

## Summary of Participant Input and Comment

Pasadena/Marley Neck Small Area

Northeast High School

May 30, 2019

Total attendees: 16

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

#### Land Use and Zoning:

Pasadena/Marley Neck SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received				Total Votes Received
		1	2	3	4	
Change Tax Map 16, Parcels 315, 827, 828, part of Parcels 225 on Jumpers Hole Road and Woodholme Circle from Residential Medium Density and Residential Low-Medium Density to Residential Low-Medium Density land use.	Partially Implemented. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04 however, portion of Parcel 225 (south side of MD 10, now Parcel 790) was changed to Residential Medium Density with approval of the 2009 General Development Plan. The portion of the area that was changed to Residential Low-Medium Density was not reflected on the land use map. The Woodholme Circle area is zoned R2 and is developed with single-family detached dwellings. The remainder is zoned R10 and is developed with townhouse and multifamily residential units.	0	0	5	4	9
Change 8348, 8349, 8353 Ritchie Highway; 101 Hastings Lane, 4 Edwards Drive (Tax Map 23, Parcels 61, 430, 697, part of Parcel 161 (lots 14-19) from Residential Low Density to Commercial land use.	Partially implemented. The land use was changed to Commercial with approval of Bill 46-04, except for Parcel 697 and the entirety of Parcel 61. The properties are zoned C1, except for 4 Edward Drive, which is primarily R2. Current uses include retail commercial, office, and single-family detached residential.	0	0	4	5	9

<p>Develop mechanisms to implement the design improvements for the Orchard Beach and Mountain Road commercial areas and the concept plan for the Riviera Village Center.</p>	<p>Partially implemented. A Mountain Road Commercial Corridor Study (2015) was prepared jointly by the County and the State Highway Administration. The study proposed improvements along Mountain Road from Waterford Road to Edwin Raynor, including pedestrian facilities and design guidelines for the study area. The project has not moved forward to final design, acquisition, and construction to date but continues to be included in the County's annual Priority Letter to the Maryland Department of Transportation. No actions have been taken toward implementing the Riviera Village Center concept.</p>	2	7	0	0	9
<p>Improve the appearance of commercial and business establishments in the planning area by adopting design guidelines that consider: uniform facades (theme); coordinated setbacks; improvements such as sidewalks, landscaping and lighting; better design and placement of parking to ensure that the business, not cars, is prominent; sign standards; and maintenance requirements for businesses.</p>	<p>Partially implemented. A Mountain Road Commercial Corridor Study (2015) was prepared jointly by the County and the State Highway Administration. The study proposed improvements along Mountain Road from Waterford Road to Edwin Raynor, including pedestrian facilities and design guidelines for the study area. The project has not moved forward to final design, acquisition, and construction to date but continues to be included in the County's annual Priority Letter to the Maryland Department of Transportation.</p>	8	2	0	0	10

**Natural and Cultural Resources:**

		Rank Order Votes Received			Total Votes Received
		1	2	3	
<b>Pasadena/Marley Neck SAP Recommendation</b>	<b>2019 Status and Explanation</b>				
Survey the shoreline and identify sources of bank erosion. Develop a proactive program of working with landowners to identify appropriate stabilization techniques and direct them to existing funding sources.	Not implemented. The Department of Public Work's Watershed Protection and Restoration Program has performed an analysis of exiting potential shoreline restoration using aerial imagery on pilot areas to document managed acreage treated at a watershed/subwatershed scale. This analysis will be expanded to the remaining shoreline during 2018.	7	3	0	10
A historic plaque in the location of the Chestnut Hill Cove landing site should be posted.	Not implemented. The private property owners are interested, but the cost of signage appears to be a deterrent. There are no known sources for public funding of this recommendation. No further action taken.	0	0	9	9
Hancock's Resolution could be an important tourist attraction. It should be further developed in a sensitive way to attract more tourists and water access provided to allow boaters the ability to visit.	Partially implemented. Through a State bond bill, a design for a visitor's center is completed. Funding for construction is still needed. Further planning needed to develop water access.	3	6	0	9

**Transportation:**

Pasadena/Marley Neck SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received			Total Votes Received
		1	2	3	
Consider construction of an additional lane in each direction on MD 100.	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.	4	4	2	10
Upgrade Solley Road to current standards (i.e. improve visibility, provide shoulders).	Partially implemented. A study of the Solley Road corridor was completed under H545900. Substantial development is occurring along the corridor that can improve visibility and provide shoulders. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.	5	4	0	9
Explore, and implement if feasible, the widening of Stoney Creek Bridge or the provision of a new bridge.	Not implemented. The Stoney Creek Bridge was repaired in 2006 but has not been widened.	1	1	6	8

**Community Facilities:**

Pasadena/Marley Neck SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received				Total Votes Received
		1	2	3	4	
Use the Anne Arundel County Trust for Preservation (A.C.T.) Historical Marker Program to recognize cultural resources and provide adequate funding to install roadside markers at all historic sites Countywide.	Not implemented. Roadside signage proposal has been discussed internally but funding has not been identified.	0	1	1	7	9

<p>Develop a County recreation center in the Mountain Road corridor that will include an indoor/outdoor public swimming pool and will provide after-school recreational programs and meeting space for the community (basketball, volleyball, Cub Scouts, etc.). These programs should be free, or a sliding scale fee should be offered.</p>	<p>Not implemented. For fiscal responsibility to its residents, the County policy is to utilize school facilities for after school community activities and recreation needs.</p>	5	2	3	0	10
<p>Develop a major outside recreational complex with adequate new fields to accommodate the demand for active multi-purpose athletic fields.</p>	<p>Partially implemented. Additional land has been added to Stoney Creek Park for active and passive recreation. The Department of Recreation and Parks will pursue funding to initiate a master plan, design and construct facilities at Stoney Creek Park and Solley's Cove Park for active and passive recreation facilities and water access in addition to pursuing other site(s) as needed.</p>	3	5	2	1	11
<p>Provide more public access to waterways. Develop boat ramps, fishing piers, crabbing piers and picnic areas.</p>	<p>Partially Completed. A boat ramp is being designed for Solley's Cove Park. The Department of Recreation and Parks will pursue funding to design and construct Stoney Creek Park and Solley's Cove Park to include water access.</p>	2	4	5	1	12

**Other:**

		Rank Order Votes Received				Total Votes Received
		1	2	3	N/A	
<b>Pasadena/Marley Neck SAP Recommendation</b>	<b>2019 Status and Explanation</b>					
The County should also set the example for fuel efficiency by purchasing the most efficient vehicles possible, and ones that can utilize more cost effect types of fuels.	Partially implemented. The County's Central Services Fleet Administration has put forth procurements to enable the County agencies to fully optimize resources in the most cost effective, supportive avenue. Approved procurements support the mission of Central Services to operate an efficient and cost-effective fleet. Alternative fuel investigations have not provided the county with cost saving measures and will not be pursued at this time. The infrastructure required to install and maintain any alternative fuel system is currently out of scope of operations.	2	5	3		10
Develop a County-operated rifle range.	Not implemented. More public discussion is required to determine if rifle ranges are acceptable public facilities. The Twelfth District Pistol and Archery range is located in Davidsonville, however it is a private facility.	1	1	5	5	12

<p>The County should develop strategies to reduce emissions, which affect air quality. Strategies might include: a.) Accelerate the completion and implementation of bike and pedestrian facilities; b.) Promote the use of telecommuting by County, State and Federal employees. Work with the State to set up central centers for use by public agencies; c.) Promote compressed workweeks for County, State and Federal workers; d.) Adopt land use and transportation plans that encourage the use of public transportation and carpooling in order to reduce automobile traffic and ozone levels; e.) Promote alternatives to single occupant vehicles. Ridesharing, car-pooling and modes of public transportation should all be investigated, promoted and utilized; f.) The County should set the example for fuel efficiency by purchasing the most efficient vehicles possible, and ones that can utilize more cost effect types of fuels; g.) The County should set the example for the use of green technology and develop regulations that require future development to utilize these principals if at all practical; h.) Encourage the maximum utilization of developed areas (infill – smart growth), which will reduce the need for expanded development areas and new roadways; i.) Work with jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the non-attainment areas; j.) Encourage industries to reduce diesel exhaust and limit emissions from industrial areas. Use of specific roadways for trucks should be encouraged.</p>	<p>Partially implemented. The County has a program for compressed work weeks, in use by some Departments. The Small Area Plans and the 2009 General Development Plan recommend and encourage a multi-modal transportation system as well as mixed-use development. In addition, the County has a ridesharing program. Green roof systems.... Through the land use plan and through its implementation (zoning, priority funding areas, development policy areas, the Water and Sewer Master Plan, etc.), infill development is encouraged.</p>	6	4	0		10
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**2009 GDP:**

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	6	N/A	
<b>Land Use and Zoning</b>									
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	10	1					1	12
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.	1	10					1	12
<b>Community Revitalization</b>									
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.	2	0	1	1	0	0	1	5



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

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	6	N/A	
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	0	2	0	1	1	1	5
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	2	1	5
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	0	1	1	1	7
<b>Natural Resources</b>									

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	6	N/A	
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.	4	4	2					10
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.	6	3	1					10
<b>Transportation</b>									
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.	1	7	0	1				9
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	2	2	5			1	10

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	6	N/A	
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	0	7	2				9
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.	8	0	0	1				9

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

**What is special about your community?**

- Tanyard Springs is 10 years old – and first planned community in area of single-family homes and townhomes
- I'm not sure yet...
- Water access | Good parks | access to shopping
- Sense of community | History of area
- Location: I live in the community of Bayside Beach. It is at the very end of a very long road. People come to visit and enjoy their friends & family in a warm, friendly environment. Since it is relatively small (212 homes), you can walk around the beach and talk to everyone.

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

- Have only resided here for 5 years – traffic has increased due to additional communities being built
- Haven't lived in the area that long
- More houses | More business parks | Less trees | Less green stuff | More traffic
- ↑ building with not infrastructure upgrades

- Since Isabel, many old homes were destroyed, property was developed and new homes were built | The community association is active and improvements are budgeted for every year

### **What needs improvement?**

- Access to 695 off [*illegible*] is terrible due to additional housing | Will need wider roads & lights along Marley from Smallwood and Spencer
- Community plans when it comes to street width for parking also the standard 2.5 parking spaces per home should be a whole number. 3 spaces per home would make a world of difference
- Traffic | More green spaces | Sidewalks | Bike lanes
- The need to improve infrastructure | Affordable housing | Offer incentives for current business to improve/upgrade outside of facility. Need to try and develop a common theme for color/design | Utilization of unoccupied buildings instead of building new | Plan to develop area Shopping center across from Elizabeth Landing | Look to the future & think about a destination site Commercial/Restaurant Park-like setting community center
- Our Shoreline ☹️ Shoreline erosion budgets are too expensive for an older neighborhood. Grants and free programs to improve are non-existent | Our Roads: Repeat calls on especially Harbor Road to fix run-off water – need storm drains

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

- Being that it is governed by an HOA my hope is the standards that are in place are still in place
- TBD
- Think about the look a feel of communities in Columbia/HC | MT Rd corridor – more cohesive in look
- Better roads and Shoreline

### **Other Comments:**

- Ours & other planned communities are not being provided ample parking. County counts garages as parking space as well as driveways and then allowing streets to be so narrow there is no street parking. How are residents to have their families grow, or even have guest over. We are not an urban area
- Parking in my development, The Pointe at Tanyard Springs is horrible. Buyers were told by Lennar that street parking would be allowed and after the majority of homes were sold “no parking” signs went up & we were told it was fire code. This has led to a lot of issues with people having a place to park
- I like the idea of a rifle range | I actually like Hancock’s Resolution, and historic markers. I just put environmental concerns before them
- Our community has been in a “Special Community Benefit District” (SCBD) for several years. Budgeting our dues and having the County add the \$\$ to the July tax bills automatically has worked very well

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

[West side of Stoney Creek] Baltimore zip code – higher insurance premiums; Pasadena?

## Open Comment Session

### **Why did you choose to live in Pasadena?**

- Lived in Linthicum previously, and came here for the waterfront. This area has an abundance of waterfront property, and it's a nice area.
- Been in Pasadena for 23 years; followed someone and stayed.
- Have been here one year; the location is convenient for work in Baltimore and DC.
- Moved here 30 years ago for the porch on my house.
- Have been here for 30 years; moved here for a house next to woods, nearby parks, and easy access to transportation corridors.

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

- The combination of everything in Pasadena: parks, wildlife, waterfront and beaches. They all make it a great place to live.
- My business located here for jobs and the customer base.
- There is a great sense of history here. There are a lot of long-timers here, plus a lot of new people, so there's a mix of people; a great sense of community here, with old and young.
- Good schools
- Feel really safe in this neighborhood

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

- Roads
- Lack of infrastructure
- Residential and commercial growth, without infrastructure. For example, the police station is still waiting on the road to be widened.
- It seems that they like replacing trees with development.
- Pasadena as a bedroom community, from 6,000 (1960s/1970s) homes to 24,000 today in the area.
- Used to ski in Stoney Creek in the 1980s, when the creek was not clean. Now it's not so bad, so it's a positive change. Water clarity is improving.

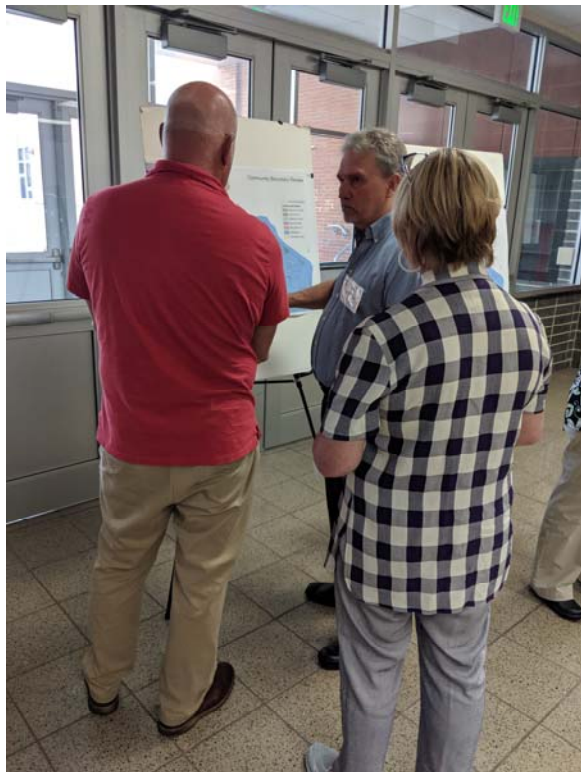
### **What needs improvement?**

- There are empty buildings and storefronts, yet new development comes in, tearing down trees. We need to reuse what we already have
- Need to have mitigation done now while the economy is strong; revitalization
- We lack park-and-rides, public transportation, and community centers for youth to go to if they are not in organized sports. Parts of Pasadena look downtrodden, which deters potential home buyers.
- The Senior Center is constrained, located in shopping center.
- Need more accessible public transportation. A bus down Mountain Rd would be great; the nearest bus stop currently is 5 miles away and is not accessible by bike from the area.
- We can further improve water quality/clarity. The citizen water monitoring group could get help/assistance from the County to expand their impact and gather more data.

- Rock Creek Park recently put in water control barriers, but there are litter issues due to litter getting into the stream and Bay; this reveals upkeep and maintenance issues.
- Sidewalks are in poor repair.
- Bus shelters are needed at bus stops. Consider solar powering for cell phone plug-ins.
- There is a need for activity buses for youth to improve their ability to participate in after school activities.

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

- More Public art
- Walkability. Add shoulders to the roads. Consider the future use of electric bikes.
- Affordable housing and mixed use; see Howard County, which has planned communities and unified character. Contrast the aesthetics of the Ft Smallwood area toward Curtis Bay versus Forest Drive in Annapolis, with maintained median plantings. These issues have quality of life impacts.
- Preserve all the parkland we have now so it's never developed or acquired. Preserve wildlife. Keep these places for people in the area to use, and don't lose acreage.
- Trails connecting the parks.
- Stormwater, development impacts, impacts on the Bay.
- Being able to get on a bike, ride to a bus stop, get to work on tree-lined trails, and able to stop at a grocery store on a bike.



*Citizens review a map of area communities.*

2009 General Development Plan Recommendation	2019 Status and Explanation	Dot Rankings
<b>Transportation</b>		
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 B50C 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.	
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 teleworking.	
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.	
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 widening, intersection improvements, upgrading signalization, improving pavement conditions, and all other road and intersection capacity enhancements.	

*Dot ranking exercise for unimplemented recommendations from the General Development Plan*