Consider expanding the Eastport Library and providing community center facilities at that site. There is a demand for public meeting space, a playground for children, and transit/bike facilities in that area.

c. Put more community facilities — health facilities, shopping — new Village Center at the SE corner of Spa Road & Forest Drive; including better safety crossings for Annapolis Middle School students.

10. List the top three specific places that CAC members should visit in order to observe first-hand the character of the community and any land use/property development issues facing it. Alternatively, suggest a driving route (with directions) that would serve the same purpose.

a. Visit Clocktower Plaza along Forest Drive and drive through the communities adjacent — good example of attractive community facilities and walkable neighborhoods.

b. Drive through the community of Hillsmere — turn onto Hillsmere Drive from Forest by Quiet Waters Park (This is the point at which Forest Drive becomes Bay Ridge Drive). Turn left off Hillsmere Drive onto Beach Drive, continue along Bay View Drive, down to the community beach and then back up Hillsmere Drive, past the Key School. This provides a good picture of a typical residential community.

c. Turn off Bay Ridge Drive left onto Arundel on the Bay Road and continue down this peninsula until it ends in Thomas Point. You might want to explore Highland Beach or some of the other communities off the main road. You will see a mix of historic communities, new development, shoreline issues, and Thomas Point Park at the end.

d. Take a boat tour of the South River and Beard's Creek. I have a friend with a boat — just ask if you are interested!

e. Have lunch at Mike's Crab house and then drive through any of the communities in Riva.

d. Drive down Solomons Island Road to Edgewater, turn left on Mayo Road and then and turn left down to Historic Londontown.

11. Comments:

Concerned citizens in this Planning Area, like citizen activists throughout the county, need easier access to existing planning data e.g. several studies are noted in the 2009 General Development Plan Report — such as a tree canopy study — that we have never seen.

Of primary importance is access to information about development projects approved and in the pipeline. With new computer technology this information should be readily available and up-to-date. Citizens need to have access to Monitoring Reports of planned and current developments.

Traffic origin and destination studies should be available for all areas; and population and demographic data also should be easy to access.

The city and county planning agencies should be using the same data and information with agreed-upon numbers regarding projections of future growth and traffic conditions.

Data being used by all city agencies: Police, Education, Planning & Zoning needs to be available in one place.

Regarding climate change, citizens need to see overlays of AACounty shorelines with NOAA climate change projection maps.

CAC Form #1
Community Descriptions
Anne Arundel County
Plan2040

The purpose of this form is to assist CAC members with identifying the principle characteristics of each of their communities, and conveying to the CAC and County long-range planners information pertaining to current conditions and relevant to future development to be included in Plan2040.

Submitted By: Ellen Moyer

Contact Info: plan2040caccityofannapolis@gmail.com

Pertaining to Regional Planning Area (RPA): 7

1. **Briefly describe the area you are covering:** This covers the City of Annapolis and is an addendum to the Annapolis Neck Peninsula Template.

a. **What are its predominant characteristics?**

The City of Annapolis is a municipality established in 1708 by Queen Anne of Great Britain. It is one of the oldest cities in the nation and has been the State Capital for over 300 years. Representative Civil Government was inaugurated in our State House when George Washington resigned his Commission and chose not to be King in favor of Government of, by and for the people in 1783. Annapolis is also the County Seat where County government and the County Executive reside.

The City population is approx 40,000 and it is one of the most diverse ethnically and by income in the State.

Eight County public schools and a library are within the jurisdiction of Annapolis as are athletic fields near schools under their jurisdiction. The Federal government also has a huge presence in the USNA and Its Stadium. Also in Public Housing under the jurisdiction of HUD. The third oldest college in America, St Johns College, also adds to the 60% of land within the city declared not taxable and managed by other Government entities.

b. **What should we know about this area's history and culture?**

Throughout its history Annapolis, bounded by the Chesapeake Bay and the Severn River with 4 creeks fingering into it from the Severn and 3 from the South River, has been a port town. Originally a major import/export area with England, it is today a major sailing and boating center for recreation and professionals. It was known as the cultural center of the Colonies, a tradition it continues with the Regional Maryland Hall for the Creative Arts celebrating its 40th year.

Citizens are engaged volunteering their time for 30 years to create a city with a tree canopy that is the largest urban tree canopy in the State. Environmentally it has initiated programs and legislation on storm water run off and tree protection years ahead of the State and County action.

c. **What are the big picture changes you anticipate in the next 20 years?**

Collaboration with the multiple government jurisdictions is a major concern for the City and developing a permanent and trusted mechanism for resolving City and County inequities is the biggest challenge ahead.

The peninsula Road of Forest Drive is a principal example. This road begins from Route 3 as a State managed road as Aris Allan Blvd., at Chinquapin it becomes a County managed road all the way to Bay Ridge. The land surrounding it however is City land under the City PZ land use.

As a Municipality Annapolis is at the bottom of the ladder for revenue and shared resources. The County does not pay the City for services it receives from its location within the city.

Another issue is safe streets to schools. Who pays for the sidewalks? Or bridges over Forest Drive for safer routes to Schools or Quiet Waters Park? Also, many of the County Athletic fields within the city are poorly maintained.

The City has a first class Recreation center at Truxtun Park and a swimming pool that is being redone. Despite an overcrowded County Pool on Riva Rd the County chose not to collaborate with the City on a year round facility. of

Along Route 3 county boundary slices through shopping centers on the East side that are partly in the City and County. A slice of County land also exists along Edgewood Road.

Straightening out boundaries, revenue sharing, environmental stability with growth demands are major concerns for the city. Though proposed and enacted decades ago a commission for the Capital city that included the top officials of St Johns, USNA, the State, County and City never took hold. Collaboration and cooperation on these issues is marginal at best.

The revenue that comes out of the City in retail sales taxes, real estate, open space , beverage, gas and utility fees go to the State and are recycled back to the County to be shared with the city far less than the City's contribution to State and County coffers. For example, The County holds the Open Space funds dedicated to the City and must approve of City requests. Despite recommendations in the State DNR plan to the NPS to include city recreation and Park concerns the County has not acted to include the City...inclusion is a funding source requirement.

Also, 3% of the City hotel tax goes to the County arts council (about \$65,000) while the city's own Art in Public Places program limped along with \$15,000 for the last decade. 17% goes to the Visitors Center.

Resolving these issues and creating a shared sense of destiny is the BIG PICTURE challenge of the next 20 years.

11. **Comments:**

The Capital City, Annapolis, is an Historic National landmark. It is recognized internationally as a special place. It is the end point for The Race Across America, the most grueling bike race on the globe. It re-

ceives 4 million visitors a year. The County and state benefit financially from the City. however the government entities that reside here operate as separate compartments with little interest in the municipality as a whole, or the promotion of this world class City — we can do better!