

Visioning Anne Arundel

A continuing discussion for Plan2040



Summary of Participant Input and Comment

Jessup Community Hall

April 29, 2019

Total attendees: 47

Activity 1: SAP/GDP Recommendation Dot Exercise

Land Use and Zoning:

Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received					Total Votes Received
		1	2	3	4	5	
D.C. Children’s Center property: This property consisting of over 650 acres is currently the site of the Oak Hill Detention Center which is owned by the U.S. Department of Interior and leased by the District of Columbia. It is uncertain as to how long the District plans to continue operation of this facility, although no definite plans to close the facility have been announced to date. Should the facility cease operation in the future and the opportunity for acquisition and development arise, the County should explore the potential uses for the site and promote opportunities that would serve some of the regional needs in this part of the County. Area residents have expressed a desire and need for educational opportunities, such as a community college, and a regional park with active recreational uses to serve the residents in the western part of the County. If the property is acquired by a private interest, the developer should be encouraged to explore the benefits of providing a mix of employment, retail, and residential uses as well as other uses such as educational or recreational uses that would serve the region.	Not Implemented. This site is still currently owned by the United States Government.	2	1	0	2	8	13

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received					Total Votes Received
		1	2	3	4	5	
Board of Education property adjacent to Russett: The 76-acre parcel of land abutting the Russett community, accessible from Whiskey Bottom Road, was formerly considered a site for a future elementary school next to Russett and Laurel Highlands. County budget considerations and school enrollment projections have made this unlikely in the foreseeable future. In the event that the property is made available for acquisition, needs that have been identified by the local community include age-restricted single family dwelling units, and active and/or passive recreational opportunities. The property is currently zoned to allow low to medium density residential use. The property will continue to be designated for government/institutional use on the proposed Land Use Map at this time. However, this designation may be amended in the future should the parcel be sold to a private interest.	Not implemented. The property is still currently owned by the Board of Education and is classified as Government / Institutional on the 2009 General Development Plan Land Use Map.	2	2	5	3	1	13
Develop commercial signage standards for the MD 198 Commercial Corridor that will avoid causing negative visual impacts and that are compatible with the residential character of the surrounding area.	Not implemented. Currently signage standards are applied Countywide unless an individual development project adopts a Signage Program.	0	1	2	5	5	13

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received					Total Votes Received
		1	2	3	4	5	
<p>Develop a comprehensive plan for a Village Corridor in Jessup along MD 175 between Old Jessup Road and the BW Parkway. The plan should incorporate the following recommendations: a.) This segment of MD 175 already contains several facilities which serve the local community, including the Jessup Improvement Association Community Hall, the Jessup Elementary School, and the post office. Additional public facilities which would enhance the feel of a community center along this corridor should be considered for location here, such as a passive use park with a bandstand for outdoor concerts and shows; b.) Commercial uses should include the types of businesses typically found in a small village. These could include a café, boutique, gift shop, coffee shop, book store, bakery, flower shop, and professional offices; c.) The historic homes along the village corridor should be preserved and could be used as professional offices, art studios, craft shops, restaurants, etc.</p>	<p>Not implemented. The Jessup / Maryland Small Area Plan provided a concept plan for the Village Corridor but a comprehensive plan for the area has not been developed. However, the FY19 Capital Budget includes a project (H573100) to design and construct roadways, pedestrian and bicycle facilities and streetscape improvements consistent with the Race Road / Jessup Village Planning Study conducted in June 2015 that was recommended in the Jessup / Maryland City Small Area Plan.</p>	11	5	2	2	1	21
<p>The Village Corridor Plan should integrate the design standards applied in the Residential Mixed Use Zone and the Small Business District, and should contain a set of design guidelines or standards that includes the following elements: a.) streetscape improvements: a planted median, landscaped in a decorative manner, is recommended along the center of MD 175; b.) sidewalks and pedestrian benches should be provided on both sides of the highway along the village corridor; c.) attractive lampposts would provide lighting along the sidewalks and also on the landscaped medians; d.) signage designating the area as the Jessup Village would be located in the median at the eastern and western ends of the village corridor; e.) architectural guidelines that serve to maintain and enhance a village character.</p>	<p>Not implemented. The Jessup / Maryland Small Area Plan provided a concept plan for the Village Corridor but a specific design standards have not been developed. However, the FY19 Capital Budget includes a project (H573100) to design and construct roadways, pedestrian and bicycle facilities and streetscape improvements consistent with the Race Road / Jessup Village Planning Study conducted in June 2015 that was recommended in the Jessup / Maryland City Small Area Plan.</p>	5	10	2	1	0	18

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Natural and Historic Resources:

Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
Complete the Patuxent Regional Greenway from the Howard County line to the Calvert County line.	Partially implemented. The 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan delineate the Patuxent River Greenway within Anne Arundel County between Howard County and Calvert County. The protected areas of this greenway include floodplains, open spaced zoned areas, and conservation easements.	0	3	0	1	1	0	5
Work with the Grassland Foundation to encourage restoration of this National Historic place.	Not implemented. Lack of support resulted in nonprofit going defunct and property lost to tax sale.	1	0	2	2	1	1	7
Restore the historic sign at Annapolis Junction designating the first telegraph communication.	Not implemented. Historic signage program has been discussed internally within the Office of Planning and Zoning. No further action to date.	0	0	0	2	2	1	5
Create a centralized County plan to organize volunteer, private and public sector groups and coordinate activities to monitor and maintain waterways, wetlands and open space areas.	Not implemented.	6	0	0	1	0	0	7
The County Council should endorse the general concept of a Patuxent River Greenway and should establish through legislative action an overlay zone or zoning district, which would be designed in such a manner as to accomplish the objectives of the Greenway and implement the recommendations of the Patuxent River Policy Plan.	Partially implemented. The County supports the concept of a Patuxent River Greenway. An overlay zone or zoning district has not been created, but the County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.	1	0	2	0	1	2	6

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
Develop a greenway for hikers/bikers in the open space to the north and east of Russett along the north side of the Little Patuxent River.	Partially implemented. The area along the Little Patuxent River is designated as a greenway on the 2002 Greenways Master Plan and the draft 2018 Green Infrastructure Master Plan.	0	5	4	0	1	0	10

Transportation:

Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received											Total Votes Received
		1	2	3	4	5	6	7	8	9	10	11	
Initiate discussions between the Maryland Department of Transportation, CSX officials, and residents of Ohio Avenue in the Dorsey area to discuss solutions to the noise problem affecting this area. Consider installation of acoustical walls, tree buffers, or other noise mitigation measures.	Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.	1	2	1	0	4	0	1	1	0	4	0	14
Study, and if needed, construct a bridge over the CSX line on Montevideo Road in Jessup.	Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.	0	0	1	2	0	1	0	2	1	0	8	15

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received											Total Votes Received
		1	2	3	4	5	6	7	8	9	10	11	
Request that the County's Department of Public Works and the Maryland State Highway Administration conduct a corridor study of MD 198 to identify improvements and/or modifications which will reduce vehicle conflicts, permit safe pedestrian and bicycle use and crossings, and improve operations and safety along the corridor between MD 32 and the Prince Georges County line. Specific issues which should be addressed by the study include: a.) difficult turning movements at the intersection with Russett Green East; b.) turning movements into Corridor Place; c.) need for an additional traffic signal in front of Maryland City Plaza; d.) need for a flashing Caution signal near the BW Parkway ramps; e.) widening of MD 198 east of the BW Parkway to MD 32; f.) turning movements at the southbound access ramps onto the BW Parkway; g.) business entrances at the intersection of Whiskey Bottom Road; h.) pedestrian access across MD 198 to the Maryland City Library; i.) deer crossings on MD 198 near the Patuxent Research Refuge.	Partially implemented. A traffic signal has been added on MD 198 for Maryland City Plaza. The County funded a State Highway Administration project planning study under Capital Project H539800. The study is complete. The State Highway Administration is designing improvements at MD 198 and the Parkway. Capital projects need to be initiated to address the remainder of the improvements.	0	0	1	1	0	0	1	0	2	1	0	6

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received											Total Votes Received	
		1	2	3	4	5	6	7	8	9	10	11		
Request that the State Highway Administration require southbound truck traffic to exit MD 295 at MD 100 instead of MD 175. This will reduce the volume of heavy truck traffic using MD 175 through Jessup.	Not implemented. All trucks are required to exit southbound MD 295 at MD 175 because south of MD 175 MD 295 transitions to the Baltimore Washington Parkway, operated by the National Park Service. Allowing truck traffic to continue southbound, rather than improving the roads indicated, is more cost effective. Directing truck traffic through neighborhood roads is not a good idea.	12	3	0	0	0	0	1	0	0	0	0	0	16
Purchase the lot between the Jessup Elementary School and the Jessup Community Hall and use to provide off-street parking for school and community hall events and to provide safe pedestrian access between the school and community hall.	Not implemented. If desired, the Jessup Improvement Association should contact the Board of Education regarding the interest and feasibility of additional shared parking between the community hall and the Jessup Elementary School. Note that the current budget includes funding for a replacement of Jessup Elementary.	4	6	4	3	0	1	0	0	0	0	0	18	
The County Department of Public Works (DPW) should study the need for street lights at the junction of Brock Bridge Road with Dorsey Run Road and with Guilford Road. These intersections are difficult to locate.	Not implemented.	0	0	2	1	3	2	1	0	1	0	0	10	
Three bridged segments on Brock Bridge Road are experiencing problems related to flooding. These are located: a) at the Prince George's County line; b) at the Little Patuxent River crossing; and c) at Dorsey Run Road. Study, and if needed, redesign or improve these segments to reduce roadway flooding	Partially implemented. Automated flood warning systems are being installed at these locations under Capital Project H569300.	0	2	0	3	2	1	0	2	0	0	0	10	

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received											Total Votes Received
		1	2	3	4	5	6	7	8	9	10	11	
Heavy truck traffic on local roads in Jessup is an ongoing problem and is increasing. The DPW should study and identify improvements necessary to accommodate truck traffic on Race Road, Forest Avenue, Wigley Avenue, and Montevideo Road, and whether a weight limitation for trucks should be established.	Not implemented. All trucks are required to exit southbound MD 295 at MD 175 because south of MD 175 MD 295 transitions to the Baltimore Washington Parkway, operated by the National Park Service. Allowing truck traffic to continue southbound, rather than improving the roads indicated, is more cost effective. Directing truck traffic through neighborhood roads is not a good idea.	3	3	6	1	2	2	1	0	0	0	0	18
Request that the DPW study the need for deer crossing signs at Woodland Hills Way and Whiskey Bottom Road.	Not implemented.	0	0	0	0	0	2	1	2	2	2	1	10
Extend sidewalks along MD 198, from the BW Parkway west to the County line, and create sidewalks or trails, as appropriate, east of the Parkway to the Patuxent Wildlife Refuge.	Partially implemented. A project planning study of MD 198 was completed under Capital Project H539800. The State Highway Administration is designing improvements to MD 198 at the Parkway. Sidewalks west of the BW Parkway are complete. No sidewalks east of the Parkway.	0	0	2	0	3	1	2	1	0	0	1	10
Widen MD 198 from the BW Parkway east to MD 32, and add streetscape improvements, including bicycle access, to match the boulevard style that is planned for the Commercial Corridor west of the Parkway.	Partially implemented. The County funded a State Highway Administration project planning study under Capital Project H539800. The study is complete. The State Highway Administration is designing improvements at MD 198 and the Parkway. Capital projects need to be initiated to address the remainder.	1	1	1	2	1	3	1	0	0	0	0	10

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Public Safety and Community Facilities:

Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received								Total Votes Received
		1	2	3	4	5	6	7	8	
Establish fishing and observation sites along the Little Patuxent River at feasible locations on Brock Bridge Road.	Not implemented. This has not been studied and will require staff resources and / or funding.	0	1	0	1	2	1	2	1	8
Encourage the County or State to acquire acreage within the Oak Hill Detention Center site for use as a regional park or for other community facilities or uses.	Not implemented. The Oak Hill Detention site continues to be owned by the Federal Government.	1	0	1	1	0	2	2	1	8
Authorize the establishment of a multi-county police facility in the area to serve as a temporary holding and booking facility.	Partially Completed. A Centralized Booking Facility is in the FY2018 Capital Budget and Improvement Program. The facility is scheduled to be opened in October, 2019.	0	1	1	1	1	1	1	3	9
Complete the expansion of the Jessup Fire Station as currently planned in the County's Capital Budget.	Not implemented. This project has been placed on hold pending the final design of the interchange located at Route 175 and Route 295.	5	4	1	1	1	1	0	0	13
Provide a Senior Center in the Small Area. Given the population density in the area and the projected 50 percent increase in the number of people aged 65 and over, a senior center would ensure that older adults have opportunities and choices that lead to healthy, active lifestyles. This center also could be modeled after the Senior/Teen Community Center of Tinley Park in Chicago, IL, which gives both teen and seniors in the area a place to interact and teach each other skills. It also gives teens an opportunity to volunteer and complete community service hours.	Partially implemented. The Department of Aging and Disabilities plans to open Senior Activity Sites, including one that will be closer to the Jessup area.	5	5	3	1	1	0	0	0	15

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received								Total Votes Received
		1	2	3	4	5	6	7	8	
Support the preservation of Blobs Park as an asset in the Jessup community.	Not implemented. The Blobs Park dance hall property was sold by the owners and acquired by a church, which applied for a demolition permit and has since constructed a new church complex. The Subdivision and Development Code regulations require an evaluation and determination for historic resources that can be retained and preserved based on whether the historic resource retains its structural character and historic integrity and can still convey historic significance.	0	1	1	3	1	0	1	1	8
Create a plan, with resident and the business community involvement, to develop a Senior Citizens Center and Assisted Living facilities.	Partially implemented. The Department of Aging and Disabilities plans to open Senior Activity Sites, including one that will be closer to the Jessup area.	1	2	3	2	1	0	0	0	9
Staff of the Department of Public Works, the Health Department and/or OPZ need to work with residents of the Reavis Road area with regard to the ongoing problem of failing septic systems and develop viable solutions to this problem.	Not implemented. Lots on Reavis Road are in the Planned Sewer Service Area. Currently, the sewer main extends to the intersection of Forest Avenue and Forest Creek Drive, approximately 800 feet south of the intersection of Forest Avenue and Reavis Road. The property owners along Reavis Road should utilize the public sewer petition process to evaluate the feasibility for sewer extension to their community.	1	1	0	1	1	1	0	1	6

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Other:

Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received								Total Votes Received
		1	2	3	4	5	6	7	8	
Schedule an annual community meeting in each Small Area to provide updates on the SAP and GDP implementation schedule. Augment with quarterly reports in local newspapers.	Partially implemented. Each of the Small Areas are assigned a lead planner who is available to meet with the communities. Communities wishing to meet with the lead planner should contact the Office of Planning and Zoning to schedule a meeting and discuss specifics of what information they would like provided. Instead of quarterly reports in local newspapers, information can be provided on the County's website at www.aacounty.org .	1	3	3	2	0	0	1	0	10
Install benches and trash receptacles and plant street trees at regular intervals along MD 198, to complement roadside trails and the landscaped median.	Not implemented.	0	0	0	2	2	2	0	0	6
Complete underground installation of all the telephone and utility lines on MD 198.	Partially implemented. Telephone and utility lines are underground on MD 198 between the Whiskey Bottom Road intersection and just east of the intersection with MD 295.	2	0	1	0	1	1	0	0	5
Seek legislation to require community benefit fees to mitigate the impact of the State correctional facilities on the local community.	Not implemented. This should be further assessed and if needed, could be established through §4-11-109 as a Community Benefit Program, which requires a local nonprofit civic association to seek grants through the program, and/or as a new Capital Improvement Program Community Benefit Fund.	0	2	1	0	1	0	3	1	8

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Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received								Total Votes Received
		1	2	3	4	5	6	7	8	
Designate a County staff member as “Lead Planner” to work with the Jessup/Maryland City community to implement the recommendations in this plan.	Partially Completed. A “Lead Planner” was assigned in 2017 to work with the Jessup / Maryland City community to gather current issues and keep the community informed on Plan2040 development. As new recommendations and actions are adopted, the lead planner can work with the Jessup / Maryland City community as needed.	6	0	0	1	0	2	0	0	9
Encourage the U.S. Fish and Wildlife Service to provide equestrian facilities at the northern entrance of the Patuxent Wildlife Refuge on MD 198.	Not implemented. The operation and land use decisions within the Patuxent Research Refuge are the responsibility of the U.S. Fish and Wildlife Service.	0	0	1	1	2	1	2	0	7
Encourage the U.S. Fish and Wildlife Service to clean up and resurface the entrance road (Bald Eagle Drive) and ball fields adjacent to the northern entrance of the Patuxent Wildlife Refuge.	Not implemented. There have been no discussions with the US Fish and Wildlife Service on this issue. Concerned citizens should contact the Patuxent Research Refuge. The County has no jurisdiction over this Federal facility.	0	3	1	1	0	1	1	0	7
Prohibit roadside activities, such as, but not limited to, fundraising and sales.	Not implemented. Roadside stands consisting of temporary seasonal structures that sell produce and other agricultural goods are permitted in the lower density residential zoning districts, and roadside vendors are permitted in all commercial zoning districts. It is unlikely that there is Countywide support for a total prohibition of these uses.	0	1	2	0	0	0	0	5	8

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2009 GDP:

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
Land Use and Zoning								
Conduct a study of former landfill sites to confirm their current status, and to assess their current and future suitability for development. Develop a Closed Landfills Map.	No progress to date	2	4					6
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.	5	2					7
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.	5	5	0	0	0	0	10

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2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
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.	1	2	2	2	0	0	7
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.	1	0	4	1	1	1	8

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2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
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.	0	1	1	2	3	0	7
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	0	2	5	7
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.	4	0	0	1	1	1	7

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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.	6	0	2			8
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	3	6	1		10
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	2	6	1			9

Transportation							
Prepare a comprehensive study of Park and Ride lots to assess supply, demand, and improvements needed.	No progress to date. Funding has been allocated through BMC and will require coordination with MTA and BMC. The Office of Transportation's Rideshare Coordinator will be conducting regular surveys of Park and Ride lots utilization to identify areas of need and future demand.	5	1	3	1		10
Conduct feasibility study for the extension of light rail to other areas of the County.	No progress. This was discussed during the past two updates to the Transit Development Plan, but public support for Light Rail extension has been lacking. Planning efforts have focused on other aspects of transit planning including bus transit and ridesharing.	2	0	3	5		10
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.	3	4	2	0		9

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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.	2	3	0	2			7
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Activity 2: Vision Exercise (written responses)

What is special about your community?

- Rural Setting | Low Crime | Strong Community Involvement | New Elementary School being built
- Multi-Generational Homes/Legacy Homeowners | Large Lots w/ acreage very close to urban convenience | Agriculture | Beautiful, sanctuary for the industrial/business which surrounds. You have to get off 175 to appreciate!
- Was small-town feeling, losing that fast
- I feel like progress has taken over what once was a quiet neighborhood with little traffic. Making it not so special anymore.
- A green space, zoned R1, with horse farms & neighbors that have goats, chickens, Guinea fowl & vegetable gardens.
- Many families have deep roots in the community | Until recently it still had a mostly rural feel | We still have some large areas of green space we would like to preserve
- It is now a commercial area! Not a “special” residential neighborhood anymore
- People – lots of people | Some live & spend here | Some work & spend here | Some drive through & spend here
- Small community feel – in some areas everyone knows everyone
- Jessup is a very old community and has always been very close-knit
- I live on 175 near Brook Ridge Rd
- (no answer)
- Central Location
- Rural look & feel prior to 2010 | Still have green space and some farms

What has changed in the last 15 years?

- Traffic has increased tremendously | Major Development (i.e. housing along/off Wigley; Townhouses along 175; business development & planned business development)
- Traffic | Loss of large tracts (agriculture) to subdivisions | Townhouses??!

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- People moving in an(d) running commercial business from their home, which they don't live in | Park Com. Equip Behind Fence to hide
- Traffic – Business – way too many homes crammed into one area without roads to handle traffic
- Spot zoning & approved development NOT in accordance with the 2009 Jessup/MD City Small Area Plan
- Old farm properties were sold and transformed with large homes or multi-family housing | Traffic has gotten much worse
- More commercial property | Double or more population | Traffic
- Planned Development was finally built – many new residents needing local services | A premier office park serving NSA lots of daily drivers | Rt 175 is no longer viable as a location for family residences
- The amount of new homes and road traffic
- Way too much development – the entire character of our community is being changed. The heart of our town , Rt 175, is turning into a commercial corridor with gas stations & fast-food restaurants. This is not Jessup!
- It has become a non-community | Traffic & development have made it simply a place to drive through
- Too much traffic & crime
- Traffic increase | High density home construction
- Rapid development, deforestation, traffic, & litter! | More flooding noticeable since 2010 and see effect downstream | Spot zoning by county council that our councilmen did not tell us about

What needs improvement?

- Sidewalks, especially on Orchard Ave. with increased traffic on Orchard from 175 overflow, it's terribly unsafe to walk along Orchard.
- Shoulders for walking because we don't have sidewalks | Fewer zoning exceptions for environmental matters (wetlands – vegetation – permeable surface, slopes) | Fewer exclusive communities which wall off families that aren't in subdivisions
- Enforce zoning laws!
- The bottleneck from 295 to Rt 1!
- Communication | Storm water runoff mapping | allow the Jessup Improvement standing for community issues
- Roads | Library | Additional schools and senior needed | More recreational facilities
- Traffic routing on 175 (bottleneck @ 295)
- After the new Odenton to Nat'l Business Parkway Highway is connected, there will be a two lane bottleneck from Anne Arundel/Howard County – How will the two lane section of Rt175 be widened/straightened?
- The zoning along 175 to remove residential homes
- If I had one wish, it would be stop all of the developers from changing our community. Since that is impossible, I would like to see development slowed as much as possible. Special exceptions should be denied when the community doesn't want them

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- That ship has sailed – it is now “Rt 2” and to deny that 175 is otherwise is unfair to people living in those homes. It is not a bucolic rural community!
- Speedbumps on Orchard Ave
- Bridges on Rt 175 near railroad change to at least 4 lanes | Replace fallen septic w and public sewer
- Keep trucks off residential roads – they already ignore the signs. | Controls on overdevelopment

What should your community look like in 20 years?

- Community center(s) for youth/seniors | Limit development; force developers to commit to community enhancement as part of any planned development
- The area on 175 should be walkable to allow residents to access the services that are forthcoming without a vehicle | No more townhouses – we don’t need to replace single family/large tracts of beautiful land with townhomes or apartments
- Clean up kept Private homes | No com. Trucks-vans | Repave streets and sidewalks
- I believe Jessup Rd will be all commercial and the side & back roads can be residential
- Keep our trees | keep areas zoned R1 to remain R1
- Better transportation options with well-designed roads | Vibrant community centers and trees, parks, well-tended public areas
- Total commercial area!
- Much more business along a fully completed Rt 175 through to Rt 1 | Champion Forest Ave will connect with the relocated Rack Rd & will be a service road for business from the BW Parkway to the school – with traffic light only access to Rt. 175
- Adapt as the increased buildings grow
- I would like to see it stay as much the same as possible. Divert traffic & restore the small town feel
- No one will ever want to live in my house after me (despite being a very nice historic house) So let it go! Ps – Parks in this edge of the county would be nice
- 20 new home developments
- A better flow from residential to commercial
- Remain R1 | Keep what is left of the dwindling forest

Activity 3: Community Boundary Review

- North = Rt 100, West = Howard County Line, East = Rt 295, South = Jessup Rd
- Holiday Mobile Estates is Jessup, Md.
- Jessup [bounded by] Howard line, 100, Parkway, 175 [2x]
- Jessup should extend from Rt 1 to Ridge Road

Open Comment Session

What is special about your community?

- New elementary school is under construction
- Location – proximity to DC, Baltimore, and Annapolis
- It is zoned R1 – low density residential

Visioning Anne Arundel

A continuing discussion for Plan2040



- Green, lots of trees, farms, horse farms

What has changed in the last 15 years?

- Development is out of control
- This is not the vision the community had 20 years ago
- Loss of green space
- Concern about trees being cut down unnecessarily for development, like the school, and road improvements

What needs improvement?

- How to mitigate development going forward
- Maintain green space, open space
- More transparency about type of development, especially commercial
- Need for SHA to hear concerns from the public, and provide adequate notification about development
- Communication between Anne Arundel County and Howard County and SHA about MD 175 widening did not seem to occur. Was there a priority letter from the counties to SHA about this project?
- Concern about traffic and safety at the new school intersection
 - o The County is working/studying to ensure good access in/out of school
- Concern about truthfulness / accuracy of testimony of developers/consultants/engineers
- Need for sidewalks, bike routes
- Need for more schools – new Jessup Elementary is already at capacity. May need another elementary, middle, and high school
- Algorithm for school capacity needs to be improved – provide better accuracy
- County code allows developments held up by closed schools to build after 6 years – regardless of capacity
- Need for a senior center, teen center – activities for all ages
- Public/private partnerships to provide activities
- Stormwater management needs to be improved. Developments have exacerbated the issue. Need follow up from developers post-development.

What should your community look like in 20 years?

- Do not want to see MD 175 turn into a Rt. 2, example - do not want to see Panera, fast food. This causes traffic and difficulty getting out of driveways
- Rezone MD 175 to commercial
- There are safety concerns with low income housing, so against it.
- There is a difference between workforce housing and Section 8 housing. Workforce housing has been shut down by communities because they did not fully understand the difference.

Visioning Anne Arundel *A continuing discussion for Plan2040*



County Executive Pittman addresses meeting attendees