

# Visioning Anne Arundel

## A continuing discussion for Plan2040



### Summary of Participant Input and Comment

Deale/Shady Side Small Area

Deale Library

June 24, 2019

Total attendees: 46

### Activity 1: SAP/GDP Recommendation Dot Exercise

#### Land Use and Zoning:

Deale/Shady Side SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes Received
		1	2	3	4	5	6	7	8	N/A	
Research creative solutions that could provide safe and affordable assisted living that is appropriate to the Deale/Shady Side area. Consider zoning changes to allow in-law apartments on residential property.	Not implemented.	0	0	2	2	0	1	1	0	0	6

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<p>Encourage coordinated renovations/enhancements of existing and new buildings (e.g. signage, storefronts, rooflines) to create a more appealing streetscape. As part of this effort, the County should provide tax credits to businesses renovating existing buildings or relocating to a revitalization area and should further consider establishing a volunteer, local architectural review committee. This committee should be part of the Small Area Development Review Panel recommended by the Land Use and Zoning subcommittee. Their charter should also include working with the County to implement the specifics of this report (e.g., the size and contents of a future community center, etc.)</p>	<p>Not implemented. The County can evaluate a potential designation of the area as a County Commercial Revitalization Area in the future if this continues to be a goal of the local community. Even without an official designation, there are State revitalization incentives that can be explored by local business or commercial property owners. Anne Arundel Economic Development Corporation also provides services to local businesses in the County wishing to expand or relocate.</p>	0	2	1	1	1	0	0	0	0	5
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<p>Simplify and revise the regulations pertaining to bed and breakfast operations, including the possible removal or exemption of the requirement to have an operator on location at all times. Seek the removal or exemption of the requirement for installed sprinkler systems for facilities with less than six rooms. (Such installed systems are often cost prohibitive for small businesses and older properties.)</p>	<p>Not implemented. Article 18 (Zoning) of the County Code now defines a Bed and Breakfast (B&amp;B) Home as having no more than 3 guest rooms, and a B&amp;B Inn as having between 4 and 12 guest rooms. Both B&amp;B Homes and B&amp;B Inns are allowed as conditional and special exception uses, respectively, in the RA zoning district and in the R1, R2 and R5 residential districts in specified areas, primarily in Deale-Shady Side and Mayo. However, a B&amp;B Home must be located in an owner-occupied dwelling, and a B&amp;B Inn must be occupied by an owner or manager. While existing B&amp;Bs are not required to retroactively install sprinkler systems unless the use changes, new B&amp;Bs are required to install sprinkler systems. This is in accordance with the State Fire Marshall requirements and National Fire Protection Association standards.</p>	1	1	0	0	1	2	1	1	0	7
		3									

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<p>As a function of any comprehensive plan for the Deale village, a commercial growth boundary should be delineated around the town to eliminate future sprawl beyond the study area.</p>	<p>Not Implemented. A "commercial growth boundary" has not been specifically legislated for the Deale Village area however, the commercial land use and zoning within this area has not expanded beyond what was planned in the Deale / Shady Side Small Area Plan.</p>	4	1	1	0	0	0	0	0	0	6
<p>Any development of the commercial parcels be held to the highest standards under the law. In addition no waivers, variances, or special exceptions should be granted that would compromise the environmental integrity of this site and the surrounding waterways. The C3 zoning of this commercial district is particularly inappropriate and not in keeping with the desire to maintain this area in a small-scale rural village context. It is recommended that the commercial properties in the vicinity of this intersection currently zoned C3 be rezoned to C 1.</p>	<p>Partially implemented. Some properties were changed from C3 to C1 during the 2001 comprehensive zoning process that followed the Deale / Shady Side Small Area planning process however, the majority of the properties at the MD 256 / MD 258 intersection (approximately 24 acres), was retained in the C3 zone per Council amendments (Bill 55-01).</p>	5	4	1	1	0	0	0	0	0	11

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<p>Recommend that the county negotiate with the new owner to develop a range of compatible recreational and community uses, which would compliment the new industrial activities that may occur on the property. The owner has indicated an interest in pursuing joint activities that would benefit his operation and the community.</p>	<p>Not implemented. A community mixed-use designation was not adopted with the Deale/Shady Side Small Area Plan nor the subsequent 2009 General Development Plan</p>	0	0	1	1	1	2	0	0	0	5
<p>Most in-fill potential lies in the older, clustered communities near the Bay. Public sewer now serves most of these communities and it can be expected that in-fill development will continue. However, an unknown number of these lots will never be developed for a variety of reasons, e.g. they may be second and third lot ownership of a primary lot owner, or be part of a remaining "developer's interest". It is recommended that the County undertake a study program to review and evaluate these lots as either buildable or not buildable. Some of the contiguous parcels may be candidates for land purchase by the government or private trusts. Others in close proximity to the water, could serve as wetland bank lots, or be candidates in a transferable development rights program.</p>	<p>Not implemented</p>	3	2	1	0	1	0	0	0	0	7

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### Natural Resources:

Deale/Shady Side Recommendation	2019 Status and Explanation	Rank Order Votes Received															N/A	Total Votes Received	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
The County should keep a record of all variances that degrades or fills wetlands, in order to track cumulative wetland loss over time. Variances that involve wetland degradation or fill should only be granted under extremely exceptional situations (e. g. property that language to this effect be adopted by County Codeaccess). It is recommended	Not implemented. A Modification to Article 17 (Subdivision and Development) of the Anne Arundel County Code (as opposed to a Variance to Article 18 (Zoning)) is required for any wetland disturbance, as well as a permit from the Maryland Department of the Environment and/or the US Army Corps of Engineers. The Office of Planning and Zoning tracks approval of Modifications by type over time. However, cumulative tracking of acreage disturbed or filled is not conducted. Modifications of this type are currently not recommended for approval by the County unless under extreme circumstances.	3	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	10

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<p>County “Sensitive Area” maps should be field tested to better delineate the extent of wetlands in the Deale/Shady Side Area. These maps are used for planning purposes as part of the GDP.</p>	<p>Not Implemented.</p>	2	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
<p>Critical Area Buffer Expansion – It is recommended that the Chesapeake Bay Critical Area Work Group evaluate the need for increasing the Critical Area Buffer for new subdivisions and make specific findings and recommendations to the Office of Planning and Zoning.</p>	<p>Not implemented. A previous work group evaluated the Critical Area Buffer requirements but there was no consensus on moving forward with recommendations. Critical Area buffers continue to be required as per the Code of Maryland Regulations, Title 27. Per Article 17 (Subdivision and Development) of the County Code, the 100-foot buffer must be expanded to include slopes of 15% or greater, nontidal wetlands, and hydric or highly erodible soils.</p>	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14

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<p>The County’s Soil Conservation program should work with State and/or Federal agencies to initiate periodic water quality monitoring as part of the soil conservation plans for farms that cultivate land, apply fertilizer/herbicides, or graze livestock within the critical area. Note: “Bio-gro” applications that coincide with rain events currently run off into headwaters of the West River, causing odors with unknown associated nutrient levels.</p>	<p>Not implemented. The Soil Conservation District (SCD) works with the Natural Resources Conservation Service, the Maryland Department of Agriculture and the Maryland Department of the Environment (MDE) however, but the SCD does not have the capability of monitoring water quality. MDE monitors waters of the State. The SCD provides technical assistance to landowners to install Best Management Practices to prevent sediment and nutrients from leaving the farm. Sludge application permits are through MDE. The County's Watershed Protection and Restoration Program has no authority over Soil Conservation Plans.</p>	0	1	0	2	1	1	0	2	1	0	0	0	0	0	0	0	0	8
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<p>In order to more closely determine if the drop in the aquifer level will impact the many residents with wells in the Aquia Aquifer, and to prevent a long-term failure of wells, the County should adopt a policy that will ensure the long-term viability of existing wells. This policy should be incorporated into the Adequate Facilities Law.</p>	<p>Not implemented. No updates to the Adequacy of Facilities Ordinance has incorporated the sustainability of the Aquia Aquifer.</p>	4	0	2	1	2	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15
<p>Initiate cooperative efforts with the DNR to establish "Fisheries Habitat Protection Zones." Designate upper tributary areas, which provide spawning areas for anadromous and freshwater fishes. Zones would be managed by DNR to consider the cumulative impact of pier, bulkhead, dredging, and other projects on fish habitat. Discourage upzoning and Critical Area Growth Allocation allowances for land use adjacent to these areas.</p>	<p>Not implemented. No Fisheries Habitat Protection Zones have been established to date. If pursued, this will require coordination with the Maryland Department of Natural Resources and the Critical Area Commission to determine what fisheries should be targeted and whether they meet the criteria to qualify as a habitat protection zone, as well as the potential threat from development impacts.</p>	1	2	1	1	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	15

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<p>Franklin Point is a 488-acre parcel located on route 468 with easy access from Deale, Churchton and Shady Side. Initially, it is recommend that a community panel along with the Department of Parks and Recreation survey the existing recreational facilities and determine the need for additional facilities. Further, this panel should supervise a comprehensive and independent biological and environmental analysis of Franklin Point. This analysis would be the basis for determining the suitability of the park for various public use purposes. In the event that active uses are determined to be needed and are appropriate for Franklin Point Park, it is recommend that a maximum of 20% of the Park be used for multi-use activities. Public forum and survey responses included requests to include activities like, picnic areas, playgrounds, athletic fields, tennis courts, hiker/biker trails, restroom facilities, and a possible swimming pool. This recommendation will ensure that, at a minimum, fully 80% of the park (nearly 400 areas) will be preserved for passive use. It is envisioned that there will be a nature educational center with natural paths or boardwalks to the water for observation, and that the bay front portion of the Park will preserve the natural wetlands/SAV restoration area as proposed in the GDP (page 44, Sensitive Area Policies and Actions). With proper planning (clustering active uses and locating them along the already disturbed areas of the Park adjacent to Route 468 and upper Dent Road), the majority of the Park could remain contiguous and untouched, thereby buffering the more pristine bay front portions from the active use areas along Shady Side and Dent Roads. This would allow the County to establish a natural preserve while meeting some of the stated needs for active recreation.</p>	<p>Partially implemented. Franklin Point Park is managed by the Maryland Department of Natural Resources (DNR) as a natural area with a car top boat launch. The Department of Recreation and Parks will continue to cooperative efforts with DNR for expanded passive recreational use however, implementation of the types of activities including specific percentages allowed for active and passive recreation is within the State's jurisdiction</p>	4	3	2	0	0	2	1	3	0	0	0	0	0	0	0	0	15
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<p>Expand ongoing efforts by the County to identify stormwater management problems in the Deale/Shady Side Small Area and take corrective actions as appropriate.</p>	<p>Partially implemented. Comprehensive Watershed Assessments have been recently completed for the Rhode/West River and Herring Bay Watersheds. Implementation of these assessments will be programmed in the Watershed Protection and Restoration Program's budget</p>	6	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
<p>Protect the historic character of the Deale/ Shady Side Small Area by identifying and protecting historic building and structures.</p>	<p>Not implemented. While resources have been identified, Deale needs to be formally evaluated for historic district potential. Staffing and reduction in consultant services has not allowed pursuit of this recommendation.</p>	1	0	0	0	1	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12

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### Community Facilities:

Deale/Shady Side SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received										N/A	Total Votes Received	
		1	2	3	4	5	6	7	8	9	10			
<p>Southern High School has numerous problems that need attention in a timely manner. The main problem areas are as follow: a.) Overcrowding due to 8th graders housed there until an addition is built onto the middle school; b.) A lack of teaching materials. Books are not the same version and there are not enough books for each student to have one of their own; c.) Science labs are inadequate, out of date, and need to be upgraded; d.) The general feeling of the polled students is that North and West County area schools (they have visited) have much better facilities. These include state of the art computer labs, adequate books and library facilities. In order to provide the students of Southern Anne Arundel County with an adequate learning environment, the County should provide funds to bring the interior of the building to a level that is equivalent to other high schools in the County. A professional building survey by a competent engineering firm should be conducted to identify major defects. (Interior improvements should include at least the following: painting of classrooms to eliminate multi-colored walls, placing doors on all restroom stalls and replacing student lockers which are either not usable or in poor condition. Our schools are a major factor in determining the quality of life which makes a community desirable and which maintains the stability of a community and related property values.</p>	<p>Partially implemented. An addition to Southern Middle School was completed in 2002. Southern High School science labs were modernized in 2013.</p>	11	4	3	2	2	1	0	0	0	0	0	0	23

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<p>Establish a senior center in the Deale/Shady Side area with provisions for transportation. The Rhodeside &amp; Harwell report has located a site for a center in downtown Deale that may be appropriate.</p>	<p>Partially implemented. The Department of Aging and Disabilities will launch a new Senior Activity Site concept to explore and address areas within the County that are potentially underserved due to location.</p>	3	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
<p>Place blue/white "tourist/recreational" signs at MD 2/258, MD 4/258, and MD 2/256 intersections indicating restaurants, marinas, gas and other services available in the Deale and Churchton areas. This should help eliminate the haphazard placement of signs by individual businesses, and help direct visitors.</p>	<p>Partially implemented. Tourist / service signs exists in some locations such as on MD 408 for the Captain Avery Museum and at the intersection of MD 256 and Drum Point Road for Skippers Pier Restaurant and Deale Elks Lodge.</p>	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
<p>The business community has stated a need for meeting space/conference center to accommodate upwards of 75 people. When a community center is built in the Deale/Shady Side area, this recommendation should be incorporated. A community facility adjacent to the Deale Library, in combination with the existing Deale Wharf, would provide ideal anchors for the Deale Town Center</p>	<p>Not implemented. The current policy of the County is to utilize schools for the purpose of community/recreation center activities. Conference centers are typically associated with privately owned hotels.</p>	1	1	3	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14

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Several vacant parcels within the Deale village area could be candidates for a town community center and public water access. The County should aggressively pursue these possibilities.	Not implemented. For fiscal responsibility to its residents, the County policy is to utilize school facilities for after school community activities and recreation needs.	6 (+5)	2 (+2)	1	4	0	0	0	0	0	0	0	0	13 (+7 votes for comment elsewhere regarding establishing a community center.)
Rename the (Broadwater Water Reclamation Facility to) the Shady Side Water Reclamation Facility (SSWRF).	Not implemented. The Broadwater Water Reclamation Facility has not been renamed to the Shade Side Water Reclamation Facility.	0	0	0	0	0	1	5	1	1	0	0	0	8
Establish a waterfront picnic park with restroom facilities adjacent to the Deale Wharf.	Not implemented. Expansion of Deale Wharf Park would require support of the immediate neighbors and a willing seller to provide additional land for facilities and parking.	0	2	3	1	1	1	2	0	0	0	0	0	10

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### Revitalization:

Deale/Shady Side SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received										N/A	Total Votes Received	
		1	2	3	4	5	6	7	8	9	10			
<p>Designate Deale-Churchton Road from the Deale Library to the Tracy's Creek Bridge a State Revitalization Area. Designating an area as a revitalization area makes it available to participate for funding under various programs including: Main Street Maryland (program to strengthen economic potential for traditional main streets and neighborhoods), Retrofit Sidewalk Program (100% funding for sidewalks along State highways in a revitalization area), Neighborhood Business Development Program (loans for small business start-ups in a revitalization area) and Neighborhood Conservation Program (assists with road improvement projects, streetscapes, repaving and lights). The State programs for revitalization areas help to improve what currently exists.</p>	<p>Not implemented. State designated areas relating to the promotion of revitalization include Sustainable Communities and Enterprise Zones. The Deale/Churchton area would not likely meet the criteria for either of these designations. However, there has been recent development activity with the approval of the Shady Side Commercial Center which includes a medical office building and convenience store. This may serve as a catalyst for future commercial development in this hub. The County can evaluate a potential designation of the area as a County Commercial Revitalization Area in the future if this continues to be a goal of the local community. Even without an official designation, there are State revitalization incentives that can be explored by local business or commercial property owners. Anne Arundel Economic Development Corporation also provides services to local businesses in the County wishing to expand or relocate.</p>	3	2	1	2	0	0	0	0	0	0	0	0	8

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<p>Designate the Snug Harbor intersection as a revitalization area and funnel future business growth to this portion of the peninsula versus encouraging commercial sprawl along Shadyside Road. This will help reduce traffic congestion on the peninsula's main artery and will reinforce the development of a village atmosphere in the Snug Harbor area (reference the conceptual sketch provided in the appendix).</p>	<p>Not implemented. The small commercial hub on Snug Harbor Road has seen no significant commercial redevelopment activity over the past decade that could serve as a catalyst for new development activity, and market demand has not been high in this area. The area is not formally designated as a Commercial Revitalization Area; however, regardless of such designation, the Anne Arundel Economic Development Corporation will provide services to local businesses in the County wishing to expand or relocate. These services should be explored by local businesses or commercial property owners.</p>	1	4	1	0	0	0	0	0	1	0	0	7
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### Transportation:

Deale/Shady Side SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received											Total Votes Rec'd	
		1	2	3	4	5	6	7	8	9	10	N / A		
Establish a program with commercial ferry and charter boat operators to develop water transport as an alternative to private vehicle or tour vehicle access to waterfront areas. Docking facilities should be provided at all publicly owned waterfront properties, not to interfere with those facilities designated by the County for use by commercial watermen. Water transport links should include Quiet Waters Park in Annapolis, Londontown Public House Park, South River Farms Park, Mayo Beach Park, Beverly-Triton Beach Park, Smithsonian Institute property, Galesville, Chesapeake Bay Institute property, Shady Side, Jack's Creek Park, Franklin Point Park, and Deale.	Not implemented. Currently, there is no identified budget center or staff allocated to developing a water transport service with commercial ferry and charter boat operators. Before such an initiative is undertaken, a market study should be conducted to see if there would be an adequate amount of users in order to sustain this operation.	4	2	3	1	0	0	1	0	0	0	0	1	12
Develop a streetscape design for the intersection of MD 468 and Deale-Churchton Road with attractive landscaping and pedestrian walkways to improve access to local businesses and enhance traffic flow. Do not expand the boundaries of the commercially zoned properties beyond what presently exists.	Not implemented.	0	5	0	2	0	0	1	0	0	0	0	1	9
Redevelopment of the Smith property at the intersection of MD 468 and 256 should include a bypass roadway connecting Muddy Creek Road with Deale Churchton Road around the existing intersection.	Not implemented.	0	0	2	2	0	0	0	0	0	0	4	8	

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<p>Identify and list, in order of priority, road improvements needed to bring planning area roadways up to a standard adequate to serve the present population. Include the following actions: Muddy Creek Road (MD 468) - 1. Reconstruct section from Galesville Road to MD 256 intersection to the same standards used to reconstruct MD 468 from Galesville Road to MD 214. 2. Construct a traffic rotary (traffic circle) at the Owensville Road/Galesville Road/MD 468 intersection. 3. Construct a traffic rotary at the MD 468/MD 256 intersection. 4. Establish turn and bypass lanes at all intersections between Galesville Road and MD 256. 5. Construct sidewalks and/or other pedestrian facilities at MD 468/MD 256 intersection as suggested in the Rhodeside and Harwell concept plan for Churchton Commercial Center; SHADY SIDE ROAD (MD 468) - 1. Add 5ft. wide shoulders from MD 256 to East-West Shady Side Road. 2. Establish turn and bypass lanes at all intersections from MD 256 to East-West Shady Side Road. 3. Increase the radius of the turn onto Snug Harbor Road and reconfigure the intersection to eliminate the stop for Snug Harbor Road traffic turning onto MD468. 4. Require as a condition of use that a future development of the Smith Building Supply property include an emergency traffic bypass route around the perimeter or through the property; DEALE-CHURCHTON ROAD (MD 256) - 1. Add 5ft. wide shoulders from MD 468 to Deale Library property. 2. Establish turn and bypass lanes at all intersections from MD 468 to Deale Library property. 3. Construct a traffic rotary at MD 258 intersection. 4. Construct a traffic rotary or install computer controlled, demand activated light at Franklin Manor Road intersection. 5. Construct sidewalks and/or other pedestrian facilities as suggested in the Rhodeside and Harwell concept plan for Deale Town Center; DEALE ROAD (MD 256) - 1. Add 5ft. wide shoulders from MD 2 to Tracys Creek Bridge. 2. Reconfigure the Franklin-Gibson Road intersection to eliminate traffic having to turn from or onto MD 256 below top of MD 256 grade. 3. Reconfigure the Masons Beach Road intersection to eliminate traffic entering MD 256 at the apex of a 90-degree turn. 4. Construct sidewalks and/or other pedestrian facilities from Herrington Harbor North Marina to Deale as suggested in the Rhodeside and Harwell concept plan for Deale Town Center; SNUG HARBOR ROAD - 1. Add 5ft. wide shoulders from MD 468 to the Village of Shady Side. 2. Widen travel lanes and add 5ft. wide shoulders from Shady Side Town Center to West End Avenue. 3. Establish turn and bypass lanes at all intersections. 4. Maintain the present road configuration in the area of Shady Side Village Center (Specifically, the two 90 degree turns) to protect the commercial area from high speed traffic and to preserve the character and integrity of the area. It is recommended that the CIP project currently funded for this roadway be amended to delete the straightening and that minor modifications be made to improve safety. 5. Construct pedestrian access from the Village of Shady Side to the end of Atwell Road (Chesapeake Bay Institute) and to Jack Creek Park. 6. Construct pedestrian access from Shady Side Town Center to Shady Side Park; CHALK POINT ROAD - 1. Widen travel lanes and add 5ft. wide shoulders from MD 468 to Henry Avenue. 2. Construct pedestrian access from Cedarlea Drive to MD 468 as suggested in the Rhodeside and Harwell concept plan for Churchton Commercial Center; FRANKLIN MANOR ROAD - 1. Add 5ft. wide shoulders from MD256 to Carvel Street; MASONS BEACH ROAD - 1. Construct sidewalk(s) along roadway to allow pedestrian access from surrounding area to Deale Elementary School and to Deale Town Center as suggested in the Rhodeside and Harwell concept plan for Deale Town Center.</p>	<p>Not implemented. A traffic circle at Deale-Churchton Road and Shady Side Road was evaluated by SHA at the time the new commercial development at the southeast corner was being reviewed. The analysis indicated it was not feasible at that time, there were right-of-way issues, and a traffic circle was not the best alternative operationally.</p>	15	1	0	0	0	0	0	0	0	1	0	1	18
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**Other:**

		Rank Order Votes Received								
Deale-Shady Side SAP Recommendation	2019 Status and Explanation	1	2	3	4	5	6	7	N/A	Total Votes Received
Require bentonite clay stops around horizontal and vertical pipes if not currently required.	Not implemented. The County does not require bentonite clay stops/collars around the pipe in the trench.	0	1	0	0	2	1	0	1	5
Make the permit process "customer friendly" by providing a single point of contact for small and home-based business owners seeking permits, variances, or exceptions. Instead of being forced to spend hundreds and even thousands of dollars to hire private permit facilitators to obtain permits, etc., a business owner should be able to rely on a single point of contact to walk them through the entire process. Likewise, rather than having to deal with the County's Health Department, Fire Department and other agencies, the business owner should be able to conduct necessary business related to permits, licensing, inspections with the assigned single point of contact for that particular business. Such improvements would seem to reduce the fees involved and decrease the long delays in obtaining permits.	Partially implemented. The Department of Inspections and Permits has streamlined the Permit Application Center in recent years to provide improved customer service. This includes review of all applications at submittal to ensure completeness and to identify additional documents needed prior to beginning the review process. The Office of Planning and Zoning now offers daily service to customers who would like to meet with a designated Development Division staff or Zoning Division staff to review application requirements and obtain related information to assist them in preparing a development, variance, or special exception application. Because multiple County agencies deal with permitting and inspections, there is still frequently a need for an applicant to engage with more than one point of contact, but the key agencies continue to explore ways to streamline the processes.	9	3	2	1	0	0	1	0	16

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<p>Immediately remove the derelict (abandoned and sinking) boats in Rockhold Creek and revise the County and/or State processes and regulations to permit a more expedient removal of such boats in the future. The removal of such boats has been an ongoing problem in this area for years.</p>	<p>Not implemented. If the vessel is located in the water, there is nothing in the County Zoning Code that prohibits storing an unregistered, inoperable, derelict, or sinking vessel. The County prohibition on storage of unregistered/inoperable vehicles (18-17-102c) specifically says "land may not be used for the parking, storage, collection, accumulation, or abandonment of any inoperable, wrecked, partially dismantled, or destroyed vehicle or of any vehicle that does not display all information required by law, including a current registration plate and validation sticker." Zoning Enforcement does not typically get involved with sinking, abandoned, unregistered, or inoperable vessels, when they are located in water. Article 18-17-102(b) permits storage of inoperable and unregistered vehicles as accessory to a marina. If a derelict vessel, located in the water, constitutes an obstruction or is an environmental health hazard, the Maryland Department of Natural Resources provides reimbursable grants and expertise to assist public agencies in the removal of abandoned boats and debris from State waters.</p>	1	6	1	1	1	0	0	1	11
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<p>The County, in coordination with the State, should work with and encourage local providers of telecommunication and electrical services to upgrade existing utilities to provide quality high-speed lines and more reliable electricity to the small area. Both high-speed telecommunication lines and reliable electricity are essential to the growth of the home-based and visible businesses in this area.</p>	<p>Not implemented. The Maryland Public Service Commission is the regulatory agency responsible for the delivery and enforcement of electrical and telecommunication services in the State of Maryland</p>	1	0	2	1	0	1	0	1	6; comment: work with AACPS to keep cell towers off school land
<p>The County should work with MD DNR to develop a deer management plan for the Deale/Shady Side Small Area. The 1999 MD Deer Management Plan encourages working at the community level to develop management plans as part of local community planning efforts.</p>	<p>Not implemented. The County Deer Management Plan is a Countywide program on County land only. There is no authority or budget appropriation for the Department of Recreation and Parks to expand this program onto private home owner association property.</p>	1	1	1	2	0	0	0	0	5

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<p>Agricultural Wells - All wells currently used for agricultural irrigation that are utilizing the Aquia Aquifer should be removed. All new wells for this purpose should utilize the Magothy or below aquifers. Financial assistance necessary to re-drill deeper wells, and construct any necessary treatment facilities could be borne by a number of Federal, State and County agricultural preservation program funds.</p>	<p>Not implemented. Large draws that require a State groundwater appropriation permit may have requirements related to this. Smaller draws are limited to special drilling requirements based on</p>	2	0	2	1	0	0	0	0	5
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### 2009 GDP:

		Rank Order Votes Received							
2009 GDP Recommendation	2019 Status and Explanation	1	2	3	4	5	6	N/A	Total Votes Received
<b>Land Use and Zoning</b>									
<p>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.</p>	<p>No progress to date</p>	5	4	1	0	0	0	0	10
<p>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.</p>	<p>No progress to date.</p>	2	4	2	0	1	0	0	0

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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>	2	1	0	1	0	0	1	5
<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>	0	1	1	0	0	0	1	3

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<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>	1	0	1	1	0	0	1	4
<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	0	0	0	0	1	1	3



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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.	0	0	0	1	1	0	1	3
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.	5	0	0	0	0	0	0	5
<b>Natural Resources</b>									
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.	1	8	2	0	0	0	0	11; Comment: No pay to play, please
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	1	2	0	0	0	0	3
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	9	0	1	0	0	0	0	10

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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 between MTA & 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	1	3	2	0	0	0	0	6
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	0	0	1	0	0	0	0	1
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.	0	1	0	1	0	0	0	2
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.	5	1	0	0	0	0	0	6

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### Activity 2: Vision Exercise (written responses)

#### **What is special about your community?**

- Community spirit (Galesville) | community dinners, pop-up coffees | monthly wine gatherings
- Its small | light traffic | water access | very few businesses | no traffic lights
- Lovely small town feel, water-based and extremely culturally rich | appreciation for the Bay & all that it gives us
- We have great neighbors who care about their properties and others | we have a beautiful boat put in a beautiful creek
- Rural small town feel set on the Chesapeake Bay | It's a natural setting where neighbors look out for neighbors
- Low density housing in a village setting. Close to the Bay with multiple areas of water access. A good mix of horse & Ag farms | Need to avoid over-development but have controlled village-like community development
- Good restaurants, library, variety of services, marina, nearby landfill, recycling center

#### **What has changed in the last 15 years?**

- More young children on bikes, more young couples with babies in strollers
- Build, Build, Build ☺ | water quality is worse
- Increased vehicular traffic with few pedestrian/bike infrastructure improvements | increased outside pressure to overdevelop sensitive & critical areas via cookie cutter box housing
- I've been here 4 years, and it has changed quickly. More traffic, businesses that are disappearing, more opioid problems
- Thankfully a change in administration from the prior county executive who wanted to develop our small coastal community w/big box development over zoning & wetland infringement
- A growth in both young families looking for a safe environment to raise their families and affluent city dwellers retiring to Bayside property | a growing demand for county services like good public education; good jobs with minimum commuting time for educated adults; good transit services to get people from a sparse network into high-volume networks and to places of employment like Herrington Harbor and medical & grocery store sites.
- More development | updated restaurants – good! | circle @ Rt. 256 & 258 | rising tides, flooding into properties

#### **What needs improvement?**

- Speed bumps on main street or flashing signal showing MPH | Clean up woods behind Wilson House | remove old machinery, tired appliances
- Water quality | permit oversight
- MD 256 – All segment (all 5 + miles) need sidewalks and traffic calming | Need safe routes to schools, pedestrian access to circulator bus stops, increased economic support for

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business owners, etc. | local & state policy to prevent development of sensitive tidal areas not protected by the Bay Act

- We need more green space, activity centers for youth, bowling allies, and the such | we need to keep our water & land clean around us
- Would suggest the organizers look back at the original recommendations from the Deale Shady Side small area plan | It appears many of the topic tonight are solely based on the 2009 GDP | Please revisit, there were many a good idea in the original SAP
- Better transit services | better public works | support for facility storm water systems | replacement of facility septic systems polluting our sub-estuaries | New transit services need to be supplied by an all-electric vehicle fleet | Global climate change is real & getting worse
- Ditches – shoulders, storm water drainage for ditches filled with water all the time | community center for Senior citizens with pool | clean up boats sunken in waterway / creeks
- Elimination of all construction waivers within the Critical Area

### **What should your community look like in 20 years?**

- The same – no new buildup | repurpose the volunteer firehouse
- We moved here because of its size | that's what we want to remain | keep it small town
- Similar to now but w/sidewalks entering towns & businesses & community & senior center to service all residents | maybe an Italian restaurant □ □ □ (kidding kind of)
- It should have less grass and mowing more riverkeepers, oyster restoration areas, more green space, parks and healthy activity.
- Similar to what was outlined in the SAP not what was culled by the 2009 GDP
- A coalition of small, well-serviced villages surrounded by rural activity and adjacent to a clean Chesapeake Bay

### **Activity 3: Community Boundary Review**

- Maybe consider to stretch the small area west to RTE 2 or include Tracey's
- Recommend Boundary for Deale & Lothian to be power lines
- Tracy Landing H Harbor & Friendship, etc. are sparsely pop. & share Deale/Shady Side issues
- East Nutwell Sudley S Sudley Rd until Rte. 2 All Deale

### **Open Comment Session**

#### **What is special about your community?**

- Have been here for six years, attracted by the affordability of homes, love for the water, and the rural/small nature of the community. Want it to stay this size. People are really nice here.
- Came here to live on a boat in Galesville, and liked the community in Galesville so much we "stuck around." Concerned about quality of water in the river; it has degraded in our time here.

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- Family had a summer home here in Deale, and came back here after retirement. Of all places lived, this is the best place. Like the people, like seeing people at the store who speak to you. The community is important.
- Moved here 2.5 years ago from Rosslyn with two small kids. Wanted a quieter place, more natural place to raise kids. Read the original SAP for Deale, and fell in love with it.
- 

### What has changed in the last 15 years?

- Our new community-based grocery (Christopher's)
- Traffic
- In Galesville, there are more young families and little children.
- Rising dirty waters
- The high tides are getting higher and more frequent, with more flooding further back onto property.
- The trash in the ditches.
- Water in the ditches, breeding mosquitoes
- Have always had diversity, and this is getting better. We have people from Russia, China, etc.
- Loss of some of the small businesses.

### What needs improvement?

- Roads
- Beyond roads, we're seeing more accidents. Getting emergency services to us is a challenge. (Note that fire station EMTs can help initially)
- Need better oversight of development activity – checking permits, enforcement of code, etc.
- There is a lot of trash in terms of old tires, appliances, etc. in the woods behind the Wilson property in Galesville. The State or County would need to come retrieve it to improve the woods for recreation.
- Walkability – there is none. Low walk-score here. With the increase in traffic, you need the option of walking. Some people don't have cars. We need collaboration between County/State to build sidewalks and pedestrian facilities.
- Bicycle facilities on state roads versus county roads. Driver behavior toward cyclists. Some people use bikes as their means of transportation.
- Walking – pedestrian facilities needed.
- Public transportation for people who need to get to AACCC, medical center, work, etc.
- Forecasts from 2009 Sea Level Rise Plan for the County have been exceeded already. Goals from this Plan need to be revisited.
- Evacuation plans for South County, including animals.

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### **What should your community look like in 20 years?**

- Questions raised a year ago regarding why houses are proposed in the area planned for town square public area; that property is now under contract and we'll have a role in its future. In next 20 years, we should have a community center.
- Galesville has a lot of commercial, industrial, and marine infrastructure. These keep us a town. With current zoning laws, you couldn't create a town that looks like Galesville anymore. We need to maintain a total community and not become a suburb due to zoning issues.
- Tracy's Landing split by SAP boundaries; OPZ trying to avoid future splits.
- Would like to see our community go back to the 2001 SAP. Community worked hard to develop it, and it should be revisited.
- Would like to imagine we'd have the ability for seniors to remain in the community. Facility collocated with child care. A community center. Sidewalks.
- The zoning is everything. Need proper zoning, some upzoning, some downzoning. Proper zoning follows this process. We need to stay involved in this process.
- One of the zoning issues we see: resource conservation areas. Separating recreational areas from conservation areas.
- Keep this area we love rural, keep farms viable. Maintain the ability to pass on farms to children.
- Want the community to look the same, with updated buildings and infrastructure. Seeing farms for sale makes people nervous – too often these become subdivisions, solar farms, and change the character of the community.

### **Other Comments via email:**

- It was a good meeting last night. At the request of Elizabeth Rosborg, I am forwarding the submission that I made on 21 May regarding the Transportation input to the GDP. I am sending a copy of this to Stuart as well. He asked for my direct opinion the last time we met several weeks ago.

Transportation is not a glamorous topic, but it is frequently the ring in the nose of the bull of public policy. The Roman road system has shaped the city network of Europe for over two thousand years. The Eisenhower interstate highway system did more to influence the development of the nation's life style than the creation of NASA.

Similarly, the county 20-year transportation plan will have more impact on environmental policy and quality of life than almost any other policy decision that is made in the new GDP. Climate change is a major game changer for our evolving transportation mode selections. Policy decisions and infrastructure investments we make now will influence the transportation network evolution and personal mode choices for the next five generations.

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The South County small area planning meeting that I attended last night revealed a surprisingly coherent vision of what the community wants for the future. Many of the citizen's concerns centered around core transportation issues, whether they knew it or not.

As I stated last night, it is a common courtesy to acknowledge receipt of input to these important policy documents. As a former FAA senior executive, it was our standard policy to acknowledge inputs to our NPRMs. I am feeling the need to submit an OPED on this issue in the near future.

[Attachment to above:]

1. I strongly support the Transportation Planning Subcommittee report [1] recommendations;
2. Global Climate change, as outlined in the latest IPCC 2018 report, is a game changer for all transportation systems. Fossil fueled transportation systems are a major contributor to atmospheric carbon dioxide levels. Fossil fuels offers almost 10 times better energy density storage than any battery yet devised. This is a very difficult technology hurdle to overcome. Thus, personal electric automobile travel will be restricted to intra-city commuting. Electric Transit systems will be required to prevent massive congestion in an increasingly urban centered society. The air mode of inter-city transportation is currently at a saturation level with little expansion opportunities available. Expansion of the current Acela rail infrastructure is the most cost-effective way to expand AA Co. access to the Northeast Corridor. These realities are not emphasized in either [2] or [3];
3. Specific observations on the Master Plan DRAFT [2]:
  - a. Impact of global climate change on transportation systems planned to last 40 to 100 years is not emphasized in the executive summary. This is more of a business as usual approach to current transportation planning (i.e. carbon dioxide emissions is not part of the investment scorecard discussed in Part5);
  - b. A new Model for Transit Services does not emphasis the movement to electric bus service and the required electric charging systems that need to be installed;
  - c. Transit service expansion does not mention the need for a South County service to meet the unique needs of a sparse network requirement;
  - d. MD50 service neglects the need to expand commuter bus service across the Bay Bridge to reduce daily commuter congestion [4];
  - e. I question the accuracy to the 2016 PTI RT50 numbers of 1.10 and 1.20. Our 2018 data does not support these low numbers at rush hours;
  - f. Pg. 14, Performance measures should include a CO2 metric and 2040 Transit targets of 16.3%, 36% and 44% are too low to meet IPCC challenge;
  - g. Pg. 15, number of 150 electrical charging stations by 2040 way too low;
  - h. Pg. 22, Transit Development Plan does not mention the need to transition to an all-electric bus system by 2030 to meet IPCC goals;
  - i. Pg. 27, shows the SoCo circulator route which must be revised as discussed later in the plan, perhaps comment on needed change?

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- j. Pg. 31, Challenges section would be a good place to discuss the transition to electric vehicles and increased demand for Transit. Special problems for serving sparse networks like south county;
- k. Pg. 32, fails to mention severe congestion problems on RT50 that must be addressed;
- l. Pg. 33, the congestion problem on Rt50 goes from I-495 all the way to the Bay Bridge and does not stop at I-97;
- m. Pg. 35, climate change has a larger effect than just ageing infrastructure, needs additional comments, see above;
- n. Pg. 35, fiscal issues also involve shift to electric systems will reduce gas tax revenue and new source of income will need to be found (HOT and Congestion Pricing, although not popular, will need to be in the future);
- o. Pg. 39 – 40, Transit scores add to 120% ???, CO2 production not included in the score-card!;
- p. Pg. 52 – 53, Good to show new SoCo. Route, thanks!!!;
- q. Pg. 54 - 55, need to add the Rt50 cross county rapid bus transit need from I-495 to the Eastern Shore;
- r. Pg. 57, #9 Parole transit center on the map but left off the list, why?;
- s. Pg. 60, Rt50 access to the multi-modal Transportation Center needs to be emphasized;
- t. Pg. 62, HOV and HOT lanes from I-495 to Bay Bridge needs a higher priority. Congestion Pricing HOT lanes (although not popular) will need to be implemented to both generate needed revenue and to encourage a shift to ride-sharing and electric bus or light rail Transit service;
- u. Pg. 69, extension of HOV lanes from PG co. to I-97 not sufficient, needs to extend to Bay Bridge. Should convert HOV to HOT/CP lanes for all the reasons cited above. Rapid Express Electric Bus Transit system, centered in the new Parole Multi-modal transit center should extend from I-495 to Eastern Shore (see GMU report for details for the analysis and system proposal [4]) ;

### References:

[1] Thriving Communities Transition Committee Transportation Planning Subcommittee Report dtd ?

[2] Move Anne Arundel! County Transportation Master Plan, DRAFT dtd May 2019

[3] Central Maryland transit Development Plan, Executive Summary, January 2018

[4] P. Warner, E. Toth, E. Bell, S. Adu Amankwah, and K. Fidler, “Anne Arundel County Transit System from US-50/301 to Washington DC”, George Mason University report dated April, 2019 and presented to the Office of Transportation on April 3, 2019.

- The maritime industry is very important to the local economy of Anne Arundel and specifically Deale and Tracey's Landing. It provides many local jobs for local residents.



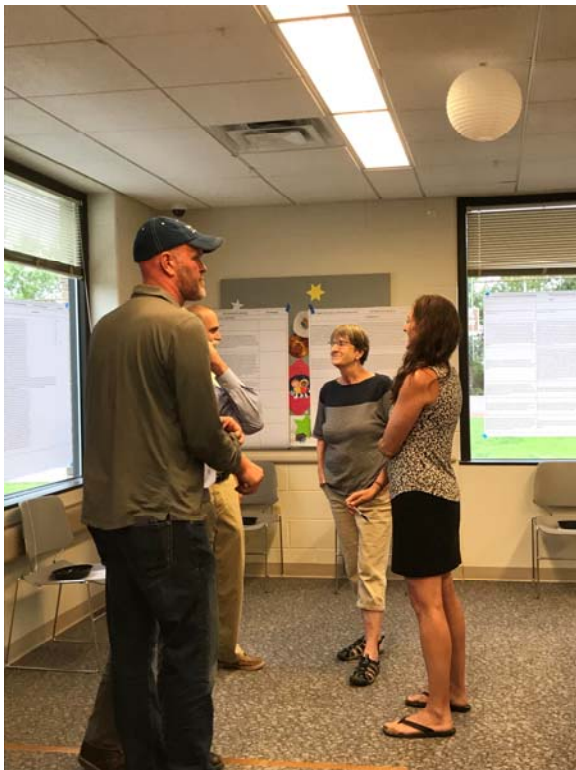
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When local people work locally it reduces traffic on the roads. The maritime industry has low to no impact on services such as schools, fire and police. It promotes awareness and stewardship of the Chesapeake and its tributaries. The maritime industry is part of our heritage and is a fundamental reason people come to our area to live and visit. It is important to nurture and promote the maritime industry.

Deale needs some basic services such as biking paths on 256 from the Tracey's Creek bridge to the AA County Library in Deale. Deale also needs some more medical services in a central location. A village center and incentives for façade enhancements would help create a sense of community.



Attendees discuss SAP recommendations

Deale / Shady Side Small Area Plan Recommendation	2019 Status and Explanation	Our Rankings
<p>Include cooperative efforts with the DNR to establish "2 habitats habitat preservation zones." Co-management agreements would provide existing areas for maintenance and habitat restoration. Areas would be managed by DNR to consider the cumulative impact of other habitat, logging, and other projects on fish habitat. Encourage riparian and cultural area growth. Allocate resources for land use adjacent to these sites.</p>	<p>Not implemented. The Fisheries Habitat Preservation Zones have been included in the Maryland Department of Natural Resources and the Critical Area Commission to determine what habitats should be restored and whether they meet the criteria to qualify as a habitat preservation zone, as well as potential threat from development impacts.</p>	
<p>Franklin Point is a 400-acre parcel located on roads 256 with easy access from Deale, Chantico and Shady Side. Ideally, it is recommended that community input along with the Department of Parks and Recreation survey the existing recreational facilities and determine the need for additional facilities. Further, the panel should approve a comprehensive and independent biological and environmental analysis of Franklin Point. This analysis would be the basis for determining the suitability of the park for various public use purposes. In the event this analysis was not completed by the board and any approvals for Franklin Point Park, it is recommended that a minimum of 50% of the Park be used for multi-use recreation. Parks, lawn and survey responses included requests to include: aquatic life, picnic areas, playground, athletic fields, tennis courts, basketball courts, restroom facilities, and a possible swimming pond. This recommendation will ensure that, at a minimum, 50% of the park nearly 400 acres will be preserved for passive use. It is anticipated that there will be a nature educational center with natural paths or boardwalks to the water for observation, and that the top third portion of the Park will preserve the natural wetlands/AV restoration area as proposed in the DNR program for Narrative State Parks and National Wild and Scenic Planning (including active area and boating trails along the already disturbed areas of the Park adjacent to Route 256 and Upper Deer Run). The majority of the Park could remain contiguous and untroubled, thereby fulfilling the same purpose for future generations that the active use areas along Shady Side and Deer Run. This would allow the County to establish a natural resource with existing users of the natural roads for active recreation.</p>	<p>Partially implemented. Franklin Point Park is managed by the Maryland Department of Natural Resources (DNR) as a natural area with a camping area launch. The Department of Recreation and Parks will continue to cooperate efforts with DNR for expanded passive recreational use however, implementation of the types of activities including specific percentages allowed for water and passive recreation is within the State's jurisdiction.</p>	
<p>Conduct riparian efforts by the County to identify assessment management opportunities in the Deale/ Shady Side Small Area and take corrective actions as appropriate.</p>	<p>Partially implemented. Comprehensive Watershed Assessments have been recently completed for the Shady Side Area and having the watershed implementation of these assessments will be prioritized in the Watershed Protection and Restoration Program's budget.</p>	
<p>Promote the historic character of the Deale/ Shady Side Small Area by identifying existing historic building and structures.</p>	<p>Not implemented. While resources have been identified, Deale needs to be formally evaluated for historic district potential. Staffing and reduction in consultant services has not allowed pursuit of this recommendation.</p>	

Prioritized recommendations from the SAP