

Visioning Anne Arundel

A continuing discussion for Plan2040



Summary of Participant Input and Comment

Broadneck Small Area
 Broadneck High School
 June 6, 2019

Total attendees: 35

Activity 1: SAP/GDP Recommendation Dot Exercise

Land Use and Zoning:

Broadneck Small Area Plan Recommendation	2019 Status and Explanation	Rank Order Votes Received				Total Votes Received
		1	2	3	N/A	
Retain low residential designation for the undeveloped land between the Amoco gas station and the College Village Retail center and the vacant land south of the Oxbow Restaurant (approximately 1 acre) east of Route 2 (Ritchie Highway), and south of Jones Station Road.	Partially Implemented. The property north of the College Village retail center has a Low - Medium Density Residential land use. The property to the south of the Oxbow Restaurant has a land use of Commercial and Natural Features and was rezoned to C3 and OS by the Board of Appeals in 2009 (BA 83-06R).	14	2	1		17
Provide a marine land use designation for all properties in maritime zoning districts.	Partially implemented. Properties that are classified in one of the Maritime Zone in the Broadneck Small Area are designated as Maritime Land Use except for the Belvedere Yacht Club (Residential Low-Medium)	2	7	6		15

Visioning Anne Arundel

A continuing discussion for Plan2040



Change the land use for the strip of land that is owned by the Cape St. Claire Improvement Association and that is contiguous to the existing MA1 zoned land along Deep Creek from Low Density Residential to a Maritime designation with a recommended change in zoning to MA1.	Not implemented. Part of the property was changed to a Maritime land use. The property is zoned MA1 and R5 and continues to operate as a community marina.	1	7	7		15
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Transportation:

Broadneck Small Area Plan Recommendation	2019 Status and Explanation	Rank Order Votes Received				Total Votes Received
		1	2	3	N/A	
Increase the level of funding for intersection improvements, shoulders, and sidewalks in existing business areas and along arterial and collector roadways to start the process of making the Broadneck area more pedestrian-friendly.	Partially implemented. Most County intersection improvements require the initiation of a Capital Project. Shoulders and sidewalks can be implemented through Capital Budget Project H508400, which is prioritized by the Office of Transportation. In addition, improvements are also made through the subdivision process as development occurs.	12	10	1		23
Signs with compatible design, announcing communities, approaching streets, and local business areas should be installed. Smaller signs for businesses should be encouraged to avoid sign clutter and improve appearance along roadways.	Partially implemented. The County Code does not specify "compatibility", unless the project is in a mixed-use or town center district or of a Planned Unit Development (PUD) and has a signage program.	0	3	19		22

Visioning Anne Arundel

A continuing discussion for Plan2040



Involvement of Broadneck residents in the development and implementation of a Bike and Pedestrian Master Plan to design and establish an interconnected bike and walking trail network. The Master Plan should make recommendations for the area north of US 50 where the Baltimore-Annapolis trail is already a success and a trail near College Parkway. Both the B&A Trail and the College Parkway will connect to the greater national trail system including the Discovery Trail and the Freedom Trail.	Partially implemented. The 2013 Pedestrian Bicycle Plan incorporated community concerns. Work progresses on the trail system including along Cape St. Claire Road and portions of the Broadneck Trail. Design work continues on incomplete sections and an at-grade connection to the B&A trail is under design and funded for construction. A longer term overpass plan has been studied.	12	9	2				23
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2009 GDP:

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	6	N/A	
Land Use and Zoning									
Conduct a study of former landfill sites to confirm their current status, and to assess their current and future suitability for development. Develop a Closed Landfills Map.	No progress to date	6	17	1					24
Amend the development and permit applications review procedures for properties located on or adjacent to former landfill sites, and require applications to be sent to MDE, Health Department and DPW for review and comments.	No progress to date.	16	7				1		24

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A continuing discussion for Plan2040



Community Revitalization									
<p>Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	10	2	4	2	2	0		20
<p>Based on established criteria, identify neighborhoods or communities that qualify as a Neighborhood Conservation district.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	2	0	4	6	2	0		14

Visioning Anne Arundel

A continuing discussion for Plan2040



<p>Establish a community outreach process to be used in developing Neighborhood Conservation criteria, standards, and districts.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	2	6	3	2	4	0		17
<p>Establish objectives and design standards applicable to designated Neighborhood Conservation Districts.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	1	10	2	3	2	0		18

Visioning Anne Arundel

A continuing discussion for Plan2040



Develop legislation to create Neighborhood Conservation overlay districts and associated design standards and/or guidelines.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	2	0	4	1	4	6		17
Create a Housing Trust Fund with a dedicated funding source to provide financing to improve, preserve and increase the workforce housing stock.	No progress to date.	8	2	0	1	1	10		22
Natural Resources									
Evaluate the possibility of requiring a fee to be paid and placed in a natural resource restoration fund, when approving modifications in sensitive areas.	No progress to date. Fees for modification applications, along with most other development application and permitting fees, are placed into the County's general operating budget. However, Forest Conservation fee-in-lieu and Open Space fee-in-lieu funds can be used for land acquisition and preservation purposes.	15	8	0					23 <i>Written comment: NO Don't want Mods approved in sensitive areas; Neither variances nor modifications</i>
Inventory and map potential areas for future mineral extractions.	No progress to date.	1	4	17				1	23

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A continuing discussion for Plan2040



Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	12	13	3					28
Transportation									
Prepare a comprehensive study of Park and Ride lots to assess supply, demand, and improvements needed.	No progress to date. Funding has been allocated through BMC and will require coordination with MTA and BMC. The Office of Transportation's Rideshare Coordinator will be conducting regular surveys of Park and Ride lots utilization to identify areas of need and future demand.	5	9	5	4				23
Conduct feasibility study for the extension of light rail to other areas of the County.	No progress. This was discussed during the past two updates to the Transit Development Plan, but public support for Light Rail extension has been lacking. Planning efforts have focused on other aspects of transit planning including bus transit and ridesharing.	2	9	10	3				24
Study the feasibility of adding stations on the commuter rail line.	No progress to date. This idea has been discussed by the County and MTA and may be studied in the future. The current priority is to make improvements at existing stations.	4	3	5	12	1			25

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A continuing discussion for Plan2040



Revise the Impact Fee Program to allow a portion of transportation impact fees to be dedicated for expansion or improvements to public transit	No progress to date. Currently development impact fees must be used for capital improvements that will expand the capacity of the public facility. Expansion of the capacity of a road includes extensions, widening, intersection improvements, upgrading signalization, improving pavement conditions, and all other road and intersection capacity enhancements.	15	5	2	3				25
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Activity 2: Vision Exercise (written responses)

What is special about your community?

- An “island” of quiet, single family homes in forested land, nestled between 2 major arterials: Ritchie Highway and St. Margarets Rd | “The Meadows” subdivision in Broadneck
- Special Community Benefit District has been great for funding improvements & countering transgressors
- Large Trees | Slow traffic | Water Access | Biking and walking possible on community roads | Good schools
- We live on a peninsula and enjoy the river
- Not much because where we live there are no neighbors except SHA land, a gun club, and car dealerships
- The sense of community | Belonging to an area w/ great people
- It has retained its architectural integrity for over 30 years due to its covenants | Also retained its land down to the Little Magothy R.
- Riverfront accessible to both the Severn and Magothy Rivers | Majority of single-family homes | Good access to major transportation routes | Excellent elementary, middle, and high schools
- Immediate community: Quiet, and older community with a good mix of age groups | Greater community: Good schools, B&A trail, Anne Arundel Community College
- Size - 2500 homes/lots | Age – Inc in 1949 | Waterfront – 3 marinas, 2 beaches | Schools – Broadneck HS, CSC Elementary | Community Shopping Center | 2 Churches within neighborhood
- Low density affordable with potential for greater resilience providing environmental protection
- The caring people | Good friends
- Neighborhood is in a wooded area, and we sit outside at night and enjoy nature and talk about life
- Trees, water, birds, wildlife | Housing stock | Safe neighborhood and people take care of property | Low crime | Access to Annapolis & 50
- Deep Creek Village is one of the few new (2012-14) single family/multi-family communities in zip 21409 | We count on continuing good schools and walkable living to support our property values and quality of life

Visioning Anne Arundel

A continuing discussion for Plan2040



- Evening
- AA county | Arnold county | Senior trailer card | Live here since 1960
- Very active school programs & sports for all | Small pockets of neighborhoods | Very family oriented
- College Manor specifically: Involved neighbors, well-kept properties, safe neighborhood | Arnold/Broadneck generally: Water – Severn, Magothy & Bay; convenient to everything – shopping, libraries, restaurants, parks; the Community College
- Tree-lined streets | Low crime | well-maintained homes
- Sense of spaciousness & green space | Livability & park land | Small communities rather than intense density | Quality schools
- Residential waterfront communities | Adjacent to Sandy Point Park
- The water | Small-town feel | Excellent Schools
- Water access & kayak launch sites
- It is home. It is where I grew up there is hundreds of years of history here on the Broadneck peninsula

What has changed in the last 15 years?

- Much of the “vacant” land that was stopped from development in the early 2000s by an “adequate public faction” law (along southern end of St. Margaret’s Rd, Rt 179) has had new housing built on it (causing most trees to be cut down!) | The “Meadows” subdivision has been “discovered” by drivers of cars using GPS software and google maps to be a “short cut” for cars getting off major arterials like Ritchie Hwy or St. Margarets Rd., in their desire to get to the eastbound Bay Bridge on Fridays in summer or when an accident on Rt. 50 has caused backups
- Lots of young families – big transition
- More difficult to travel Rt. 50 | Infill houses | Excessive development north of Rt. 50
- Traffic! | More infill development
- The county’s permission for Sheehy to build the Infiniti dealership in 2012/13 made the parking on Ferguson Rd. unsafe | No sidewalk, no enforcement of illegally parked cars blocking intersection & residential driveway
- We have seen more & more garbage in the creeks
- We have moved from older people and some teenagers to younger people with many young children – big demographic change
- Gradual inclusion of senior living facilities | New high schools construction and use | More higher-end businesses | More business office buildings
- Much more development and in ecologically sensitive areas where it shouldn’t have been allowed | Much more traffic making traveling very unpleasant | Housing much more expensive | The Broadneck vision of preserving a close-to-nature character is being lost | Good things: more recreational facilities, hiker/biker trails
- Development: Demolition & reconstruction; previous undeveloped lots; splitting of lots
- Higher density | Less community input | Disregard for plans to keep close to nature
- Over building | Over crowding
- More traffic in adjacent neighborhood affecting noise levels
- Can only address the last 5: Older residents are selling or passing away & buyers tend to be families with schools age children | New families want places for children to play & meet
- We have only lived in AAC for 5 years. We are very happy to see progress on the hike/bike trail along College Pkwy and to have Green Valley Market thriving in the Bay Dale Shopping Center

Visioning Anne Arundel

A continuing discussion for Plan2040



- Cars cars
- Traffic | crime
- A lot more development
- +Bike trail on College Parkway happening | -School ratings went down | -Traffic increases | - Development – high end homes and large family homes | + More small businesses & restaurants seem to be doing well – Bay Hills & Cape not so much turnover or vacancies | +More public access to water (Spriggs Farm, Jonas Green) but more is needed!
- Housing density increase has been mostly McMansions | School quality rankings have slipped | College Parkway drivers got faster, more rude/selfish
- Too much development/traffic
- Overall traffic increase & congestion | Oversized schools w/ overcapacity student bodies | Uncontrolled development and consequent runoff
- Traffic is heavier especially on summer weekends & holidays – sometimes impeding fire access into & out of community
- New parks | Expanded schools | Bike trail & sidewalks
- More development has reduced quality of life by removing green spaces
- Over population. Over Development | NO CAPACITY UPGRADE! | Affordable housing for lower-middle income families has vanished

What needs improvement?

- Better mass transit light rail on Ritchie Hwy, not road widening (with connection to Amtrak at BWI and DC metro subway via a Rt. 50 rail corridor) | Pedestrian walkway (like a path down Severn Ridge Rd East to Ritchie Hwy, so a bus stop could be put there) | Getting more power & cable lines underground | More affordable, and racially integrated housing | Better air quality (hence the need for mass transit downtown Annapolis, Baltimore, etc.) | Create more “pervious” surfaces
- Prevention of run-off from roads – we have stewards – need to increase attention to their requirements
- Enlarge edges of St. Margarets Rd (state rd.) for bikers to travel safely | Stronger educational system to make our kids independent thinkers & lifelong learners | Less paperwork for teachers, more time in classrooms, school principals key to school excellence
- We feel more attention should be given to actually following County Code especially in regards to the number of variances granted | We feel there should not be upzoning
- Zoning that makes sense. RLD should not be on a major road next to C4 | Stop approving townhouse developments on Rt. 2, Schools & roads can’t handle it
- The road infrastructure, traffic is worse on Rt. 50 & Rt. 2 | Bike paths | Silting into the creeks and rivers. After it rains our creek (Deep Creek) looks like milk chocolate
- Some speeding on Woods Landing Rd. | Concern about electrical service – has been fixed by BGE but things continue to age – oversight needed | Absolutely no public transportation to my community or anywhere nearby
- Reduction of commuter through traffic at beginning and end of weekdays | Establishment of sidewalks in older residential communities | Placement of overhead utilities to underground | Establishment of Senior Resource Center
- Traffic abatement | Adequate Public Facilities law needs to be revised so that it has teeth and vision in it to manage growth | Impact fees are too low and their coverage should be broadened | The county needs to put more emphasis on long term planning – beyond 2040. Proaction rather than

Visioning Anne Arundel

A continuing discussion for Plan2040



- reaction | Infill development needs with code changes to keep piecemeal new housing form negatively impacting a neighborhood, especially environmentally | Get rid of the tax cap
- Failing Infrastructure: Storm water conveyance systems; Culverts, Ditches, Drains – Roads
- More citizen and local subject matter input
- Local government
- Stop Development | Alleviate congested traffic on Rt. 2
- Amberly, gets good road service or plowing snow, but paving has been just built up in many places | Water quality in the creeks | State to address deer management in Park & State owned land | High rainfall of last year shows need for better drainage | Reduce speeding | More attention to trees in areas greater than 100 ft. | Plant more trees
- Any slow-down on traffic stop on the Bay Bridge bring life on the Broadneck Peninsula to a painful and frustrating halt | Relieve traffic on the bridge by building another span off the Broadneck Peninsula
- Cop
- Traffic | And not so much building ‘til the roads improve
- More mass transit
- More public water access | Traffic! Especially Rt. 2 all the time, not just beach traffic | More connections to walking and/or biking along College Pkwy and to Annapolis | Affordable housing for seniors, singles, young families
- More walkable, bikeable | Public recreation space (not dominated by league play) | Finish the Broadneck “recreation”/bike trail
- Slow development | Traffic
- Expedite completion of Broadneck Peninsula Trail. If it could help traffic problems | Control development to meet school + services sizes | When BPT’s phase III is underway, make immediate plans to extend the trail with a side trail to Broadneck Elementary School + the two middle schools on Peninsula Farm Road. Re contractors + equipment will all be there. | Extend the Broadneck Elem. School’s sidewalk eastward for 2000 feet to the sidewalk at Stonington Drive. This would enable all of Ulmstead, Bayberry, Bay Hills, & Stonington communities to walk to school on Shore Acres Road | Where College Pkwy shifts from two to four lanes just west of the “Future Core Chesapeake” Facility, install rumble strips to prevent possible head on collisions
- See above (*Traffic is heavier especially on summer weekends & holidays – sometimes impeding fire access into & out of community*) | Storm water management
- Still need extended safe walking/biking options on feeder roads
- Inspections & Permits needs to police construction sites better | Planning & Zoning needs to enforce land use regs.
- Forestry protection | Farmland protection | Wetland protection

What should your community look like in 20 years?

- A place where land/open space has been preserved, with more social, economic, and racial diversity
- Increased attention to new type of septic tanks. We still have a lot of e coli in water tests
- Remain rural | Protected open spaces | Enforced zoning | No exceptions/mods to zoning
- Hopefully, fairly similar to today without much more over development
- I hope it looks similar – that the wetlands are retained

Visioning Anne Arundel

A continuing discussion for Plan2040



- More diverse population | Greater variety of housing types: multi-family, single-family homes | Town centers presence with less suburban sprawl | Stronger environmental controls with rivers water quality improvement
- In the greater community: There should be less dependence on automobiles and less traffic | More affordable housing | More parks and green spaces | A community center for Arnold citizens
- Buried cable/utility lines | Sidewalks | Public Water?
- Protected environmental resources | More affordable low density housing | More local renewable distributed energy resources | Require state and local government to incentivize affordable local housing for their employees
- Hope it stays basically the same
- More gardens within neighborhoods
- Current piers will likely be under water much of the time | Less trees and foliage
- Hike/Bike trails and green space | Maybe dedicated bus lanes on College Pkwy, Rt. 2 & Hwy 50 to central multi-modal facilities to help commuters get to major work centers
- More cars | I will 100
- As always good place to live for all
- Much like today w/ more ped/bike traffic
- More diverse & integrated by race & types of households – needs housing availability to make that happen | No community resident along College Parkway should be unable to safely walk or bike the length from Cape St. Claire to the community college and beyond. No more people dodging traffic on the side of the road!
- Boardwalk trains operating along the bike trail | Locally operated solar power with battery storage | **NOMORE GROWTH** of Bay Bridge traffic, with less congestion of local roads because traffic can use the new bay span that is **NOT** within the Broadneck peninsula
- Same w/ enhanced environmental protection | Comm. facilities | Landscape/beauty
- Improved but **NOT** enlarged College Parkway. Improve exits & entrances | Modernized & expanded Library for Broadneck | Properly zoned elementary schools w/ balanced attendance sizes
- Similar | Updated housing & commercial stock | More resources for housing considerably fast changing demographics | A cleaner waterfront – you don't have to look online to see if it's safe to swim
- More green space & recreational areas

Other Comments:

- It is amazing that one still has people volunteering to serve in local fire/EMS stations, in addition to the career staff| Someone needs to tackle the legal dilemma of how to hold to low density zoning if one converts areas with septic tanks to sanitary sewers. There's a decade old court opinion (I was told) that says of the "large" lot zoning gets superseded | County needs to recognize what the state legislature intended – that comp plans have force of law over creation of the zoning map
- Thank goodness for Stuart Pittman | We need a way to keep mobile home parks until there is real affordable housing
- Extensions of sewer service into RLD & Low Density is a problem. By default, sewer leads to rezoning & development. So no special exceptions!!! If sewer is needed we need new designations that put breaks on upzoning once sewer is in | Smaller schools are better if properly done – smaller schools mean students don't get lost in the crowd – more smaller schools mean more shorter travel

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times & more walking | Denser Smart growth in reachable locations (Not on peninsulas) | More trees to retain the increased and slow rainfall we are seeing

- Failing Infrastructure is out #1 complaint: County owned sewer systems; Roads
- Use technology to maximize flow on current roads, for example no toll booths on Bay Bridge. Do not let Kat Island control flow – maximize existing roads – a 20 min lane change over is too long – gates | Use roundabouts or traffic circles vs stop lights in more places | Hold builders, developers, and homeowners to the same standards – adhere to master plan | Development should not be allowed in wetlands | No idling of motor vehicles in county
- Thanks for inviting us
- Overall the Arnold & Broadneck is a great place to live. Unfortunately the housing prices for anything but the most basic starter homes (i.e. foreclosures that need tons of work) are getting out of hand. We would like to downsize from a 4 BR individual home to a smaller home or townhouse, and we would have pretty much an even trade on the cost. ~450k for a townhouse with a garage is too much! This also discourages the diversity of the residents. Our two grown sons have chosen to live in cities, and one of their main complaints about going to Broadneck was that the whole area is “upper middle class white kids” ~ a bit of a bubble
- Broadneck is still a good residential area and should be managed so it stays that way | Our choked-in traffic arteries (50, Ritchie) are always busy and cannot recover for hours after any accident, so growth needs to be slowed because we’re at capacity
- Due the SALT limit of 10k, there will be more resistance on State & Local tax. I am not saying I would never support an increase but property taxes are a penalty for high tax states. Be careful when you increase

Activity 3: Community Boundary Review

- [*post-it note at west side of Rt 2 at College Parkway*] Move orange area out and purple area into Broadneck area

Open Comment Session

What is special about your community?

- Naval Academy
- Access to water. Easy access to airport and train station
- Affordable housing and proximity to national capital and 3-4 state capitals.
- Excellent employment opportunities
- Quality of life and proximity to Annapolis
- Family, longtime resident
- Good Schools
- Open Space, trails
- Good political representation
- Born here
- Amtrak access to New York

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A continuing discussion for Plan2040



What has changed in the last 15 years?

- Overpopulation
- Infill
- Overpopulated schools
- Over development in building
- Overdevelopment in high end housing
- Deforestation and storm water pollution
- Decrease in water quality
- Employment
- Climate, more storms
- Every inch of Broadneck touches water, so it matters
- Every year people get older and there is a change in demographics
- Affordable housing for lower to middle income families have vanished.

What needs improvement?

- A southern route for Bay Bridge
- Federal, State funding responsibilities for traffic and roads
- Reinvention of public transportation, standard public transit is not going to work for this area.
- Critical shortfall in TFMP is that mass transit is proposed for highways, nothing in the plan makes public transit viable without highways.
- Forestry, farmland and wetland protection
- How much we want to grow, and where we want to grow? But how? How much do we want and how do we sustain it?
- We need long range planning that includes the eastern shore. It makes no sense to have a 3rd span of the Bay Bridge
- Whether a new Bay Bridge span is put in or not, there should be better technology in lieu of tolls for better flow.
- Continue to improve public access to waterways
- Strategic and urgent moratorium on anything that causes affordable housing to go away
- Pay teachers an affordable wage. Teachers from here are going out of County.
- Development must pay for itself. Development fees should be raised to 100%.
- Needs to be a strong collaboration to look at poverty in the County based on the Poverty Amidst Plenty report
- Decline of stormwater, no increase of impervious surface
- Scenic and historic road designation. Looking at adequacy of public facilities. Scenic roads are being loaded up.
- Enforce laws we already have especially when it comes to zoning. With open space laws you are supposed to do certain things.

Visioning Anne Arundel

A continuing discussion for Plan2040



- More eyes and ears to help County to protect citizens and laws

What should your community look like in 20 years?

- Greater diversity
- More non-motorized avenues of transit, hiking and biking
- Low density affordable housing for employees to live in walking distance to their jobs
- AA County is a place where people in all directions come to and go through from the state. We have to look at how the County drains (transit). Better infrastructure.
- Decent public transportation. The County is behind in not having a good public transportation system.
- Heard many calls for bicyclists and joggers but require a 3-foot distance from cars.
- Town Centers developed in this County instead of continuing suburban sprawl.
- Overlay districts to keep some neighborhoods semi-rural. Never everyone wants to live in a high rise.
- The idea to have a specific overlay for peninsulas might be a good idea
- Protect open space, especially 10 acres or less that are farms or should be considered farms and should have easements.
- Be able to go into Whitehall Bay and Whitehall creek and not worry about pollution.
- To celebrate 100th birthday!
- Change in the way we shop. From towns to malls to drones. We need to develop structures that are already there and use them for new services. Combine existing structures. For example libraries and doctor offices in malls where there is parking. Not advocating more commercial in Arnold though. Thinking outside the box
- Thinking outside the box means spending more money. Route 2 under Arnold, tunnel right through
- Renewable local energy for central sites. Geothermal to reduce cutting down forest.
- Minimize the energy of cars and trucks. Anything to reduce or capture carbon.
- Have charging stations.
- Need to look at the needs of seniors which is the fastest growing population.
- Need to think about the kind of business development we want and where to shorten transportation to and from work. Especially since business is moving online.
- Create an opportunity to incentivize small businesses, Talk to small business and large businesses for innovative ways for transportation to live and work.
- Hiker/biker trails
- Broadneck Trail will hopefully be successful in 20 years and involve more of the community. The plan involves connects going to different areas Special attributes in the communities and several local community organizations they have been very instrumental helping communities and local government. The communities need to look at succession plans. And local government needs to look at themselves to see if they organized in the right way
- Building the Broadneck Peninsula Trail has several local schools nearby. There are no plans right now to connect; they are pushed back to different phases. Make immediate adjustments to trails to connect to schools now to reduce trail. Must safely connect schools.

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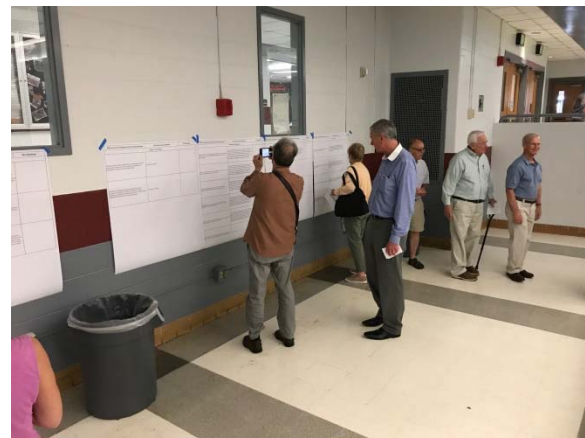
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- Problem with school board not cooperating with trails
- We need to think about where there are places of employment and where do those workers need housing.
- Reexamine how we look at bicycling and walking. We have a lot of historic roads but we do not have a place for them. DO we want them and what are we going to do about them?
- Sea level rise. How are we going to protect waterfront and Annapolis? Taking a long look at the rise of water.



Citizens reviewing the Community Boundary Map



Dot ranking exercise for unimplemented recommendations from the Broadneck Small Area Plan

Additional Comments by email:

- Whether this would pass legal muster in State court, I don't know, but I really think it would solve a number of development issues.

Part of the issue with development in the county, that became clear in the effort to revisit the Broadneck SAP exercise we did last year, is that developers will build just a few houses at a time under different ownership to get around having to conform and pay for the normal requirements for larger developments. The same amount of development eventually appears, but without the proper infrastructure to support it.

What if the County were to designate a "Community" overlay to zoning. It would designate what amounts to Community Association areas with a special taxing district built in to each overlay, and ultimately everyone who builds in that area would have the right/requirement to be part of that association that represents the community zone overlay. I see this as just a way to ensure households are not separated from the larger community, and they have easier access to resources and

Visioning Anne Arundel

A continuing discussion for Plan2040



representation to the county government. There could be a minimum level of financial support set with special tax districts by the county to support the organizations. They would be run as volunteer non-profits. The other important aspect could be that builders, or existing houses that want to upgrade, would be required to participate in the associations. Current associations could submit to be the representative organization, or the community overlay designation would set up its own representative system and community organizations within could either meld in eventually, or represent their smaller groups to the overlay for the issues they deal with.

The other benefit is even small/individual house developments will be building to county standards for the larger community that will ultimately come to exist. There could be ways to not have to put the money up front for the little housing projects, but the Special Taxing district (SCBD) would be part of the overlay for extracting the future money needed when major infrastructure is installed. People would be made aware at the beginning that they will be paying in the future for cheap upfront development. If they don't like it, they should build elsewhere. Houses that exist, but want to expand would be required to join the overlay as their property will be come more valuable with proper infrastructure. This is the reality of development, and those that want to build or expand need to know they will be paying for it, and their new or upgraded houses will need to be designed, and place to allow the infrastructure needs to support that future development set with the help of county planing and Zoning. This portion is certainly tricky, but it really needs to be done.. If the county is allowing the designation of lot lines, why can they force the designation of future access and services? This could be modified as needed as more houses appear, but those houses will need to have proper design to allow for this suture development.

The added benefit would be an organizational structure that would benefit owners in its interactions with the county. A successful association probably needs at least 300- 500 lots, so overlay zoning at that level would be needed. These associations would handle the normal type of association business, not be future development managers. That development policing job would need to be at the county level, with a civilian oversight board (drawn from the community overlay organizations) to keep the county honest.

It would be a BIG project to create this system, but It would help keep power over development closer to the people and make development less susceptible to power and money, and changes in administration. This might bring us closer to a mixture of County and Townships/British district council lands control.

- After listening to discussions at last week's Visioning Meeting at Broadneck HS, particularly those that discussed transportation issues and the Broadneck Peninsula Trail (BPT), I feel compelled to add further comments below. They relate to the BPT issue and more strongly support the 'Visioning' questionnaire comments of many others and my own that refer to connecting the elementary and middle schools to the BPT.

On a recent tour to Portugal and Spain in May 2019, the attached photos were taken related to transportation and pedestrian and bicycle paths AND their safety.

Visioning Anne Arundel

A continuing discussion for Plan2040



The same things were seen in France and Germany in April 2018.....ie., reasonably safe infrastructures for bicycle, pedestrian, and family use resources.

Reflecting on practices back home in Anne Arundel County, there was disappointment for us when considering the comparisons to the photos.

When looking at 'little white bicycles with an arrow' painted on King George Street in Annapolis or on Church Road and B&A Blvd in Arnold and scores of other places and methods in AAC, it's uncertain whether to laugh at or to be angry at the efforts we make toward such 'trail' safety in the County. Who could possibly envision children using those supposed community resources.

Governments and organizations like ours are remiss in supporting miniscule safety measures. We mislead the general public into thinking we are making them 'secure' with half-measures at safe pedestrian and bicycle infrastructures. Such on-road bicycle measures might provide some safety for those few wary, experienced, or competitive level bikers, but they are a disingenuous deception to all others.

To answer the question 'What needs Improvement?', the BPT has been moving far too slowly to completion over the years, and needs improvement in its plan now, not for 2040. Comments by many have said for Plan 2040 to connect the BPT to nearby neighborhoods and centers of transportation, such as Broadneck Elementary School and the two Middle Schools on Peninsula Farm Road. Those three schools can and should be connected now by making safe infrastructure changes.

When BPT's Phase III and the planned "on road" connection via Jones Station Road to the B&A Trail is under construction in 2020, the Severn and Magothy Middle Schools should concurrently be connected to the BPT by a pedestrian and bicycle connector trail. The manpower and construction equipment will already be on site. The southern edge of the joint Middle School properties is only 150 yards from the trail's planned track across Peninsula Farm Road thence to Jones Station Road and Ritchie Highway. One simple option would be a matter of converting the existing sidewalk to a pedestrian and bicycle path width, similar to what exists now along Bay Dale Drive's west side. Similarly, it is less than 3000 feet from the planned BPT Phase III route to the property boundary of the Broadneck Elementary School. Using 1000 feet of adjoining School Department property plus a safe on road path such as commonly used in Europe would link the BPT to the School.

The only barrier to accomplishing these two changes is not having the willpower to do it. These infrastructure improvements can and should be done now, not later.

- Have you seen the roads in Barcelona? They have wide islands in the middle of the road with walking paths and small playgrounds. I don't think this area was leveled during the War, where did they get the land? Large old houses are on both sides of the road.
- Amazingly modern and safe traffic/bike/pedestrian corridors. Here on the Broadneck we have State/Fed'l/County roads and highways with connections to Annapolis City roadways that comprise our transportation corridors. We must contend with multiple levels of Gov as we plan to integrate all major corridors west/east and north/south.