

Visioning Anne Arundel

A continuing discussion for Plan2040



Summary of Participant Input and Comment

Edgewater/Mayo Small Area
 South River High School
 June 18, 2019

Total attendees: 75

Activity 1: SAP/GDP Recommendation Dot Exercise

Natural Resources:

		<u>Rank Order Votes Received</u>							
Edgewater-Mayo SAP Recommendation	2019 Status and Explanation	1	2	3	4	5	6	N/A	Total Votes Received
Establish a stream buffer restoration program for Edgewater/Mayo	Not implemented.	30	4	3	0	0	0	0	37
Create a neighborhood program to identify community sites where native vegetation can be planted to increase shoreline buffers	Not implemented.	13	21	3	0	0	0	0	37
Reestablish colonial nesting sites for waterfowl in neighborhood communities	Not implemented. The Department of Recreation and Parks (DRP) can only control nesting sites on County - owned parkland. DRP has no jurisdiction over community association property	9	5	21	0	0	0	2	37

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Other:

Other		Rank Order Votes Received							
Edgewater-Mayo SAP Recommendation	2019 Status and Explanation	1	2	3	4	5	6	N/A	Total Votes Received
Create a Heritage and Environmental Center along MD 2 to encourage, educate, and enhance environmental and historic elements. One possible location for such a center is the County police station at the corner of MD 2 and Virginia Avenue, once the new police station is constructed on Stepney's Lane. ***Gresham is a good option. Londontown Gardens serves as a Heritage, Historic & Environmental Center for the Edgewater Community. SERC does as well - promote both of those	Not implemented.	9 *** 3	5	0	0	0	0	11	16
The [redevelopment] organization should work to establish design standards to be used in implementing the Mayo Road village center.	Not implemented. It may be more useful to develop a general concept plan for a village center corridor that could be used as a guide if redevelopment projects begin to occur over the future.	3	9	7	0	0	0	10	29

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<p>The redevelopment organization should assist local homeowners associations, developers, the County, and State in implementing improvements to Mayo Road for the purpose of creating a cohesive village center, parking for the village center, and promoting visitors to historic Londontown.</p>	<p>Not implemented. There has been no significant redevelopment activity along Mayo Road that would serve as a catalyst for developing a village center. The County may assess whether to designate this corridor as a Commercial Revitalization Overlay Area, which would provide some financial incentives for private revitalization.</p>	10	5	8	0	0	0	9	32
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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
Land Use and Zoning									
<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>	15	8	0	0	0	0	1	24

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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.	8	13	1	0	0	0	1	23
Community Revitalization									
Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.	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.	9	4	2	0	0	0	4	19

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<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>	4	2	4	2	2	0	3	17
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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>	5	2	3	1	2	1	3	17
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<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>	4	8	1	3	0	0	5	21
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<p>Develop legislation to create Neighborhood Conservation overlay districts and associated design standards and/or guidelines.</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>	7	1	3	3	3	0	3	20
<p>Create a Housing Trust Fund with a dedicated funding source to provide financing to improve, preserve and increase the workforce housing stock.</p>	<p>No progress to date.</p>	4	1	1	2	3	7	4	22

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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.	30	4	3	0	0	0	0	37; Additional Comment: Protect the environment for generations to come
Inventory and map potential areas for future mineral extractions.	No progress to date.	13	21	3	0	0	0	0	37
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	9	5	21	0	0	0	2	37
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.	10	7	5	1	0	0	2	25

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<p>Conduct feasibility study for the extension of light rail to other areas of the County.</p>	<p>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.</p>	1	2	11	4	1	0	9	28
<p>Study the feasibility of adding stations on the commuter rail line.</p>	<p>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.</p>	0	3	5	9	0	1	9	27
<p>Revise the Impact Fee Program to allow a portion of transportation impact fees to be dedicated for expansion or improvements to public transit</p>	<p>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.</p>	13	9	1	2	1	0	3	29

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Activity 2: Vision Exercise (written responses)

What is special about your community?

- Children who grew up here come back; raise their family | great schools | area (community) churches of various multiple faiths (Episcopal, Catholic, Methodist, etc.) | water activity and beauty | Neighborhoods where people who their neighbors
- Small rural feel near the water a county park adjacent to us (S/R/ Farm Park) active community association | Nature in and near us, recreation areas in and near us | no huge roads (3.4 lanes) No stop lights.
- The green space, lack of development, nature and backs, parks, lack of traffic, wildlife, water accessibility, lack of crime, all in Mayo
- Shorham Beach. We are a small beach community with a wide variety of people income groups and full part-time residents. As a private community we enjoy the water and the peace and quiet of the area. | Neighbors know each other watch out for each other and like to enjoy the quality of life rural areas offer.
- We love that it is rural farmland and green
- Neighbors are friendly, limited physical space | empty lets control growth | parks and beaches protect environment
- Mayo Peninsula It's not like Forest Drive | It is quiet and peaceful, small town atmosphere, lots of trees | some really nice untouched forest parcels and natural parks.
- Beverly Beach- 30 Year resident | Park on the Bay | Quiet, low crime, safe great for walking, proximity to Annapolis
- Proximity to water, especially public pier at Carr's Wharf (in my neighborhood) | wildlife associate with pockets of undeveloped land and water (fox, turkey, deer, osprey, etc)
- Waterfront proximity to bay & rivers, wildlife, non-commercial areas
- It has retained a certain rural character while balancing development and environment
- Access to the water, quiet
- It has a mixture of residents in income and ages | people gather to solve our problems and express our concerns.
- Currently (66 homes) It's small | Neighbors know each other, its on the Mayo Peninsula, which can be a challenge getting home or leaving (issues preventing access) fallen trees, car accidents, electric wires down.
- Seniors & Amenities
- It *was* quiet
- It's rural nature | LondonTown Gardens which services as a heritage historic & environmental center for the community and service as well
- It's quiet| isolated | it's close to the Bay & my family & friends | can use and enjoy the water recreation easily.
- Location, Location, Location – Mayo Shoreham Beach Peninsula
- Water Access

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- I live on the Mayo Peninsula, There is a mixed income neighborliness that is missing in most nearby areas. People walk and chat, kids play outside. We know each other, we share appreciation for our setting, sorry to say that greater Edgewater is not special it has lost character, become congested and depersonalized
- Selby on the Mayo Peninsula – One way in and one way out | very cohesive community with many generations of residents, poor roads, no shoulders | safe & quiet
- People, Housing, stock, local events, water access
- Unique nature of peninsula – with both environmental and community needs | increasing amount of community interest in process of balancing growth/environment
- Quiet, peaceful, great place to rear kids
- It feels rural /semi-rural | it has unspoiled & underdeveloped public & Private land | it is homey & small & quiet it is not the suburbs
- Peaceful & Tranquil | neighborliness
- Historic, cottage communities, water access
- Water, enviro, forest, trees, wildlife, quiet & peaceful, rural

What has changed in the last 15 years?

- Traffic – Increase congestion | too much loss of vegetation (trees) – negative impact on people and wildlife | loss of small community feel | too many fast food restaurants / commercial | water degradation.
- More traffic on Mayo Peninsula | Speed bumps put in yesterday (good grief) | traffic lights growing near Lndtwn. | widening of Mayo Rd right after Muddy CK RD | Crazy subdivision (good) development on Loch Haven Rd at Pocahontas Rd.
- Just moved to the area 1 yr ago
- Traffic is heavier | More “city” folks have moved in who sometimes want to bring the “city” with them as opposed to cherishing the slow pace and peaceful nature of the area
- Developers moved in-less green space. More commercial zoning on what used to be rural or residential
- More houses, failing wells, requiring deep expensive replacements | parks have opened with great ranges currently traffic from Loch Haven impedes 214
- Route 214 has gotten too crowded. People drive too fast | more houses squished on tiny lots | Bev Triton shoreline lost acres of land because of failed breakwater work. 214 floods@ Riley Real Estate.
- More homes, more traffic on 214 | Many old dilapidated homes have been replaced, more community appreciation | modest improvement in Beverly Triton Park | Loss of actual beach serving the community to erosion
- Traffic flow along Rte. 214 between Rte. 2 and Rte. 468 improved with lane improvement continuation of East Lane at high school to 468
- More development prior to moratorium
- The traffic, damage to environment
- Traffic, runaway construction, all the McMansions

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- Population hugely increased along with traffic | Aquifers are becoming challenged | Most people who work leave and return daily for full time residents than vacationers or seasonal
- Lots more traffic
- Amount of traffic and timing of lights | poor road conditions
- Development – too much! | Roads not adequate
- More cars, heavy traffic | deer's have multiplied tremendously, looking for food everywhere
- Traffic rate increase almost anytime Edgewater & Mayo is more densely populated residence & business
- Traffic to Mayo Beach – especially weekends | Beach erosion – state giving us a difficult time to extend / build groins | we need to save the sand and stop erosion
- More Cars, Same Roads
- Traffic congestion increased flooding, shoreline erosion increasing poor development decisions loss of forest more accidents and widespread community frustration
- Overdevelopment in housing resulting in traffic congestion | Clear cutting of full growth forests for houses & resulting erosion
- developer raped the forest, destroyed drainage cut off wildlife and lowered quality of life for others at south point | multiple people have been killed on 214 on Mayo Peninsula due to traffic
- Increased traffic congestion, increased flooding on roads, too many zoning variances permitted
- Traffic, commute Shoreham Beach to Naval Academy has double in 30 years. | not sure last 15 years | on open days people wander and drive through the streets
- Natural environment at South River Farm is threatened by park plans | Commercial and residential development | loss of tourist and habitat | poor parks planning (too much development – leave the parks alone | starting to feel like the suburbs
- Traffic! | population density | declining well water quality
- Too much traffic, too much building, especially the McMansions in Beach Cottage neighborhoods
- Too much development that has damaged wetlands, forest & impacted negatively our rivers and bay | Ridiculous rush hour & beyond traffic

What needs improvement?

- Congestion on roads | stop taking down trees – stop clear cutting for development. Land is cleared and then it sits vacant for years before developed | Repurpose old Giant store to Community Center or larger Senior Center or Youth Center. Senior Center could expand its program.
- Mayo Rd widened near Sue's Deli and entrance to Loch Haven. Widen it from Muddy Ck to this point. But don't go hog wild.
- The road in and out of Mayo. It needs a bike/pedestrian lane that can also be used for emergency vehicles | In addition, it doesn't flood dangerously in heavy rains. Also preserve the natural green space please.

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- Roads, harder to safely travel | Bad berms and no bike paths. | Emergency vehicles need better access for response times to be acceptable. As local communities will have to deal with parks being more accessible (which is a good thing) care must be taken to ensure the quality of life of residents is minimally impacted.
- Traffic on Hwy 214 & RT 2 is often gridlocked
- Roads in and out are insufficient, no community center. | public water is insufficient for the current growth for parking at BT water park other Mayo Parks getting off peninsula at 7:30am at least up to Loch Haven
- We don't want development to outweigh forest and wetland conservations | the flooding road at Rile Real Estate at Loch Haven intersection | Berms so EMS can pass and have above average response time | roads need a better grade than E & F | Bike lane down 214 | Better storm water mgmt. | stop deforestation
- Roads, traffic | Beverly Triton Park trail system and visitor amenities | Aquafer assessment | Enforcement of laws pertaining to abandoned properties
- Fire/EMS Response Time-when will new fire station be built? | Sign "coming soon" for at least 7 years | Drainage in certain spots along 214 | If road (214) rated as failing now, invest in some of the March 2019 recommendations to improve traffic flow before more park/home development
- Roads, bicycle friendly areas, solve drainage problems for roads
- Better balance between development, infrastructure, environment, community facilities
- Roads
- Road – need for evacuations, emergencies, drainage, | ensure that aquifers are strong and can withstand additional residents, etc.
- RTE 214/drainage (swales corrected) lane expansion intersection circles
- Roads – Police Protection –Traffic Control
- No more development
- Taking a bike on 214 – Beverly Ave into Beverley Beach is not safe
- There should not be any modifications in sensitive areas that would not increase the size of those areas and prevent any encroachment into them
- Traffic safety, storm water drainage
- I like your idea of roundabouts start with Loch Haven – then at Lou's Grocery put in a roundabout (not Carrs Wharf) a 90 Degree stop and turn at Lou's would east traffic back up and problems
- Enforcement instead of waivers in critical areas
- The Mayo peninsula needs an immediate constraint on new development so that we can set goals and rules needed to ensure that we don't surpass the peninsula's carry capacity. We need safe roads and good reliable access for emergency services. We need land conservation and pervious surface caps planning.
- Stop development, especially clear-cutting, keep rural atmosphere
- Design standards, storm water management, South River water quality | traffic on 214 | emergency services on 214

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- Storm water management | 468 / 214 intersection to Loch Haven Drive | adherence to Critical Area designations | get rid of buffer modification areas
- 214 | lower development
- Sense of community | community center amenities | Bike trail & pedestrian connectors to Edgewater | environmental awareness and sensitivity
- Road – infrastructure before more development | tree cover | soil retention – storm water mgmt. | less dense zoning
- Roads & infrastructure
- Greater protection laws of what forest & wetlands we have left | effective enforcement of the law protecting our environment – no more trees cut down or wetlands destroyed

What should your community look like in 20 years?

- Lots of trees | less traffic and congestion (traffic circles to help move and more friendly | greater schools | active neighborhoods within the community.
- The same! (basically the same) | No more developments like at Loch Haven Rd. Pocahontas Rd that was insane.
- Improve road as mentioned above. Preserved parks, green spaces, water quality improved, continue input and work with the citizens
- Hopefully not too much different | I would hate to see the commercial development that that has happened along Rt 2 creep into the peninsula
- To be a community we should have a gathering place | I live in Hardesty estates in Davidsonville it's a vision. | Otherwise keep the tree canopy
- Better paving on roads, bike trails, intersection at Loch Have 214 allows rush hours on both community with pool at Gresham House
- Bee Pollinators, UEA tree lines streets> tree city, USA & Flower lined streets | Bev Triton Highlighted as Resource Conservation area it is | Retain forests and wetlands | Bev Triton Park & S River Farm Park into conservation bike friendly
- Upgraded park and roads | Small area vision looks good!
- Minimize fragmentation of forests on un-developed plots of land to maximum extent possible while respecting landowner right to develop
- County Parks that respect natural environment over human convenience and amenities
- Would like to see: well-maintained community services, wider road near Muddy Creek Road, more environmentally friendly feeling around the peninsula, local community and historical center
- Better balance between development, infrastructure, environment community facilities
- Not like Mountain Rd up North
- Basically the same, except RT 214 will be improved
- Thriving community – shopping
- The Same
- Since we are living on a Peninsula an Emergency Lane would be helpful along with a bike path
- Keep south county rural

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- More walkers, bicyclists, improved Bay water quality quieter streets
- Restore Beaches – not like at Mayo Beach or Triton those barriers haven’t worked | trees have more trees in any area that is open | wider roads especially Shoreham Beach so you can bike or walk – extremely dangerous at this tie – thanks for all you do!
- Close to what it is now – green space preserved | sidewalks or Bike Paths
- I don’t know what “looks like” means. I wish Mayo could have a small village center – the basics are there and a nice small open area is available but about to be developed out from under us. I would like to think that we would be seeing minimal loss of forests, wetlands and canopy
- Bike paths on 214; round about at Loch Haven | 3 Lanes going out at Muddy Creek | Slowed or less development than allotted | no development in critical areas
- Rainwater managed on site, diverse (socially , culturally, financially) schools sized for the community , the character of communities visible in the place of the infrastructure
- Much the same with minimal new build (residential / commercial) much improved living shore lines
- See neighbors
- About the same, but with safer roadways with shoulder and bike/pedestrian ways small communities more connected to each other by a common active community center with activities for all ages and genders, yoga
- What it looks like now
- Better roads, more controlled growth (limited)
- Preservation of the way things look and feel now | bury our telephone and electrical lines | improve the look and feel of Edgewater / Mayo Rd | with good design and planning so it has a small town charm & beauty

Other Comments:

- While I understand a person’s right to develop their land, we must do something to address the RT 214 and RT 2 + Mayo Rd traffic congestion. I also realize two are state roads there are studies going on. Hopefully something positive will come of them.
- Thank you for involving us and for continuing to involve us.
- Thank you for bringing this discussion to our neighborhood
- Just do it!
- If a property needs a variance or a modification then it isn’t buildable lot> abide by that | would like a community center w/ events so we can get to know our neighbors in other associations maybe at Gresham House | Route 214 study – traffic county employee said that if all \$34 million of improvements were made, traffic would still not flow. This means development should not continue.
- Thank you for seeking community input ☺
- If there is more development, the roads, (especially 214) will not be adequate. We won’t be able to travel in emergencies | The schools are already full
- The communities East of Muddy Creak Road should be considered as Mayo

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- Sorry about the writing – I hope you make 4 lanes from Muddy Creek to Loch Haven and do a roundabout - then kill all other projects until the split of 214 and Shoreham Beach – it’s not planned but a roundabout would be the only safe solution at 90 degree turn would back up 214 when you turn off it and would back up turning right from Shoreham Beach onto 214 – Carls Wharf doesn’t have the traffic yet- you have a roundabout suggested there – Please – move it East to 214 & Shoreham Beach Rd. Thanks for all your concern – I hope something besides a study gets done – I see it was studied in the 90’s and 2009 – nothing was done.
- Peninsula land use planning needs separate & immediate attention. Rules and other generalities that might make sense in land don’t work here. We are not Forest Drive yet and we have the right to say we don’t want to be. There has been little effort to respect localized community desire in the face of the broad developer & interests and “build the tax base” We need help. The current residents have rights too. Many other jurisdictions enact growth limits I’m tired of hearing why we can’t Clean air, clean water, human scale communities matter
- S River Farm park plan would have far more devastating impact on the property than what has been proposed and approved for Beverly Triton | this is a huge problem. Development and associated clear cutting and habitat destruction is already destroying our private land. | Please do not “pave Paradise and put up a parking lot” at S River Farm.
- Does anybody look at the total impact of the growth on the Mayo Peninsula to the greater area? The people added to our very limited roads to Edgewater traffic and Parole traffic. My commute from home to Annapolis has more than doubled over the past 20 years. The 214 traffic study should be revised from Hypothetical worst case to be informed by the zoning overlay that is proposed by the neighbors of Mayo Peninsula – which will NOT be worst case. | Mayo Peninsula considers itself a subject of the larger SAP boundaries which include Edgewater & RIVA. Can we establish that unique area Boundary?

Activity 3: Community Boundary Review

- My community is Mayo which is from Muddy Creek Road. This is covered by the recent “Envision Mayo Report”
- Mayo is now considered as the “Mayo Peninsula” east of Muddy Creek – not the tip of the peninsula as a separate community.
- The Mayo peninsula begins at Muddy Creek Rd – East
- Yes – we need to recognize the old 2002 SAP Boundary with a revised Mayo Peninsula boundary to consider that being only east of muddy creek – Edgewater should be a separate SAP.
- Peninsulas need to be considered separately from inland areas
- Most peninsula Residents view “Mayo” as all land on Rte. 214 East of Muddy Creek
- Ditto - Muddy Creek = Mayo West Boundary
- Recognize the difference between the Mayo Peninsula and Mayo Community
- Mayo Peninsula – from Muddy Creek to the Bay – too confusing – Mayo – Turkey Point at least! Are the people north of South River (i.e. Gingerville) part of Edgewater? They attend

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Edgewater Elementary, Central MS, and South River and participate in South River Athletics, Etc. During potential redistricting, they considered themselves Edgewater, not Annapolis.

- I have lived in Mayo for 10 years. I consider “Mayo” to be bounded by Muddy Creek Rd. At the West; S. River to North; Rhode River to South
- Mayo Peninsula is *Most Important* to health of the Bay. Very environmentally sensitive. Be careful what you’re proposing
- The “Mayo Peninsula” is east of Muddy Creek Road. BUT “Mayo proper” begins at the Old Stein restaurant. As the old-timers. And DO keep South County Rural – Mayo peninsula included.
- Mayo Peninsula begins @ 468 or Loch Haven Rd; even though we have an “Edgewater” post office as our city
- Keep South County Rural – less development
- I consider “Mayo” east of Muddy Creek. To include Loch Haven, Selby, Turkey Point, Camp Letts
- Keep South County Rural. If the SAP line affects that goal keep it where it is (rezoning) Also, if it leads to eventual higher density
- Community Boundary – Mayo Peninsula (east of 214 & Muddy Creek) has unique challenges – S/B treated as such, either with its own SAP or SUB SAP. Citizen driven.
- Mayo is everything E-SE of RT 468
- Protect environment for generations to come.

Open Comment Session

What is special about your community?

- Rural atmosphere
- Peace and quiet
- Charm
- Water access
- Schools
- Preserved forest which are now threatened
- Friendly people
- Safe
- Many generations

What has changed in the last 15 years?

- Traffic
- Reduction of forest and natural habitats for animals
- Pollution

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- Development
- Starting to feel like the suburbs
- Upzoning
- Water quality declined
- Private water wells failing
- Scale of the drug crisis
- Increased flooding
- Failure of the infrastructure
- Feeling of no control over what happens on the peninsula
- Have been given fiber optic connections to homes
- Better schools
- Greater diversity of the population
- Engaged community
- A county executive that listens

What needs improvement?

- Transportation
- Fire house
- Community center
- More balanced planning
- Water quality
- Transparency
- Public transportation
- Air quality
- Stormwater management
- Better controls over zoning variances
- A second road out from Beverly Beach
- Hiker/biker safety
- Loch Haven and MD 214 intersection
- Three lanes at Muddy Creek going out
- Development isn't being planned well, better controls for design and development. Ex. Buffer should have been planned between road and development for stormwater management
- Drinking water quality (wells), need for public water to homes
- Giving developers less control of the process

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- Bury utilities to avoid power outages
- Financial aid to people that need to build wells, replace wells
- Public private partnerships – Ex. Water access
- Quicker response from schools based on population density (more classrooms/room for population), be proactive
- More staffing to permitting and enforcement in regards to planning issues

What should your community look like in 20 years?

- Less traffic
- More public buses
- Better roadway design
- Increase police
- Community center
- Preserve rural character
- More trees
- A park and ride east of Loch Haven
- Implement Envision Mayo
- Seagrasses restored to beaches
- Community that understands the high cost of low taxes
- Become a national model balancing development and environment
- Limit impervious surface during development
- Not a lot of clear cutting for development
- What capacity does the peninsula have given environmental constraints. Need comprehensive plan for the peninsula. Neighbors of the Mayo Peninsula would like to volunteer to pilot a plan for the area.
- Individual community character for different areas throughout the county.
- Environmental assets should be the starting point for planning
- People that can specialize in environmental education
- Better coordination with SERC
- Keep it as rural as possible
- More marinas for boats
- Use Beverly Triton Nature Park as the Arlington Echo of South County
- Moving towards performance based codes vs prescriptive based codes
- Institutionalize this part of involvement in the planning process
- Stay involved with County Council

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- Strong code enforcement – have positions in place to do that
- Peninsula overlay that was suggested
- Rethink South River Farm Park – try to preserve it
- Identify commercial development, publicize development plans
- Incorporate opportunities for renewable energy on the peninsula, Ex. solar
- Develop a resiliency plan for sea level and various climate change impacts
- Revitalization – use land more efficiently, concentrating development in those that are already developed
- Peninsula overlay – zoning areas better reflect the Critical Area
- Ensure sustainable sewer systems
- Climate change – need emergency evacuation plan for peninsulas

Additional Comments by email or comment card:

- No More Bike Lanes
- Hello, County Executive Pittman, Planning & Zoning Director Hager and Facilitator Rosborg:

Thank you for bringing government to the people and asking and listening to us, as residents and tax payers, about our wishes and concerns. FYI, I was one of the County residents who participated in the recent Saturday session involving Smart Growth America and table-by-table report outs on different topics. I sat at the Transportation Table and benefitted from conversations with Annapolis residents plus representatives and residents of South County.

As we/you heard last month or during Tuesday night at the Town Hall at South River High School, traffic congestion beleaguers everyone in South County--both longer term residents such as I who have lived in my home in Edgewater since 1978--and new residents who seek the more rural environment and access to water.

When the Facilitator Elizabeth Rosborg acknowledged (and based on feedback from prior Town Hall meetings in other parts of Anne Arundel County) and put Traffic Congestion at the top of the list; she encouraged us to visit the County's Transportation Plan, Move AA County. Happily as a topic, both District 30 Senator Sarah Elfreth and 30B delegate Seth Howard indicated at tonight's (June 20) Town Hall Meeting at Edgewater Library that they will conduct a future Town Hall meeting re Transportation.

When I visited Move AA county and its specific recommendations, I see there is a need for State resources for some of the proposed capital improvement recommendations to

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remediate the residents' current concerns. I am glad that Senator Elfreth and Delegate Howard are on board to listen to us and take action re the FY 2020 budget for these capital projects in the General Assembly.

Distressingly though, I do NOT see anything about Water or Air -oriented transportation. While there have been studies about building a 3rd bridge across the Chesapeake Bay, I request consideration and funding of a study to determine the feasibility of a ferry or hovercraft from the eastern shore of Route 2 at the South River Bridge to Baltimore, Annapolis Harbor and Eastern Shore river ports and employment centers.

I imagine this study would examine the market need for where the service is needed, costs, time, estimated passengers/day and costs for what type of system could be developed between the Western and Eastern Shores of the Chesapeake Bay (where automobile traffic congestion currently aggravates an increasing number of commuters from the AA County Peninsulas as well as residents traveling north from Calvert County). There are 'best practices' globally of successful water-borne transportation systems developed with public-private partnerships. Please examine.

Since Telecommuting and work from home has increased over the past several decades, in both the public and private sectors thanks to then Vice President Al Gore's advocacy for this and advances in technology, I ask you consider those who are able to utilize private aviation options which may evolve through our envisioning Anne Arundel County 20 years hence. No mention was made in the Plan about enhancing Lee Airport in Edgewater.

Lastly, since the members of the Maryland Boaters Advisory Commission are appointed, as I understand, by the Governor of the State of Maryland, I request there be greater attention paid to a fair balance of representatives who adhere to protection of the rivers and creeks versus commercially oriented proponents of higher speed power boats and jet skis whose wave impact affects the natural shoreline of Anne Arundel County and especially in Beards Creek and along the South River. Their (the Commissioners) position of "public access" is appreciated but what about the loss of shoreline in both public and private ownership due to the wave action generated by the increased speeds?

- [in response]

It's good to see that the public has developing interest in public transportation. I still believe that AA county should acquire Annapolis Transit, and expand it throughout the Annapolis area. I also believe that an expanded Bay Bridge is a terrible idea, both for the Annapolis area and for Kent Island. It doesn't take much perception to see the effect that wider highway approaches to the Bay Bridge on both sides of the bay

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will be very disruptive to life as we know it. The solution to the Bay Bridge capacity problem is not another bay bridge in the foreseeable future, it's the creation of a Chesapeake Bay Ferry Commission, perhaps with participation by the Commonwealth of Virginia as well as the State of Maryland, and the placement of six ferries from the north to the south on the bay, to de-centralize traffic that now is funneled to the Bay Bridge. A model for this is Washington State, which has excellent and delightful ferry service at various points on Puget Sound. I once was a passenger of a former Chesapeake Bay ferry that was purchased by Washington State and placed into service from Whidbey Island to Port Townsend. More recently, I took the same trip on a newer ferry on that same route, as well as various other ferries across Puget Sound. The experience was reasonably priced, efficient, pleasant, and offered frequent service at all locations. Why doesn't Governor Hogan think same way as he demonstrably thought when killing the Red Line in Baltimore when considering highway projects? Many small scale projects can distribute traffic evenly throughout populated areas and favored destinations. Why take on a mega project and further concentrate car and truck traffic, just as he chose not to concentrate public transit in Baltimore City?

[in response]

- I definitely agree that it is way over time for Maryland (and Virginia?) to consider a Puget Sound ferry approach to crossing the Chesapeake Bay. I am very familiar with the Washington State Ferries (and the Alaska State Ferries, which operate over larger distances in a state with few roads), and the Puget Sound system works very well. Surely there are spots in Baltimore, Anne Arundel County, and elsewhere along both the West and East sides of the Bay where ferry landings could be built. It makes more sense than trying to fit more roads into heavily populated areas where spare land is very valuable and very limited.

Need to get the Governor thinking about this, along with DC, Delaware, and Virginia.

- Neighbors of the Mayo Peninsula Statement for Vision 2040
June 18th, 2019

The Neighbors of the Mayo Peninsula have one large question, and one large offer to make as a part of the GDP process.

In November of 2017 the letter that lifted the building moratorium on the Mayo Peninsula said that there are 630 additional buildable lots on the peninsula. We also learned that there were

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multiple subdivisions in the pipeline that were now going to be approved and built, and that new applications would be accepted for subdivisions of 5 homes or less.

We don't know how many more homes and families that might be, but 730 or more seems like a reasonable estimate. Except that it is not reasonable. 730 or more homes, 2200 more cars, 12,000 more car trips. And 1100 more parking spaces and more than 8 acres of impervious surface to accommodate the county's latest parks plan. Fortunately, Mr. Pittman has already scaled back the plans for Beverly Triton Nature Park, but that's 1 of 5 parks, and about just a few fewer than the 1100 parking spaces in the plans.

And all of this on a peninsula that is less than a mile wide in most places, with wetlands, marsh lands, and critical areas on both sides. Homes built in marshlands which now can no longer filter runoff. Where tree cover that is vital to water quality has disappeared at an alarming rate in the past 3 years . . . sometimes without permits, but many times with permits actually issued by the county, but based on faulty and illegitimate information provided by builders -- but never verified by the county. 6 of the 7 major creeks and small bays are, by federal standards, already polluted, primarily from stormwater runoff from roads, parking lots and deforestation caused by construction.

And a two-lane road that was closed for longer than an hour 5 times in the month of February. With school buses stuck, and parents who can't get home to their kids. And fire response times that are well below those recommended by the federal government.

There is no scenario in which we can see 730 new homes on this small peninsula as the right number. Unfortunately, we don't know what the right number ought to be. The central question we ask is: What actually is the tipping point beyond which the quality of life and environment on a small and fragile peninsula is irreversibly destroyed? 600? 450? 150? As we say in our Envision Mayo document, the right number can only be knowable via comprehensive land use planning. That's not what this GDP process is all about. Decisions will be made about the zoning of areas like Mayo. Someone is going to say, more development here, less development there. But based upon what?

Comprehensive land use planning begins with an up to date accounting for the current configuration of wetlands, and marsh areas, and forested areas, and endangered species, and forest dwelling birds and animals, and stormwater, and runoff and transportation as a baseline -- against which decisions can then be made about how many more homes can be constructed and parking places created and trips down Central Avenue this small peninsula endure before further damage to the streams and rivers tributaries of the Chesapeake Bay. Right now, we don't know

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that. No one knows that. So, our question is: what is the tipping point? Shouldn't there be some data analyzed and scenarios modeled and the community consulted on the terms of these tradeoffs?

Here is our offer to help. We believe that the water, land, and road conditions on the Mayo Peninsula make us a good test case for a community-based comprehensive land use planning process. Our citizens are educated and informed on these matters. They are engaged and committed to making the Mayo Peninsula "The Best Place."

Finally, we want to thank Mr. Pittman for his guest column in Sunday's Capital. It laid out clearly and succinctly the flaw in the county's "development at all costs" philosophy, and it makes the case for a citizen-involved process of planning and budgeting. And for accounting for the needs of the environment and the community on an equal if not better footing than just building more homes, especially on peninsulas.

We deeply appreciate the work that is already underway, sponsored by Mr. Pittman, to protect the environment and manage development. We hope they result in a major reduction in the pressure from developers and development, especially on fragile areas and peninsulas like ours.

- The Hazelwood community is an old neighborhood in need of a change. Better use of the land on Pike Ridge Road will increase the tax base and improve the viability of the neighborhood. Currently land zoned R-1 and R-2 is being utilized for unauthorized businesses or C-3. Rezoning the area as SB would allow small businesses to exist legally and benefit the community as a whole .
Changes to this area within the last 15 years include: a shopping center, a road, an access ramp to Pike Ridge Road from Rt. 2, a liquor store, and increased traffic (8000+ vehicles per day) at higher speed. NOTE: Administrative Hearing Officer stated in his report that the applicant makes a sympathetic case for rezoning (see pg. 7 of report), Case # 2017-0112-R, July 18, 2017.

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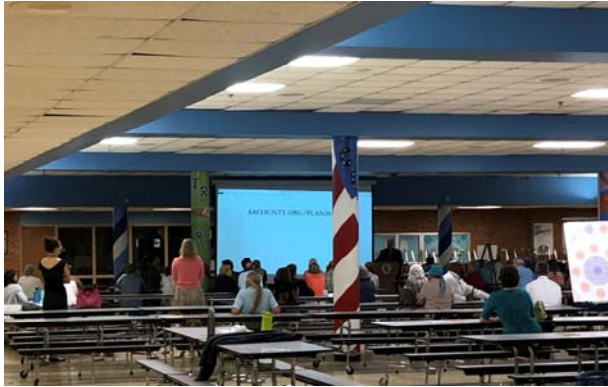


Hazelwood is a neighborhood in decline. A change in zoning from R-2 to SB would allow this property owner a viable use of his property. Removing the existing, deteriorating house and replacing it with a new residential-type structure to be used for a small business such as a doctor's office, dentist's office, etc. would benefit the entire neighborhood. Over 40 property owners in the Hazelwood neighborhood have supported this change by signing my petition . Hopefully, in 20 years, by changing the zoning now, homes in this neighborhood would be repaired, renovated or replaced with new homes or residential-type structures, operating small businesses that offer benefits to the residents and all of the surrounding area. If executed correctly; property values along Pike Ridge Road would increase and the area would become a more aesthetically pleasing environment.

I own property in District 7 at 3422 and 3424 Pike Ridge Road, Edgewater, MD (Hazelwood). My family has owned this corner property since 1947. In 1952 the land was zoned Agricultural/Heavy Commercial. In 1971 the land was re-zoned R-1 (Residential), and in 1988 re-zoned again as R-2 (Residential). This property is no longer suitable for residential use and is no longer economically viable because of the commercial zoning across both bordering streets. I need the zoning for this property changed from R-2 to SB (Small Business) so that I can revive this property and build a new residential-style building to be used as a small business, such as a doctor's office, dentist office, or other similar business beneficial to the community; I need this change to take place as soon as possible, or during this current Comprehensive Rezoning Plan. Please help me make this zoning change. Please put my name on the list of properties for zoning change.

NOTE: 42 property owners in the Hazelwood neighborhood have signed a petition in favor of the zoning change to small business use (SB), with no objections presented.

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Attendees participate in the Open Comment Session

2009 General Development Plan Recommendation	2019 Status and Explanation	Dot Rankings
Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.	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.	
Based on established criteria, identify neighborhoods or communities that qualify as a Neighborhood Conservation district.	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.	
Establish a community outreach process to be used in developing Neighborhood Conservation criteria, standards, and districts.	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.	
Establish objectives and design standards applicable to designated Neighborhood Conservation Districts.	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.	
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.	
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.	

Priority ranking exercise for 2009 GDP recommendations