

Timestamp	First name	Last name	City	State	Zip Code	Are you representing yourself?	If no, what organization or whom do you represent?	Legislation	Position	Remarks	Attachments
Bill No. 92-25, as amended											
2026-01-22 12:47:05	Daniel	Weber	Severn	Maryland	21144	Yes		Bill No. 92-25 (As Amended): AN ORDINANCE concerning: Subdivision and Development – Zoning – Cottage Home Development	Oppose	<p>This proposed legislation is supposed to be pertaining to Cottage Home Developments.</p> <p>1.Page No. 7 - Lines 8-11 states: (E) The density in a cottage home development may not exceed 8 dwelling units per acre in an R1 zoning district, 12 dwelling units per acre in an R2 zoning district, and 15 dwelling units per acre in an R-5 zoning district and 20 dwelling units per acre in an R10 zoning district. Each of these exceed what the county zoning already has in existing zoning codes. As written, this legislation changes R1, R2, R5, and R10 zoning to R8, R12, R15 and R20 respectively. Thus. our home (currently R2) would effectively become R12. Building that many dwellings in an existing R2 community would destroy the nature of current residential neighborhoods no matter where they are in the county. Existing codes allow a maximum of: 1 dwelling unit per acre in an R1 residential zoned location; 2 dwelling units per acre in an R2 zoned location; 5 dwelling units per acre in an R5 zoned location, 10 dwelling units per acre in an R10 zoned location. Thus, the legislation as written violates current zoning code. Perhaps an entirely new zoning district needs to be created for cottage housing and condominium developments (i.e. CH not R) in the proposed legislation. Otherwise, cottage homes need to comply with the current existing residential zoning limitations and be restricted to R10, R15 R22 zoned locations as appropriate with 10, 15 or 22 units per acre. Plunking high density housing into an R1-R5 zoned district is totally inappropriate without that area going through the entire zoning code change process....</p> <p>2.Page 4 line 30. There needs to be a separate allocation of acreage for the "conference retreat facility" which may be better termed a "community center" as the "conference retreat facility" moniker makes it sound like a commercial (C) business hosting retreats which would belong in at least a mixed Use (MXD) zoning district or industrial district NOT a residential (R) zoned district.</p> <p>3.This proposed legislation does not make any allowances for zoned open space. At a minimum any acreage already zoned conservation property (e.g. forest conservation) and not buildable must NOT be considered in making the allocation of buildable acreage within the planned Cottage Home Development.</p> <p>4.On page 5 line 8 the table: Aren't duplex dwellings already covered under existing building and zoning codes? Leave those codes as they are and do not confuse the purpose of cottage home developments. Delete the "Conversion of existing single family detached dwellings to duplex dwellings." In the same table delete the R1, R2, R5 areas that Cottage Homes are permitted. This matches the comments noted in item 1 above. Existing codes allow a maximum of: 1 dwelling unit per acre in an R1 residential zoned location; 2 dwelling units per acre in an R2 zoned location; 5 dwelling units per acre in an R5 zoned location, 10 dwelling units per acre in an R10 zoned location. Cottage homes need to comply with the current existing residential zoning limitations and be restricted to R10, R15 R22 zoned locations as appropriate with 10, 15 or 22 Cottage Home units per acre. Plunking high density housing into an R1-R5 zoned district is totally inappropriate without that zoning area going through the entire zoning code change process....</p>	
2026-02-02 9:12:41	Rylie	Shewbridge	Linthicum	Maryland	21090	No	Fello	Bill No. 92-25 (As Amended): AN ORDINANCE concerning: Subdivision and Development – Zoning – Cottage Home Development	Support		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83497/2.2.26.aacounty92-25.fello-signed.pdf">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83497/2.2.26.aacounty92-25.fello-signed.pdf</a>
Bill No. 100-25, as amended											

Timestamp	First name	Last name	City	State	Zip Code	Are you representing yourself?	If no, what organization or whom do you represent?	Legislation	Position	Remarks	Attachments
2026-01-29 12:29:48	Michael	Bennett	Pittsfield	ME	4967	No	Cianbro Corporation	Bill No. 100-25 (As Amended): AN ORDINANCE concerning: Purchasing – Procurement – Project Labor Agreements	Oppose	<p>Council members,</p> <p>Thank you for the opportunity to submit testimony on Bill No. 100-25.</p> <p>Based on data from the U.S. Bureau of Labor Statistics, approximately 90 percent of construction companies operating in Anne Arundel County choose to perform their work as open-shop contractors. This reflects the long-standing composition of our local construction industry and the preferences of the vast majority of firms that build the county's infrastructure.</p> <p>Given this reality, it is difficult to understand why a council that values fairness, equity, and open competition would advance language that even suggests the promotion of Project Labor Agreements. If the recent amendment now changes the requirement from "shall" to "may," it raises an important question: if the intent is no longer mandatory, why continue pursuing a policy that introduces uncertainty, restricts competition, and provides no demonstrated benefit to the taxpayers of this county.</p> <p>Raising the threshold to \$35 million only compounds the concern. Nationally, when PLA thresholds at this level have been challenged through bid-protest mechanisms, those challenges have been successful in every case. While the outcomes ultimately protect competitive bidding, the process itself delays project starts and imposes unnecessary costs on both construction companies and taxpayers.</p> <p>As we approach our nation's 250th anniversary—a moment to reflect on the freedoms our forebears fought to secure, including the freedom to choose—I respectfully ask the Council to reconsider the consequences of this bill and withdraw it from further consideration. Allow all qualified contractors to compete for county work and allow the successful bidder to perform that work in the manner they deem appropriate, whether open-shop or union. That freedom of choice, grounded in open competition, is part of what makes this county strong.</p> <p>Thank you for your service, your leadership, and your commitment to preserving the principles that support a fair and competitive marketplace.</p>	
2026-01-31 10:04:06	Kevin	O'Keeffe	Baltimore	Maryland	21230	No	Independent Electrical Contractors (IEC) Chesapeake	Bill No. 100-25 (As Amended): AN ORDINANCE concerning: Purchasing – Procurement – Project Labor Agreements	Oppose		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83268/letter-of-opposition_aa-council-bill-100-25_as-amended.docx">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83268/letter-of-opposition_aa-council-bill-100-25_as-amended.docx</a>
2026-02-02 10:10:40	Matthew	Teffeau	Annapolis	MD	21401	No	ABC-Metro Washington	Bill No. 100-25 (As Amended): AN ORDINANCE concerning: Purchasing – Procurement – Project Labor Agreements	Oppose		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83512/aa-county_bill-100_25_abc-metro-washington.pdf">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83512/aa-county_bill-100_25_abc-metro-washington.pdf</a>
2026-02-02 10:51:14	Chris	Garvey	Annapolis	MD	21401	No	ABC Chesapeake Shores Chapter	Bill No. 100-25 (As Amended): AN ORDINANCE concerning: Purchasing – Procurement – Project Labor Agreements	Oppose		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83519/aa-county-pla-feb-2-2026-100-25-opposition.pdf">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83519/aa-county-pla-feb-2-2026-100-25-opposition.pdf</a>
Bill No. 101-25, as amended											
2026-02-02 10:53:26	Matthew	Pipkin	Owings Mills	MD	21117	No	Maryland Multi-Housing Association	Bill No. 101-25 (As Amended): AN ORDINANCE concerning: General Provisions – Public Works – Landlord-Tenant Eviction	Support	Please see the attached remarks on the bill as amended.	<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83522/mmha-2025-aa-county-bill-101-25-as-amended.pdf">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83522/mmha-2025-aa-county-bill-101-25-as-amended.pdf</a>
Bill No. 1-26											

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2026-01-29 20:24:16	Lisa	Stedge	Millersville	MD	21108	Yes		Bill No. 1-26: AN ORDINANCE concerning: General Development Plan – Region 6 Plan	Oppose	<p>Please help us, regarding the following, because danger and negative environmental impacts are related serious concerns:</p> <p>~ Region 6 Plan (Bill 1-26) ~ Comprehensive Zoning Map (Bill 2-26).</p> <p>We support an amendment to maintain the RLD zoning for CZ-R6-MRV-0003B. We thus oppose any upzoning to commercial use of the RLD (residential) parcel at the corner of Rt. 3 North and Millersville Road.</p> <p>Specifically, please help us by retaining the RLD zoning for CZ-R6-MRV-0003B. Here’s an idea: A large home(s)/mansion(s), complete with a long entryway driveway, could easily be constructed in that “residential” area. Someone will surely buy such a home(s)/mansion (s). There is no need for upzoning that parcel and causing high traffic.</p> <p>Please oppose any upzoning in the vicinity of Millersville Road and Route 3.</p> <p>Please further preserve the health of the Jabez Branch watershed by keeping traffic — as well as any impervious pavement on the land — to a minimum.</p> <p>Please scroll way down below this message, in order to read our document, which details our concerns, as well as notes our suggestions for compromises.</p> <p>Thank you, so much, for your hard work. *****</p> <p>Please take to heart our following document, which contains three (3) sections.</p> <p>SECTION 1</p> <p>We oppose upzoning CZ-R6-MRV-0003B (Parcel 357) to C2 for many reasons, including the following:</p> <p>DANGER:</p> <p>The area of the intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)” is much too dangerous to be “upzoned” and commercialized. Based on traffic statistics received from the Maryland State Police, the following conclusions can be made for the area of the intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)”:</p> <p>Years 2019-2023 (including the Pandemic’s lower traffic, lockdown period of time) Fatalities - 3 Non-Fatalities - 273</p> <p>Year 2024 Fatalities - 5 Non-Fatalities - 568</p> <p>The existing intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)” simply cannot withstand additional traffic. The currently proposed plans for a “Millersville Park,” off of Millersville Road, as it is, will already cause a dangerous increase in traffic.</p> <p>Any added traffic will impact everyone who uses the Route 3 Corridor. The “Route 3 and Millersville Road/Annapolis Road Intersection” is failing and has the highest accident rate of the corridor. Any accidents, aside from their potential tragic ends, will create longer delays for commuters, too.</p> <p>Additional traffic congestion will not only cause more accidents and traffic delays, it will impede our County’s delivery of emergency services, including ambulance — and fire rescue services, to residential communities running on private well systems.</p> <p>Apparently, there has been talk of “Jersey Walls or concrete barriers” possibly being installed between the lanes in front of the “Royal Farms” store and the “Wawa” store, within the intersection of “Route 3 and Annapolis Road/Millersville Road.” Please, there must be a better solution to fixing the dangerous intersection, there. “Jersey Walls,” or such, will be horribly ugly, will encourage graffiti, will get dinged and cracked, and will eventually be coated in unsightly pollution from intense traffic in that general area. Moreover, what a total mess of chaos “Jersey Walls or concrete barriers” would cause for the County’s delivery of emergency services, including ambulance — and fire rescue services, to residential communities running on private well systems. There would be even fewer passage options for the emergency vehicles— plus much more traffic congestion!</p> <p>Ditto for all traffic concerns, above, if it is true that there are thoughts of building a “Home Depot,” etc., off of Route 3, between Conway Road and Route 32 (basically anywhere near the extremely deadly and congested area of the intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)”). Such a high-traffic establishment, given the current “life or death” driving situations in the given area, would be detrimental to our community.</p> <p>A definitive plan and financial commitment to fix the extremely deadly and congested area</p>	

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2026-01-29 22:31:41	Emily	Mason	Millersville	MD	21108	Yes		Bill No. 1-26: AN ORDINANCE concerning: General Development Plan – Region 6 Plan	No position	<p>Dear Council Members,</p> <p>I am writing to urge you to support an amendment to maintain the RLD zoning for CZ-R6-MRV-0003B. I'll keep the reasoning simple. The intersection of Rt. 3 and Millersville Rd. has already failed traffic studies and hosted fatal crashes. Making it a target for further development prioritizes developers' money over residents' lives. Rezoning this area also violates preexisting requirements for rehabilitating an important feeder body of water. Allowing development here represents a money grab over good stewardship of our natural resources.</p> <p>The "ask" here is simple: don't change the zoning. The only possible reason to make the proposed change is to line the pockets of predatory developers, who will move on in a few years leaving yet another half-occupied strip mall, fewer jobs, overused infrastructure, and a damaged environment behind them.</p> <p>Sincerely,</p> <p>Emily Mason</p>	
2026-01-31 14:21:55	Deborah	Unitus Bereznak	Millersville	Maryland	21108	No	Indian Landing Community Association-Millersville	Bill No. 1-26: AN ORDINANCE concerning: General Development Plan – Region 6 Plan	Oppose	<p>Residents of the Millersville area strongly oppose any upzoning suggested in the Region 6 Plan. Upzoning RLD property to C2 Commercial is not what residents requested. We have never seen a definition of the term, "Commercial Hub" . What is the definition? The County is changing the character of this historic part of the County. When it's gone, it's gone forever.</p> <p>Maryland Rt 3 North and South is recognized by the State as a Failed Roadway and one of the most dangerous in the State. In Sept 2025, I filed a Public Information Request with the MD State Police about accidents on Rt. 3 - North, South and Millersville Road. There were 399 incidents of injury/property damage and FOUR fatalities. The State and the County need to work together to fix hazardous MD. RT. 3. Build the infrastructure before any haphazard rezoning. Anyone who drives on MD Rt 3 knows the danger, the poor design, the gridlock, the pollution, and the reckless drivers.</p> <p>My observations and participation in the Region 6 Plan proves it was always about upzoning. The fiscal note is false in stating there is no fiscal impact, but there just might may be an effect on future, revenues, related to developments and taxes. Residents are not that naive. A few draft recommendations have been completely ignored such as maintaining the areas rural residential character and protection of Green space, working with property owners to conserve land, conserving the sensitive environment of Jabez Creek and prioritizing work on the South Shore Trail.</p> <p>Preserve historic Millersville Road before it is gone and demolished like the historically recognized Greer House at the corner of Millersville Road and Rt 3, this past week, in order to cater to developers.</p>	
2026-01-31 15:55:30	Deborah	Weller	MILLERSVILLE	MD	21108-2115	No	Old Millersville Neighborhood Association	Bill No. 1-26: AN ORDINANCE concerning: General Development Plan – Region 6 Plan	Oppose		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83410/old-millersville-neighborhood-association-feb-2-testimony.docx">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83410/old-millersville-neighborhood-association-feb-2-testimony.docx</a>
2026-02-01 14:21:57	Victoria	Walsh	Millersville	MD	21108	Yes		Bill No. 1-26: AN ORDINANCE concerning: General Development Plan – Region 6 Plan	Oppose	<p>The zoning should stay as-is. I am a resident living directly across the street from this location. I am also a farmer who can't afford land in AA county because its being rezoned for commercial building. In an area that already has one of every possible commercial business and is losing farmers left and right, make this make sense. The action helps the DEVELOPERS, not the community.</p> <p>Further the traffic is overwhelming and it would be reckless to add commercial buildings in that intersection. People have died, and will continue to die at that intersection if we add more traffic. I am one of those people who almost died at that intersection, on Christmas day, along with my brother and sister in law. My children have nearly been hit several times waiting for the bus, and our entire set of mailboxes had to be replaced because a reckless driver hit them (this is also the bus stop).</p> <p>I believe this intersection is already rated one of the worst in the county, if not the state. Those approving the re-zoning will have blood on their hands if they approve this rezoning know the further damage it could bring to our community.</p>	
2026-02-01 20:42:33	Donald	Weller	Millersville	MD	21108	Yes		Bill No. 1-26: AN ORDINANCE concerning: General Development Plan – Region 6 Plan	Oppose	<p>For parcel CZ-R6-MRV-0003B, I oppose the upzoning to C2 and the change in planned land use to commercial. This is the smaller of two parcels at the SE corner of the Rt 3- Millersville Rd intersection where the owner has proposed building a strip mall. Upzoning this parcel from RLD to C2 will have negative impacts on traffic, safety, Jabez Branch, and the rural character of the community. The SAC listened to overwhelming opposition during the Region 6 plan public input phase and recommended retaining RLD zoning, but OPZ and PAB have forwarded C2 to the Council. The OPZ justifications for overriding the public input and the SAC are faulty. I ask the Council to amend the Region 6 Bills to preserve the current RLD zoning rural planned land use. I provide more supporting information in an attachment.</p>	<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83467/donwellerwrittenfeb2v2.docx">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83467/donwellerwrittenfeb2v2.docx</a>

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2026-02-02 10:41:29	Jessica	Tiller	Millersville	MD	21108-2177	Yes		Bill No. 1-26: AN ORDINANCE concerning: General Development Plan – Region 6 Plan	No position	<p>Requesting an amendment is submitted to change the CZ-R6-MRV-0003b back to RLD.</p> <p>Upzoning the RLD parcel to C2 directly contradicts environmental protection goals for Jabez Branch by facilitating intense commercial development. This rezoning enables more intense development and impervious surfaces that increase, rather than mitigate, stormwater threats to the waterway. There is no evidence and certainly no guarantee that Millersville LLC will protect Jabez Branch.</p> <p>In addition, the intersection of Rt 3 with Millersville Rd is in Region 6, but problems there have major impacts on anyone who drives Route 3, Route 175, or Millersville Rd. Public safety concerns dominated the community feedback regarding this congested intersection. SHA findings show the intersection of Route 3 and Millersville Road as THE MOST DANGEROUS on the corridor. Planned road improvements will at best maintain the status quo, and new development will make it WORSE.</p> <p>Route 3 in Anne Arundel County has long been known for congestion and accidents.</p>	
Bill No. 2-26											

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2026-01-29 20:26:46	Lisa	Stedge	Millersville	MD	21108	Yes		Bill No. 2-26: AN ORDINANCE concerning: Comprehensive Zoning – Region 6	Oppose	<p>Full remarks can be found in a PDF following the google sheet. Please help us, regarding the following, because danger and negative environmental impacts are related serious concerns:</p> <p>~ Region 6 Plan (Bill 1-26) ~ Comprehensive Zoning Map (Bill 2-26).</p> <p>We support an amendment to maintain the RLD zoning for CZ-R6-MRV-0003B. We thus oppose any upzoning to commercial use of the RLD (residential) parcel at the corner of Rt. 3 North and Millersville Road.</p> <p>Specifically, please help us by retaining the RLD zoning for CZ-R6-MRV-0003B. Here's an idea: A large home(s)/mansion(s), complete with a long entryway driveway, could easily be constructed in that "residential" area. Someone will surely buy such a home(s)/mansion (s). There is no need for upzoning that parcel and causing high traffic.</p> <p>Please oppose any upzoning in the vicinity of Millersville Road and Route 3.</p> <p>Please further preserve the health of the Jabez Branch watershed by keeping traffic — as well as any impervious pavement on the land — to a minimum.</p> <p>Please scroll way down below this message, in order to read our document, which details our concerns, as well as notes our suggestions for compromises.</p> <p>Thank you, so much, for your hard work. *****</p> <p>Please take to heart our following document, which contains three (3) sections.</p> <p>SECTION 1: We oppose upzoning CZ-R6-MRV-0003B (Parcel 357) to C2 for many reasons, including the following:</p> <p>DANGER: The area of the intersection of "Millersville Road, Route 3, and Annapolis Road (Route 175)" is much too dangerous to be "upzoned" and commercialized. Based on traffic statistics received from the Maryland State Police, the following conclusions can be made for the area of the intersection of "Millersville Road, Route 3, and Annapolis Road (Route 175)":</p> <p>Years 2019-2023 (including the Pandemic's lower traffic, lockdown period of time) Fatalities - 3 Non-Fatalities - 273</p> <p>Year 2024 Fatalities - 5 Non-Fatalities - 568</p> <p>The existing intersection of "Millersville Road, Route 3, and Annapolis Road (Route 175)" simply cannot withstand additional traffic. The currently proposed plans for a "Millersville Park," off of Millersville Road, as it is, will already cause a dangerous increase in traffic.</p> <p>Any added traffic will impact everyone who uses the Route 3 Corridor. The "Route 3 and Millersville Road/Annapolis Road Intersection" is failing and has the highest accident rate of the corridor. Any accidents, aside from their potential tragic ends, will create longer delays for commuters, too.</p> <p>Additional traffic congestion will not only cause more accidents and traffic delays, it will impede our County's delivery of emergency services, including ambulance — and fire rescue services, to residential communities running on private well systems.</p> <p>Apparently, there has been talk of "Jersey Walls or concrete barriers" possibly being installed between the lanes in front of the "Royal Farms" store and the "Wawa" store, within the intersection of "Route 3 and Annapolis Road/Millersville Road." Please, there must be a better solution to fixing the dangerous intersection, there. "Jersey Walls," or such, will be horribly ugly, will encourage graffiti, will get dinged and cracked, and will eventually be coated in unsightly pollution from intense traffic in that general area. Moreover, what a total mess of chaos "Jersey Walls or concrete barriers" would cause for the County's delivery of emergency services, including ambulance — and fire rescue services, to residential communities running on private well systems. There would be even fewer passage options for the emergency vehicles— plus much more traffic congestion!</p> <p>Ditto for all traffic concerns, above, if it is true that there are thoughts of building a "Home Depot," etc., off of Route 3, between Conway Road and Route 32 (basically anywhere near the extremely deadly and congested area of the intersection of "Millersville Road, Route 3, and Annapolis Road (Route 175)"). Such a high-traffic establishment, given the current "life or death" driving situations in the given area, would be detrimental to our community.</p> <p>A definitive plan and financial commitment to fix the extremely deadly and congested area of the intersection of "Millersville Road, Route 3, and Annapolis Road (Route 175)" must absolutely be announced — and then its remedy completed — before any further development of any kind in the aforementioned area may even be seriously considered by</p>	Full remarks can be found in a PDF following the google sheet.



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2026-01-29 22:32:22	Emily	Mason	Millersville	MD	21108	Yes		Bill No. 2-26: AN ORDINANCE concerning: Comprehensive Zoning – Region 6	No position	<p>Dear Council Members,</p> <p>I am writing to urge you to support an amendment to maintain the RLD zoning for CZ-R6-MRV-0003B. I'll keep the reasoning simple. The intersection of Rt. 3 and Millersville Rd. has already failed traffic studies and hosted fatal crashes. Making it a target for further development prioritizes developers' money over residents' lives. Rezoning this area also violates preexisting requirements for rehabilitating an important feeder body of water. Allowing development here represents a money grab over good stewardship of our natural resources.</p> <p>The "ask" here is simple: don't change the zoning. The only possible reason to make the proposed change is to line the pockets of predatory developers, who will move on in a few years leaving yet another half-occupied strip mall, fewer jobs, overused infrastructure, and a damaged environment behind them.</p> <p>Sincerely,</p> <p>Emily Mason</p>	
2026-01-31 14:41:14	Deborah	Unitus Bereznak	Millersville	Md	21108	No	Indian Landing Community Association, Millersville	Bill No. 2-26: AN ORDINANCE concerning: Comprehensive Zoning – Region 6	Oppose	<p>The Board of Directors of the Indian Landing Community Association are totally opposed to Bill 2-26 for the same reasons and explanations cited in my remarks to Bill 1-26. See below. We are opposed to and ask you to vote against 2-26.</p> <p>No definition of Commercial Hub.</p> <p>No Upzoning of RLD property to C2</p> <p>Established that Md Rt 3 N and S is a Failed Roadway and MUST Be Corrected to prevent more accidents and fatalities. County and State must work together to fix this road.</p> <p>Protect the Jabez Creek</p> <p>Recognize and Protect the Historic Nature of this part of the County and Millersville Road.</p> <p>Finish the South Shore Trail</p> <p>Acknowledge and work with the residents of this area. They are the experts and historians.</p> <p>You are our representatives and we are counting on your support to defeat this legislation.</p>	
2026-01-31 15:57:09	Deborah	Weller	MILLERSVILLE	MD	21108-2115	No	Old Millersville Neighborhood Association	Bill No. 2-26: AN ORDINANCE concerning: Comprehensive Zoning – Region 6	Oppose		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83412/old-millersville-neighborhood-association-feb-2-testimony.docx">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83412/old-millersville-neighborhood-association-feb-2-testimony.docx</a>
2026-02-01 20:39:46	Donald	Weller	Millersville	MS	21108	Yes		Bill No. 2-26: AN ORDINANCE concerning: Comprehensive Zoning – Region 6	Oppose	<p>For parcel CZ-R6-MRV-0003B, I oppose the upzoning to C2 and the change in planned land use to commercial. This is the smaller of two parcels at the SE corner of the Rt 3- Millersville Rd intersection where the owner has proposed building a strip mall. Upzoning this parcel from RLD to C2 will have negative impacts on traffic, safety, Jabez Branch, and the rural character of the community. The SAC listened to overwhelming opposition during the Region 6 plan public input phase and recommended retaining RLD zoning, but OPZ and PAB have forwarded C2 to the Council. The OPZ justifications for overriding the public input and the SAC are faulty. I ask the Council to amend the Region 6 Bills to preserve the current RLD zoning rural planned land use. I provide more supporting information in an attachment.</p>	<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83466/donwellerwrittenfeb2v2.docx">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83466/donwellerwrittenfeb2v2.docx</a>
2026-02-02 8:42:27	Kurt	Svendsen	ARNOLD	MD	21012	Yes		Bill No. 2-26: AN ORDINANCE concerning: Comprehensive Zoning – Region 6	No position	<p>Please see attached PDF RE: State government threat to our local authority to meaningfully distinguish between R1, R2, and R5 zoning classifications.</p>	<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83493/testimony-bill-02-26-comprehensive-zoning-region-6-2026-02-02.pdf">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83493/testimony-bill-02-26-comprehensive-zoning-region-6-2026-02-02.pdf</a>
2026-02-02 10:42:05	Jessica	Tiller	Millersville	MD	21108-2177	Yes		Bill No. 2-26: AN ORDINANCE concerning: Comprehensive Zoning – Region 6	No position	<p>Requesting an amendment is submitted to change the CZ-R6-MRV-0003b back to RLD.</p> <p>Upzoning the RLD parcel to C2 directly contradicts environmental protection goals for Jabez Branch by facilitating intense commercial development. This rezoning enables more intense development and impervious surfaces that increase, rather than mitigate, stormwater threats to the waterway. There is no evidence and certainly no guarantee that Millersville LLC will protect Jabez Branch.</p> <p>In addition, the intersection of Rt 3 with Millersville Rd is in Region 6, but problems there have major impacts on anyone who drives Route 3, Route 175, or Millersville Rd. Public safety concerns dominated the community feedback regarding this congested intersection. SHA findings show the intersection of Route 3 and Millersville Road as THE MOST DANGEROUS on the corridor. Planned road improvements will at best maintain the status quo, and new development will make it WORSE.</p> <p>Route 3 in Anne Arundel County has long been known for congestion and accidents.</p>	
Bill No. 3-26											

Timestamp	First name	Last name	City	State	Zip Code	Are you representing yourself?	If no, what organization or whom do you represent?	Legislation	Position	Remarks	Attachments
2026-01-31 21:11:49	Steve	Owens	Friendship	Maryland	20758	Yes		Bill No. 3-26: AN ORDINANCE concerning: General Development Plan – Region 8 Plan	Support	As a member of the region 8 SAC I support the general development plan for region 8. Additionally the SAC had some discussion about instituting an Urban-Rural demarcation line similar to the one in Baltimore County. I would like the council to explore this option as unwanted development is clearly beginning to encroach on the rural character of South County, and such legislation would give the zoning and planning in the area more "teeth." It is disheartening to watch the PAB recommend denser zoning in West Davidsonville than the SAC with the rationale that "the character of the neighborhood is changing." How the hell did that happen in the first place? Speaking of the PAB it would be nice if it were reconstituted to have some say in legislative matters involving planning and zoning as is the case with most counties in the state.	
Bill No. 5-26											
2026-01-25 10:01:14	Roy	Richard	Arnold	Maryland	21012	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Support	Strongly support the moratorium based on concern for existing traffic and the lack of additional infrastructure to support the addition of more vehicles. Add affordable housing as the infrastructure can support it!	
2026-01-25 14:48:07	Joseph	Gargagliano	Arnold	MD	21012	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Support	I am a second-generation Anne Arundel County homeowner and second-generation Anne Arundel County small business owner, and I strongly support Bill 5-26.	
2026-01-27 14:51:26	Teresa	Redd	Annapolis	MD	21403	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Oppose	Testimony against Bill 5-26  Twenty-five years ago, while working full-time as a college professor, I succeeded in buying my first house because I qualified for Montgomery County’s Moderately Priced Dwelling Unit Program, also known as the “MPDU Program.” Since that MPDU provided not only shelter and stable housing costs but an appreciating asset that I could leverage for tax breaks, loans, and later a bigger house in a better school district—the opportunity to buy an MPDU changed the whole trajectory of my life! Moreover, it became the cornerstone of generational wealth that I can pass on to my son.  That’s why, when I moved to Anne Arundel County fifteen years ago, I fought alongside other members of Anne Arundel County Connecting Together to support the Housing Attainability Act of 2024. Now, thanks to the Housing Attainability Act, I can imagine what it would be like for other college professors to teach at Anne Arundel County Community College and live in an MPDU within walking distance of their workplace instead of commuting from another county with affordable housing. So please oppose Bill No. 5-26 so that it will not eviscerate the Housing Attainability Act by creating an unnecessary exception to a county-wide law and a dangerous precedent for other districts to follow. Ensure that County residents who work here can afford to live here as well.	
2026-01-27 16:12:27	Brian	DiGiacomo	Arnold	MD	21012	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Support	My name is Brian DiGiacomo, and am writing to all councilmembers as the president of the Rosslare Community Association, an HOA on the Broadneck Peninsula comprised of 57 homes off of College Parkway in Arnold. My community requests you vote in FAVOR of Bill No. 5-26, establishing a moratorium on applying the requirement for Moderately Priced Dwelling Units and density bonuses for any new development within the 5-mile radius of the intersection of MD 2 and College Parkway, which includes the Rosslare Community. Please see the attached file for a more complete explanation of the views of our Community. Thank you for your consideration.	<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/82104/sp-golf-center-email.docx">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/82104/sp-golf-center-email.docx</a>



Timestamp	First name	Last name	City	State	Zip Code	Are you representing yourself?	If no, what organization or whom do you represent?	Legislation	Position	Remarks	Attachments
2026-01-29 14:15:53	Regina	Zwolinski	Arnold	Maryland	21012	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Support	<p>Hello and good afternoon,</p> <p>I live in Raintree, a dead-end community on College Parkway, with no traffic light. During my 42 years here, the volume of vehicles on College Parkway has steadily increased with each new development. What was once a local road was reclassified as a collector road, then an arterial road. Our LOS is a D in the summer and E in the Fall. (College Parkway Operational &amp; Safety Study 6/2023)</p> <p>There are several developed properties on College Parkway and Rt. 2 that have single ingress/egress without a traffic signal. Traffic aids, designated turn lanes, and merge lanes help drivers, but these solutions are after-the-fact. For some communities, a U-turn is the only way drivers can turn left out of and into their neighborhood.</p> <p>Folks have a right to develop their property, but every new development equals more vehicles and more congestion. There is only so much asphalt.</p> <p>Our County planners must consider the future demands on the current infrastructure and the volume of traffic on our roadways when reviewing proposed developments. The proposed Bill 5-26 anticipates the traffic difficulties if the development of the Severna Park Golf Course proceeds, as planned. The temporary moratorium provides an opportunity to review the potential impact on nearby communities and our roadways.</p> <p>Please support this bill which selectively addresses the Arnold/Broadneck Peninsula area.</p> <p>Thank you, Regina Zwolinski</p>	
2026-01-30 15:10:57	Daniel	Weber	Severn	Maryland	21144	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Support	<p>The infrastructure of the Chesapeake Bay Bridge and Route 50 as well as the intersections of Route 2 at Route 50 and I-97 at Rout 50 are woefully inadequate to handle rush hour traffic as well as summertime beach traffic. I already avoid traveling in that region as much as possible. Often after a day fishing on the waters of the bay out of Sandy Point, I return home traveling north on I-97 and the back-up begins at the bay bridge and extends to the I-97 / 3-301 split. The northbound 97 becomes a stop and go but moves reasonably along while the south-bound I-97 is at a standstill. The entire region had undergone overdevelopment over the decades and will only get worse over time. There needs to actually be a new Bay Bridge built in a different location to alleviate traffic in this region. In the meanwhile there really needs to be a moratorium on new construction of any kind in this region. That said the Moderately Priced Dwelling Units moratorium is a drop in the bucket of what needs to happen but at least it is a move in the right direction.</p>	
2026-02-01 9:05:20	James	Barrowman	ARNOLD	Maryland	21012	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Support	<p>Bill 5-26 seeks to apply common sense to the situation where over development impacts the already difficult traffic on Route 2 in Arnold. As a resident of Arnold I support this constraint on over development and hope the council will approve this measure.</p>	
2026-02-02 7:37:11	Marie-Pierre	Delisle	Arnold	MD	21012	Yes		Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Support	<p>I strongly support Bill 5-26. It is irresponsible for the county to allow for such high density of homes when we do not have the police or firefighters to support the current population (as reported at a recent county budget meeting), let alone a significant influx of new residents. The traffic safety scores on Gov. Ritchie Highway are abysmal and allowing for density bonus' only exacerbates the problem. The county should prioritize the safety of its residents and ensure that new developments do not increase traffic concerns that impact everyone living and working along Gov. Ritchie Highway.</p>	
2026-02-02 9:13:19	Rylie	Shewbridge	Linthicum	Maryland	21090	No	Fello	Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	Oppose		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83498/2.2.26.aacounty5-26_fello-signed.pdf">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83498/2.2.26.aacounty5-26_fello-signed.pdf</a>
2026-02-02 10:46:23	Matt	Minahan	Edgewater	MD	21037	No	Growth Action Network	Bill No. 5-26: AN ORDINANCE concerning: Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium	No position		<a href="https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83518/gan-testimony-on-bill-5-26-severna-park-golf-course.docx">https://www.aacounty.org/system/files/webform/cc_legislative_testimony/83518/gan-testimony-on-bill-5-26-severna-park-golf-course.docx</a>

**Testimony from Lisa Stedje opposing Bill No. 2-26. This is the full message from the spreadsheet.**

Please help us, regarding the following, because danger and negative environmental impacts are related serious concerns:

~ Region 6 Plan (Bill 1-26)

~ Comprehensive Zoning Map (Bill 2-26).

We support an amendment to maintain the RLD zoning for CZ-R6-MRV-0003B. We thus oppose any upzoning to commercial use of the RLD (residential) parcel at the corner of Rt. 3 North and Millersville Road.

Specifically, please help us by retaining the RLD zoning for CZ-R6-MRV-0003B. Here's an idea: A large home(s)/mansion(s), complete with a long entryway driveway, could easily be constructed in that "residential" area. Someone will surely buy such a home(s)/mansion(s). There is no need for upzoning that parcel and causing high traffic.

Please oppose any upzoning in the vicinity of Millersville Road and Route 3.

Please further preserve the health of the Jabez Branch watershed by keeping traffic — as well as any impervious pavement on the land — to a minimum.

Please scroll way down below this message, in order to read our document, which details our concerns, as well as notes our suggestions for compromises.

Thank you, so much, for your hard work.

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Please take to heart our following document, which contains three (3) sections.

SECTION 1: We oppose upzoning CZ-R6-MRV-0003B (Parcel 357) to C2 for many reasons, including the following:

DANGER: The area of the intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)” is much too dangerous to be "upzoned" and commercialized. Based on traffic statistics received from the Maryland State Police, the following conclusions can be made for the area of the intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)”:

Years 2019-2023

(including the Pandemic's lower traffic, lockdown period of time)

Fatalities - 3

Non-Fatalities - 273

Year 2024

Fatalities - 5

Non-Fatalities - 568

The existing intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)” simply cannot withstand additional traffic. The currently proposed plans for a "Millersville Park," off of Millersville Road, as it is, will already cause a dangerous increase in traffic.

Any added traffic will impact everyone who uses the Route 3 Corridor. The "Route 3 and Millersville Road/Annapolis Road Intersection" is failing and has the highest accident rate of the corridor. Any accidents, aside from their potential tragic ends, will create longer delays for commuters, too.

Additional traffic congestion will not only cause more accidents and traffic delays, it will impede our County's delivery of emergency services, including ambulance — and fire rescue services, to residential communities running on private well systems.

Apparently, there has been talk of "Jersey Walls or concrete barriers" possibly being installed between the lanes in front of the "Royal Farms" store and the "Wawa" store, within the intersection of "Route 3 and Annapolis Road/Millersville Road." Please, there must be a better solution to fixing the dangerous intersection, there. "Jersey Walls," or such, will be horribly ugly, will encourage graffiti, will get dinged and cracked, and will eventually be coated in unsightly pollution from intense traffic in that general area. Moreover, what a total mess of chaos "Jersey Walls or concrete barriers" would cause for the County's delivery of emergency services, including ambulance — and fire rescue services, to residential communities running on private well systems. There would be even fewer passage options for the emergency vehicles— plus much more traffic congestion!

Ditto for all traffic concerns, above, if it is true that there are thoughts of building a “Home Depot,” etc., off of Route 3, between Conway Road and Route 32 (basically anywhere near the extremely deadly and congested area of the intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)”). Such a high-traffic establishment, given the current “life or death” driving situations in the given area, would be detrimental to our community.

A definitive plan and financial commitment to fix the extremely deadly and congested area of the intersection of “Millersville Road, Route 3, and Annapolis Road (Route 175)” must absolutely be announced — and then its remedy completed — before any further development of any kind in the aforementioned area may even be seriously considered by anyone.

"Extreme Weather Events" in Odenton's Annapolis Road Area (Take Extra Care of Intersection at Route 3 and Along Millersville Road, Please.):

"Extreme Weather Events" (e.g., tornadoes, "rotations," flash flooding, etc.) are becoming more frequent in Odenton's Annapolis Road area of our county. Let's not expand the geographical impact of such extreme weather by over-development (e.g., increasing impermeable surfaces, removing trees, removing wind breaks, etc.) at the the intersection of "Route 3 and Annapolis Road/Millersville Road," nor at the "Millersville Park" area, nor on Millersville Road, itself.

HISTORIC, RURAL & FAMILY-FRIENDLY NEIGHBORHOODS: Intersection of Millersville Road and Route 3 is "The Gateway" to a Network of Historic, Rural, & Family-Friendly Neighborhoods:

The “corners” of Route 3 and Millersville Road is “The Gateway” to a network of historic, rural, and family-friendly neighborhoods. If anything happens to be "done" to that "Gateway" area, we plead with you that "The Gateway" at those “corners” be improved to enhance their ambience and family-friendly needs, rather than to hurt them. For example, it would be completely unacceptable for any of the following to ever be constructed at “The Gateway” “corners” of Route 3 and Millersville Road: Drug Dispensaries; Vape or Smoke Stores, Liquor Stores, Adult/Sex Shops or Venues; Bars; etc.

Furthermore, any establishments must absolutely be "low-traffic" facilities, which are required to have, as well as maintain, attractive evergreen plantings in their front entrances, etc. Any commercial, residential, and/or recreational developments on, off of, or close to Millersville Road must absolutely be attractive, family-friendly, and environmentally-friendly. This includes making certain that additional noise and light pollution does not occur. The neighborhoods off of, as well as close to, Millersville Road enjoy their current quiet dark skies at nighttime for stargazing and maintaining the health of its area's wildlife.

Millersville Road: The historic, rural, and family-friendly nature of Millersville Road must be preserved. Lovely Millersville Road should definitely be designated as a Scenic Byway, because it has several historic properties along its route, as well as since George Washington likely traversed it. Millersville Road is beautiful and historic as it is. Its rural and scenic attributes must be preserved. Traffic must not be increased on Millersville Road, because it is a vital connector for rural residents to shopping, restaurants, and healthcare, on Route 3. Currently, Millersville Elementary School causes significant traffic clogs on Millersville Road. The area of Millersville Road and Waterbury Road is already quite dangerous, too. Moreover, again, if "Millersville Park" is built, it will negatively impact traffic and safety along Millersville Road.

"Greer Property Area" at Corner of Millersville Road and Route 3:

Some nearby residents have been wanting the property, there, to be converted into an environmental teaching area, much like "Kinder Farm Park." Perhaps such a modest, family-friendly, "farm-type" area could be established in conjunction with an extended "South Shore Trail," as well as in conjunction with an inviting, family-friendly, attractive, and low-impact facility. Examples: an ice cream shop, or a quaint, low-impact, drive-through (e.g., "Baskin Robbins," "Dairy Queen," "Rita's," etc.), a sandwich shop (e.g., "Bean Rush Cafe," etc.), etc.

SECTION 2: The following are additional Region 6 areas of concern:

Generals Highway & Crownsville Road:

It would be acceptable to have some low-traffic-causing, drive-through establishments along Generals Highway and Crownsville Road, as long as such establishments offer ample roadway easement for entry and exit so as to not cause traffic clogs. The establishments must include some permeability in their surfaces, as well as be environmentally-friendly (low-light (or daytime-only), etc.), and be and family-friendly (No drug dispensaries, No vape or smoke stores, No additional liquor stores, No "Adult" stores, etc.). Furthermore, such establishments must be attractive and fit into the rural landscape (incl., maintained evergreen plantings in front, no garish (brightly lit) signage, no garish paint colors, etc.).

Generals Highway:

We heard that a "Dunkin' Donuts" store, with a drive-through, might be constructed at the corner of Generals Highway and Herald Harbor Road. If that is really being considered, please note that the vehicular turns at the "Cozy Canine Camp" in that area can get rather hectic in the "Rush Hour" parts of each day. Perhaps building a "Dunkin' Donuts" farther south on Generals Highway would be a better idea. Furthermore, any new "Dunkin' Donuts" store needs to have a "Baskin Robbins" component to its establishment. Our Generals Highway area could really use a family-friendly, year-'round, Ice Cream Shop, in these times of extreme weather events, please! (Note: Unfortunately, the two "Dunkin' Donuts"

stores on Route 3, which are between Queen Mitchell Road and Annapolis Road, currently don't sell ice cream.)

SECTION 3: The following is an excerpt from a letter, which we sent to the Region 6 group, earlier, addressing our concerns regarding the potential zoning (or "upzoning") changes for three parcels within our Region 6 neighborhood (near the intersection of Route 3, Millersville Road, and Annapolis Road), listing not only the highly likely adverse effects on traffic and the environment, but also offers some helpful ideas for compromises:

#### GENERAL CONCERNS:

##### Traffic and Safety Concerns:

The proposed upzoning of the three parcels will exacerbate traffic congestion at the already extremely dangerous intersection of Route 3, Millersville Road, and Annapolis Road. The proposed increased commercial development is likely to elevate vehicular, pedestrian, and bicyclist accident risks.

##### Environmental Impact:

All three parcels are situated within the Jabez Branch watershed. Upzoning these parcels could jeopardize environmental conservation efforts, as increased development would result in more impervious surfaces and higher stormwater runoff, negatively impacting local water bodies and habitats. Moreover, increased vehicular traffic equates to higher levels of noise and air pollution.

##### Inconsistency with Planning Goals:

The request to upzone the parcels is inconsistent with the surrounding residential character and the county's 2040 Plan objectives, which prioritize maintaining low-density residential areas and protecting local resources.

#### SPECIFIC CONCERNS

##### Money Wasted:

It doesn't make sense for coalition of State, County, and private partners to have just completed a stream restoration project that cost more than 9 million dollars, in order to attempt saving the important Jabez Branch Stream Network, and then damage the stream network with any "upzoned" intensive development. Any new, large, impervious commercial, residential, and/or recreational developments near the Jabez Branch Stream Network would greatly dishonor the stream restoration project's past and future investments. Remember: Our County has highlighted the Jabez Branch Stream Network for protection and restoration.



#### South Shore Trail's Future:

Our County has had plans to extend the "South Shore Trail" for pedestrians and bicyclists. What would happen to those plans if "upzoning" were to occur near — as well as at — the intersection of Route 3, Millersville Road, and Annapolis Road? It seems that extending the "South Shore Trail" across Route 3 would necessitate an elevated, as well as caged, pedestrian and bicycle bridge. Such a bridge would be costly to erect and maintain, as well as become a dangerous place for criminals to "lie in wait" for the "sitting ducks" walking/cycling over an isolated, caged bridge.

#### Preservation of a Rural, Family-Oriented & Historic Area:

Millersville Road is a peaceful, pleasant home to — and passage for — rural, family-oriented neighborhoods, a charming children's school, and several historic buildings.

Any commercial, residential, and/or recreational developments on, off of, or close to Millersville Road must absolutely be attractive, family-friendly, and environmentally-friendly. This includes making certain that additional noise and light pollution does not occur. The neighborhoods off of, as well as close to, Millersville Road enjoy their current quiet dark skies at nighttime for stargazing, in addition to maintaining the health of its area's wildlife.

Regarding the parts of both Northbound and Southbound Route 3 that are between Waugh Chapel Road and Charles Hall Drive, it would be wonderful for our community if our County could clean-up some of the "ugly industrial business areas," or at least require year-round curb appeal with evergreen plantings and such. Additionally, many mature trees, which are vital to our region's health, along Route 3 and its surrounding areas, are in dire need of the removal of the invasive and unsightly vines that are strangling the trees.

#### SUGGESTIONS FOR COMPROMISES

##### Lighted Sports Fields:

We understand our County, overall, has a desire for more large, lighted sports fields. The following two significant locations could easily absorb the "Nighttime" lighted sports fields and "Nighttime" events away from the planned "Millersville Park," thus preserving the majority of the rural Millersville Road Community's dark and peaceful night skies — plus, perhaps saving some more of "Millersville Park" for walking/hiking trails and other recreational activities with nature.

## 1. "Crownsville Hospital Memorial Park" Area:

Please, keep the "Crownsville Hospital Memorial Park" area a "sacred" and "useful place for all," and do not build any "low-income," high-density, traffic-causing housing, there, or anywhere near it. The area has enough serious problems when just the Renaissance Fair is in full-swing.

Since the "Crownsville Hospital Memorial Park" area is far more conducive to lighted sports fields than is the rural residential neighborhood on and near the rural Millersville Road, let's build the "Nighttime" fields and "Nighttime" events at the "Crownsville Hospital Memorial Park" area, and keep the "Daytime-Only" park sports and events at the "Millersville Park" area.

Additional lighted sports fields at "Crownsville Hospital Memorial Park," which incorporate memorial plaques and historical information signs for athletes and sports fans to read would be educational, too! Again, let's keep the "Crownsville Hospital Memorial Park" area a "sacred" and "useful place for all!"

If the large, lighted sports fields could be relocated from the plans for the "Millersville Park" area, and then added, instead, to the "Crownsville Hospital Memorial Park" it would be an excellent compromise for our County! It would even save some of the mature forest off of Millersville Road for the betterment of our environment's health!

Moreover, "Crownsville Hospital Memorial Park's" area has the infrastructure for restrooms, and traffic, etc., which the "Millersville Park" area does not.

Relocating any "Nighttime" fields and "Nighttime" events from the planned "Millersville Park" area to the proposed "Crownsville Hospital Memorial Park" would be a "win-win" for both parks and their neighbors for many excellent reasons!

## 2. "Greer Property" Area:

The extended residential community surrounding the "Greer Property" location has been waiting a long time for the disheveled property at the corner of Millersville Road and Route 3 North to be beautified, preserved, and made useful.

The Department of Recreation and Parks could purchase part, or all, of the "Greer Property" land area. That way, a modest "Nighttime, Lighted, Sports Park" could be constructed near Route 3, rather than within the proposed "Millersville Park." Such a plan could be an excellent compromise, thereby allowing the currently proposed "Millersville Park" to be a smaller "daytime-only" park (since it's next to rural

residential homes who currently enjoy their quiet dark skies at nighttime for stargazing and the health of their area's wildlife). That way, our County would keep the lights closer to Route 3, and farther away from residents' homes and yards.

#### Low-Impact, Family-Friendly Eatery Suggestion:

The "C2" historic area that once held the "Greer Building," which was recently (sadly) demolished, on the "Greer Property" area at the corner of Millersville Road and Route 3 North) could have the following constructed on it:

an inviting, family-friendly, attractive, and low-impact facility, off of an extended South Shore Trail.

Examples: an ice cream shop, or a quaint, low-impact, drive-through (e.g., "Baskin Robbins," "Dairy Queen," "Rita's," etc.), a sandwich shop (e.g., "Bean Rush Cafe," etc.), etc.

#### South Shore Trail's Extension:

It would be fantastic if the County could acquire some of the "Greer Property" area at the corner of Millersville Road and Route 3 North as an extension of the South Shore Trail, thereby having attractive "park-like" facilities, while saving parts of the area for conservation, as well. Such a plan would further facilitate developing a suitable Route 3 crossing for a potential, further-extended, South Shore Trail.

Thank you for your consideration of our concerns and compromises.



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

## Fwd: Bill 5\_26 regarding development of golf course Rt 2 Arnold

Amanda Fiedler <ccfied33@aacounty.org>  
 To: Kaley Schultze <ccschu24@aacounty.org>

Sun, Feb 1, 2026 at 8:50 PM

Please share with the council and add to the record. She is in support of the bill and opposed to the proposed development (a little confusion in the text).

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
 Pam Scarbro [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

Visit my blog for events of the month:  
<https://www.aacounty.org/county-council/council-districts/district-5/district-5-blog>

\*\* Communications with the County Council office, County Council Member or Legislative Aide become part of the public domain and may be subject to disclosure under the Maryland Public Information Act or the Anne Arundel County Charter - [www.aacounty.org](http://www.aacounty.org)

----- Forwarded message -----

From: **jane story** [REDACTED]  
 Date: Thu, Jan 29, 2026 at 3:29 PM  
 Subject: Bill 5\_26 regarding development of golf course Rt 2 Arnold  
 To: <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>, Allison Pickard for County Executive <[info@allisonpickard.com](mailto:info@allisonpickard.com)>

Classrooms.

Dear [Recipient], I regret to inform you that I will be unable to attend the hearing scheduled for February 2 regarding the bill in question. However, I would like to formally submit my objections to the proposed legislation. Having been a resident of Manhattan Beach since 1979, I have witnessed the gradual deterioration of traffic conditions in the area over the years. The proliferation of new housing developments from Arnold to Glen Burnie has exacerbated this issue, posing both safety and health concerns for residents. Of particular concern is the congestion experienced by motorists traveling south on Rt 2, especially at the College Parkway intersection and near the college campus. The proposed addition of 134 townhouses, each likely housing two vehicles per resident, will further compound the traffic challenges on Rt 2. This influx of vehicles merging onto the highway just before another traffic light leading to AACC, and in close proximity to the College Parkway intersection, will undoubtedly create significant bottlenecks. Furthermore, the existing capacity constraints of the Broadneck schools will be further strained by the anticipated increase in population resulting from the construction of additional townhomes. This will place an additional burden on an already overburdened educational system. I trust that my concerns will be taken into consideration during the deliberations on this matter. Should you require any further information or clarification, please do not hesitate to contact me. Thank you for your attention to this important issue. Sincerely, Jane Story [REDACTED] [Severna Park 21146](tel:4102222146)

Yahoo Mail: [Search](#), [Organize](#), [Conquer](#)



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

---

**Fwd: Bill 5-26**

**Amanda Fiedler** <ccfied33@aacounty.org>  
To: Kaley Schultze <ccschu24@aacounty.org>

Sun, Feb 1, 2026 at 8:45 PM

Please share with council and add to record.

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
*Pam Scarbro* [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

Visit my blog for events of the month:  
<https://www.aacounty.org/county-council/council-districts/district-5/district-5-blog>

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----- Forwarded message -----

From: **M J** [REDACTED]  
Date: Sat, Jan 31, 2026 at 3:11 PM  
Subject: Bill 5-26  
To: [amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org) <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>

Amanda,

I am a resident of the Twin Harbors Community in District 5 and extremely concerned about the proposed changes to the Severna Park Golf Center property development proposal which now allows an additional 75 homes to be constructed for a total of approximately 135 homes.

To mitigate the challenges to the County associated with a development of this scope and size, our District 5 Councilwoman Amanda Fiedler introduced Bill 5-26 that reduces the number of homes proposed back to the original 75 single family homes. Unless this bill passes, the developer will be allowed to build 135 homes. Without passage of the bill, there is no other recourse for District 5 communities regarding the property unless the County were to consider purchasing the property, which is highly unlikely.

I urge you to support Councilwoman Fiedler's bill for the following reasons:

- Impact on safety and security of residents – As of 2025-2026, Anne Arundel County fire departments will be operating below national safety standards and our police departments

operate with the “lean” staffing model compared to national averages.

- A December 2025 study found the Anne Arundel County Fire Department to be over 350 firefighters short of the national minimum standard for safe staffing.
- A 2024 review noted the average U.S. police department has 2.3 officers per 1,000 residents while Anne Arundel County has roughly 1.41 officers per 10k residents.
- Impact on public recreational areas -The County’s planning documents emphasize a deficit in County recreational areas.
  - A 2022 report highlighted the need for more athletic fields and community center projects
  - The Plan2040 Progress Report prioritizes bringing more parkland to underserved, highly developed and densely populated regions (such as District 5) of the county
- Impact on Population Density – The proposed increase in the number of homes to the original Golf property brings the total to 135 homes constructed in an area that approximately 19 acres.
  - The Twin Harbors Community has roughly the same number of homes constructed in an area that is 65 acres (for residences with an additional 1.3-acre recreational area), which means the Golf property residential development is over three times the density of the Twin Harbors Community.
- Impact on Ritchie Highway Traffic – Route 2, especially in the Severna Park and Glen Burnie corridors is a high-congestion, accident-prone and hazardous road. Safety issues stem from heavy traffic, aggressive driving and dangerous, complex intersections.
  - Accident hot spots – Major crash hotspots include the stretch through Severna Park (Route 2 and College Parkway/Anne Arundel Community College) and near Severna Park Marketplace
  - Incidents include high-speed, aggressive driving, distracted driving and pedestrians being struck

Please support Bill 5-26. We want the growth and development of our District to support the protection and needs of its residents.

V/R  
Matt Josephs





Kaley Schultze <ccschu24@aacounty.org>

---

## Fwd: Bill 5-26

**Amanda Fiedler** <ccfied33@aacounty.org>  
To: Kaley Schultze <ccschu24@aacounty.org>

Sun, Feb 1, 2026 at 8:44 PM

Please share with council and ad to record.

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
*Pam Scarbro* [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

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<https://www.aacounty.org/county-council/council-districts/district-5/district-5-blog>

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----- Forwarded message -----

From: **Ned Ponder** [REDACTED]  
Date: Thu, Jan 29, 2026 at 3:24 PM  
Subject: Bill 5-26  
To: <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>

Please support Bill 5-26.

Ritchie Highway already has too much traffic, adding 60 more units directly on Rt 2 will make it so much worse.

Thank you,  
Ned Ponder



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

**Fwd: Bill 5-26**

1 message

**Amanda Fiedler** <ccfied33@aacounty.org>  
To: Kaley Schultze <ccschu24@aacounty.org>

Fri, Jan 30, 2026 at 10:36 AM

Please share and add to the record.

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
*Pam Scarbro* [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

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----- Forwarded message -----

From: **Roy Richard** [REDACTED]  
Date: Fri, Jan 30, 2026 at 8:27 AM  
Subject: Bill 5-26  
To: [amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org) <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>

I Strongly support the moratorium based on concern for existing traffic and the lack of additional infrastructure to support the addition of more vehicles. Add affordable housing as the infrastructure can support it!

**Roy Richard**  
[REDACTED]



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

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**Fwd: CONSTITUENT SUPPORT: Bill 5-26 - Moratorium on Density Bonuses (Raymond Pierson)**

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Amanda Fiedler <ccfied33@aacounty.org>  
To: Kaley Schultze <ccschu24@aacounty.org>

Sun, Feb 1, 2026 at 3:28 PM

Please share with council and add to the record.

Amanda Fiedler  
Anne Arundel County Council  
Fifth District  
410-222-1401



Please note my aide's contact information:  
Pam Scarbro [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

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----- Forwarded message -----

From: **Raymond Pierson**

To: <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>  
Cc: <[CouncilDistrict5@aacounty.org](mailto:CouncilDistrict5@aacounty.org)>

Bonuses (Raymond Pierson)

**Dear Councilwoman Fiedler,**

I am writing as a resident of Beechwood Road in Arnold (District 5) to express my strong support for **Bill 5-26**.

I have just mailed a formal letter to your office, but I wanted to provide a digital copy immediately ahead of the upcoming hearing. As detailed in the attached correspondence, my support for this moratorium is driven by four critical failures in the current development proposal at [1257 Ritchie Hwy](#):

- 1. The "Affordability" Loophole is Creating Infrastructure Failure** The "Housing Attainability Act" is being utilized to bypass Adequate Public Facilities reviews in a corridor that is already failing. By allowing density bonuses in an area with Level of Service (LOS) D/E, we are not solving a housing crisis; we are creating a permanent infrastructure crisis.
- 2. Fiscal Irresponsibility: The "Net Loss" Reality** This project represents a fiscal liability for Anne Arundel County. With the cost to educate a student exceeding \$17,000 annually, and the tax revenue from these units covering only a fraction of that, existing taxpayers are being asked to subsidize a developer's density bonus that actively degrades our quality of life.

**3. Safety Hazards Cannot Be Mitigated by "Fees"** The traffic pattern at Beechwood Road involves a dangerous "short weave" across three lanes of high-speed traffic. Adding nearly 1,000 daily trips creates a lethal conflict zone for residents and pedestrians that standard impact fees cannot fix. You cannot pay your way out of dangerous road geometry.

**4. The "Evacuation Trap": Public Safety Risk on the Peninsula** The Broadneck Peninsula has limited ingress/egress. Increasing density at a key bottleneck like the College Parkway intersection threatens the emergency response and evacuation capabilities for the entire peninsula. We cannot prioritize density over public safety.

Thank you for your leadership in introducing this necessary legislation. I urge the Council to vote **YES** on Bill 5-26.

Respectfully,

Raymond Pierson | [REDACTED] | [Arnold, MD 21012](#)

[REDACTED]



Support for Bill 5-26 - Pierson.pdf

64K



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

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**Fwd: Fw: County Council Bill 5-26**

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**Amanda Fiedler** <ccfied33@aacounty.org>  
To: Kaley Schultze <ccschu24@aacounty.org>

Sun, Feb 1, 2026 at 8:30 PM

Please share with council and add to the record

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
*Pam Scarbro* [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

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----- Forwarded message -----

From: [REDACTED]  
Subject: Fw: County Council Bill 5-26  
To: <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>

Hello and good afternoon,

I live in Raintree, a dead-end community on College Parkway, with no traffic light. During my 42 years here, the volume of vehicles on College Parkway has steadily increased with each new development. What was once a local road was reclassified as a collector road, then an arterial road. Our LOS is a D in the summer and E in the Fall. (College Parkway Operational & Safety Study 6/2023)

There are several developed properties on College Parkway and Rt. 2 that have single ingress/egress without a traffic signal. Traffic aids, designated turn lanes, and merge lanes help drivers, but these solutions are after-the-fact. For some communities, a U-turn is the only way drivers can turn left out of and into their neighborhood.

Folks have a right to develop their property, but every new development equals more vehicles and more congestion. There is only so much asphalt.

Our County planners must consider the future demands on the current infrastructure and the volume of traffic on our roadways when reviewing proposed developments. The proposed Bill 5-26 anticipates the traffic difficulties if the development of the Severna Park Golf Course proceeds, as planned. The temporary moratorium provides an opportunity to review the potential impact on nearby communities and our roadways.

Please support this bill which selectively addresses the Arnold/Broadneck Peninsula area.



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

## Fwd: Moderately Priced Dwelling Units - Density Bonus - Moratorium

**Amanda Fiedler** <ccfied33@aacounty.org>  
 To: Kaley Schultze <ccschu24@aacounty.org>

Sun, Feb 1, 2026 at 8:51 PM

Please share with council and add to record

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
*Pam Scarbro* [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

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----- Forwarded message -----

From: **Alan Traher** [REDACTED]  
 Date: Sun, Feb 1, 2026 at 1:37 PM  
 Subject: Moderately Priced Dwelling Units - Density Bonus - Moratorium  
 To: <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>

The Rev. Alan D. Traher

[REDACTED]  
[adtraher](mailto:adtraher)  
 [REDACTED]

February 1, 2026

Mrs. Amanda Fiedler  
 District 5, County Council Member  
 44 Calvert Street  
 Annapolis, MD. 21401  
[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)

Dear Council Member Amanda Fiedler,

I have been a resident of your District for over 35 years. I have raised two sons, who graduated from Severna Park High School going on to college from there. My wife and I consider Severna Park to be our home. I am a retired Lutheran Pastor who has served parishes in Anne Arundel County for twenty five years. I worked closely with the Arundel House of Hope and the Winter Relief Program which provided a safe place for people who found themselves to be



homeless to stay in churches during the coldest months of the year. Because of this work, I am very familiar with the need for more moderately priced housing in Anne Arundel County.

I am writing to you in opposition to Bill No. 5-26, "An Ordinance concerning Zoning - Moderately Priced Units - Density Bonus Moratorium." By restricting the development of Moderately Priced Units within the 5-mile radius of the intersection of MD 2 and College Parkway you will be removing the development of any moderately priced units along Ritchie Highway (MD Rt 2) from Route 100 to US Rt 50. This corridor is the ideal place to have developments with greater density, such as TownHouses and Apartments. Route 2 provides bus service and access to nearby stores and shopping. I note that you are restricting the development of housing but not commercial businesses, which also would generate more traffic.

Let's take a look at the math. Your 5-mile radius circle of exclusion is an area of 78.5 square miles. Anne Arundel County has a total area of 588 square miles. Thus 13% of the County would come under your moratorium. If each of the council districts exercised the same privilege, we would create a moratorium covering over 90% of the county. Your exclusion zone goes five miles on both sides of Rt 2, affecting potential housing developments in a wide area. This approach is not thoughtful zoning, considering the needs of various communities in your district.

If you are good enough to work here, you ought to be able to live here! We need moderately priced units for our hard working teachers, firemen and police officers. My children needed an apartment or townhouse to stay in Anne Arundel County. They looked in Annapolis, but apartment rents there kept rising. Instead my oldest son and his wife have purchased a small home in Brunswick, Maryland. By the way, they still work for area businesses by teleworking. I hope that your children will be able to afford a home in Anne Arundel County near you. But instead of a single family home, they may be looking for some of the types of housing that your moratorium will delay and possibly even prevent from ever being built in District 5.

I ask that you withdraw this unjust restriction of very much needed housing. Anne Arundel County is a wonderful place to live, I hope we can make this a land of opportunity for all of the people who hope to live here.

Yours in Christ,

The Rev. Alan D. Traher



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

**Fwd: Support Bill 5-26**

2 messages

**Amanda Fiedler** <ccfied33@aacounty.org>  
 To: Kaley Schultze <ccschu24@aacounty.org>

Fri, Jan 30, 2026 at 10:37 AM

Please add to the record (sent to all CC members already)

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
 Pam Scarbro [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

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----- Forwarded message -----

From: [REDACTED]  
 Date: Thu, Jan 29, 2026 at 8:38 PM  
 Subject: Support Bill 5-26  
 To: [petersmith@aacounty.org](mailto:petersmith@aacounty.org) <petersmith@aacounty.org>, [allison.pickard@aacounty.org](mailto:allison.pickard@aacounty.org) <allison.pickard@aacounty.org>, [nathan.volke@aacounty.org](mailto:nathan.volke@aacounty.org) <nathan.volke@aacounty.org>, [jhummer@aacounty.org](mailto:jhummer@aacounty.org) <jhummer@aacounty.org>, [amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org) <amanda.fiedler@aacounty.org>, [lisa.rodvien@aacounty.org](mailto:lisa.rodvien@aacounty.org) <lisa.rodvien@aacounty.org>, [SLeadbetter@aacounty.org](mailto:SLeadbetter@aacounty.org) <SLeadbetter@aacounty.org>

Dear Council Member,

I am writing to ask you to support Amanda Fidler's Bill 5-26. It establishes a temporary moratorium on the requirement for Moderately Priced Dwelling Units and density bonuses for any new development within the AA County Community College area.

It uses measurable road related ratings to limit the excessive development options created by overlapping legislation encouraging affordable housing. The result is that in certain locations the unintended consequences overwhelm common sense. A temporary hold on such development is proper and appropriate.

The goal of the County's development planning and legislation is to encourage smart growth around community transit. When overlapping legislation produces an unintended result, in this case the

conversion of the Severna Park Golf Center into a rather ugly and over dense development the precludes environmental and transportation common sense, is important and appropriate to limit unintended consequences. Transportation issues are top of mind with residents. Adding another large development onto already inadequate roads, and eliminating all possibility of regenerating any environmental protection on a piece of land cleared before such laws would have prevented it, is a blow to the livability of current and future residents.

This legislation creates a narrowly tailored, temporary moratorium, limited to a specific geographic area and based on measurable conditions, rather than a blanket countywide restriction. It allows the wider goals of affordable housing, while protecting a peninsula from unintended consequences of multiple laws that have not been studied for compounded impact.

The result of this Bill 5-26 reinforces thoughtful, phased growth instead of sudden, incentive-driven density spikes and provides time for the county to evaluate and adjust the impacts of the HAA or provide adequate transportation improvement before irreversible development patterns are set.


Britt Griswold



---

**Kaley Schultze** <ccschu24@aacounty.org>  
To: Amanda Fiedler <ccfied33@aacounty.org>

Sat, Jan 31, 2026 at 11:23 AM

Sorry for the delay -   
Kaley

[Quoted text hidden]



Kaley Schultze &lt;ccschu24@aacounty.org&gt;

**Fwd: Support Bill 5-26**

1 message

**Amanda Fiedler** <ccfied33@aacounty.org>  
To: Kaley Schultze <ccschu24@aacounty.org>

Fri, Jan 30, 2026 at 10:37 AM

Please share and add to the record.

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*  
*Pam Scarbro* [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)

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----- Forwarded message -----

From: **Kristen Tarquin Smith** [REDACTED]  
Date: Thu, Jan 29, 2026 at 9:15 PM  
Subject: Support Bill 5-26  
To: <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>

As an Arnold resident, I am writing to ask for your support on Bill 5-26 to help mitigate the negative impact of over expansion in already congested areas such as the areas surrounding College Pkwy & Ritchie Hwy. The Severna Park Golf Course property is about to be overwhelmed with high density townhomes. While I am outraged that this property was ever approved for re-zoning, ultimately leading to the loss of a beloved community green space, this bill helps alleviate the impact of this loss on our community (school capacity, traffic, safety, environmental impact).

While housing needs are certainly understandable, there are just certain locations where the unintended consequences overwhelm common sense (the Golf Course property is a prime example). A temporary hold on such development is proper and appropriate. The community does NOT want this.

Please consider the following benefits that bill 5-26 would allow for:

\* Temporarily prevents an excessive density increase by blocking the 60-home density bonus sought under the Housing Attainability Act (HAA), keeping development closer to the original scale planned for the site and is consistent with the underlying zoning, community expectations, and traffic difficulties.

\* The goal of this County's development planning and legislation is to encourage smart growth around community transit. When overlapping legislation produces an unintended result, it is important and appropriate to limit unintended

consequences.

\* The unintended consequences of the HAA, where incentives and offsets encourage over-development in areas that may not be able or appropriate to absorb the impact, protecting local infrastructure, especially road capacity, from being overwhelmed by a sudden increase in housing density.

\* Creates a narrowly tailored, temporary moratorium, limited to a specific geographic area and based on measurable conditions, rather than a blanket countywide restriction. Allows the wider goals of affordable housing, while protecting unintended consequences of bills that have not been studied for probable impact without other previously studied needs for improvement.

\* Uses objective & data-driven standards (including the 2024 College Parkway Operational and Safety Data Study) to target when development levels could be sustainable.

\* Would provide the County and State related departments time to review, and plan for changes expected with MDTA pending decisions on the Chesapeake Bay Crossing Study that will have an impact on traffic over the next 10-15 years. There are pending public meetings in February and Record of Decision for the National Environmental Policy Act due in November. Moving forward with density bonuses of 125%-150% in this 5-mile radius before a new bridge is built will likely lead to a higher probability of unintended consequences due to the HAA.

\* Ensures affordable housing goals are implemented in locations that can safely and effectively manage increased population and traffic, including this location, when there is finally adequate road infrastructure.

\* Helps support quality of life for residents, and future residents, by reducing the risk of crippling traffic congestion, affecting accessibility, safety response times for emergency responders, transportation improvements and infrastructure upgrades needed like water, sewer and unknown impact on Broadneck High School Cluster.

\* Responds directly to strong community concern about the scale and intensity of development and ensures Planning and Zoning decisions are grounded in realistic, community-supported development standards during the moratorium period

\* Reinforces thoughtful, phased growth instead of sudden, incentive-driven density spikes and provides time for the county to evaluate and adjust the impacts of the HAA before irreversible development patterns are set.

Thank you for your consideration in support of this bill and to preserve our local community.

Regards,

Kristen Smith  
College Manor Resident

Please share with council and add to record

**Amanda Fiedler**  
**Anne Arundel County Council**  
**Fifth District**  
**410-222-1401**



*Please note my aide's contact information:*

*Pam Scarbro [ccscar00@aacounty.org](mailto:ccscar00@aacounty.org)*

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----- Forwarded message -----

From: **George Nikiforou** [REDACTED]  
Date: Thu, Jan 29, 2026 at 7:50 PM  
Subject: The Severna Park Golf Course Development Bill 5 - 26  
To: <[amanda.fiedler@aacounty.org](mailto:amanda.fiedler@aacounty.org)>

Members of Council,

I'm writing to you with the hope that you will make the right decision when considering the Severna Park Golf Course Development Bill 5-26. The community is fully against this bill.

The goal of this county's development planning and legislation is to encourage smart growth around community transit. When overlapping legislation produces an unintended result, it is important and appropriate to limit unintended consequences.

If you've spent any amount of time in the Arnold area, you will know that Ritchie Highway already gets extremely congested and affects everyone who lives/works in the area. A new large townhome development will make things exponentially worse.

The community has spoken, we DO NOT want a new townhome community. The full list of comments against this development is over 25 pages. Please block this bill.

Thank you,  
George Nikiforou  
Arnold, MD

Raymond Pierson, [REDACTED] Arnold, MD 21012 February 16th, 2026

Anne Arundel County Council 44 Calvert Street Annapolis, MD 21401

**RE: SUPPORT for Bill 5-26 (Zoning – Moderately Priced Dwelling Units – Density Bonus – Moratorium)**

Dear Councilwoman Fiedler and Members of the County Council:

I am writing to formally request your support for **Bill 5-26**, which establishes a necessary moratorium on density bonuses within the 5-mile radius of the Ritchie Highway and College Parkway intersection.

I am a resident of Arnold living 0.5 miles from the proposed development at 1257 Ritchie Highway (Severna Park Golf Center). This project, which seeks to utilize the "Housing Attainability Act" to nearly double its allowable density to 135 units, perfectly illustrates why Bill 5-26 is urgent and essential.

**1. The "Affordability" Loophole is creating Infrastructure Failure** The legislative intent of workforce housing incentives was to support essential workers, not to break the backs of existing communities. The Ritchie Highway/College Parkway corridor is already operating at a failing Level of Service (LOS D/E). By utilizing density bonuses here, we are not solving a housing crisis; we are creating a public safety crisis. The forced U-turn traffic pattern required by this density will gridlock the peninsula's primary evacuation and emergency route.

**2. Fiscal Irresponsibility: The "Net Loss" Reality** We are being asked to compromise our safety for a project that is likely a fiscal net loss for the County. With an average cost of ~\$17,000 per student to educate, and property tax revenues from these units covering only a fraction of that, existing taxpayers are effectively subsidizing the developer's density bonus. We should not be incentivizing growth that drains the county budget while simultaneously degrading our quality of life.

**3. Safety Hazards cannot be mitigated by "Fees"** The segment of Ritchie Highway at Beechwood Road suffers from a dangerous "short weave" traffic pattern. Adding 1,200+ daily trips from a density-bonus development creates a lethal conflict zone for residents and pedestrians. No amount of impact fees can fix the geometry of a highway that physically cannot safely handle this volume.

**4. The "Evacuation Trap": Public Safety Risk on the Peninsula** The Broadneck Peninsula has limited ingress/egress routes. Ritchie Highway (MD Route 2) is a primary evacuation corridor. The intersection at College Parkway is already operating at a failing Level of Service (LOS D/E). By allowing density bonuses here, we are not just adding traffic; we are creating a chokepoint that threatens emergency response times and evacuation capabilities for the entire peninsula. We cannot prioritize developer profit over the ability of residents to safely evacuate during an emergency.

Bill 5-26 provides a critical "pause button" to prevent irreversible planning errors. I urge the Council to vote **YES** on Bill 5-26 to protect the Broadneck Peninsula from density that our infrastructure physically cannot support.

Respectfully,

Raymond Pierson



## 02/02/2026 Testimony – Bill 5-26 MPDU - Density Bonus Moratorium

My support for this Bill is primarily due to the impact of the proposed development on the surrounding roads. I am even more concerned about our standard of Adequate Public Facilities (APF).

First, I do not understand how an LOS of **D** or better is considered “**acceptable**” ... especially when the **description for an LOS of C uses the word “acceptable” in the definition!**

“The Highway Capacity Manual (HCM) defines capacity as the maximum suitable flow rate at which vehicles reasonably can be expected to traverse a point during a specified time. Capacity uses the measure of efficiency, Level-of-Service (LOS), ...[which] is defined for the **overall** intersection delay for signalized intersections.

As defined by the HCM and the Anne Arundel County Design Manual, **an acceptable LOS for a signalized intersection is LOS D or better**. LOS categories range from LOS “A” (best) to “F” (worst).” <sup>(1)</sup>

Level of Service	SIGNALIZED Intersection Delay (sec/veh)	UNSIGNALIZED Intersection Delay (sec/veh)	Intersection LOS Description
A	≤ 10.0	≤ 10.0	Free flow, insignificant delays.
B	10.1-20.0	10.1-15.0	Stable operation, minimal delays.
C	20.1-35.0	15.1-25.0	Stable operation, acceptable delays.
D	35.1-55.0	25.1-35.0	Restricted flow, common delays.
E	55.1-80.0	35.1-50.0	Maximum capacity, extended delays. Volumes at or near capacity. Long queues form upstream from intersection.
F	> 80.0	> 50.0	Forced flow, lengthy motorist delays. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Table 9: Level of Service Criteria

Second, the use of “averages” often “masks” important realities. Indeed, the focus on the “**overall**” intersection delay ignores critical failures on key approaches. The “**Northbound approach**” is already rated an LOS of **E**. The Severna Park Golf Center development proposal, with its “density bonus”, will make a failed intersection even worse.

Intersection / Approach LOS (sec. delay/veh.)	Summer 2022	
	AM	PM
INTERSECTION 1 – College Parkway & Ritchie Hwy (SIGNALIZED)		
Overall	B (19.9)	D (37.1)
Westbound Approach (College Parkway)	B (15.3)	B (18.4)
Northbound Approach (Ritchie Hwy)	B (19.4)	E (60.7)
Southbound Approach (Ritchie Hwy)	C (22.4)	C (23.7)

Please approve Bill 5-26, and correctively amend the Housing Affordability Act that has created this problem, and amend the Transportation APF code to correct “acceptable” LOS standards.

Sincerely,

Kurt Svendsen, Arnold, MD

<sup>(1)</sup> College Parkway Operational and Safety Study. August 2024. P. 44 (**emphasis added**)

<sup>(2)</sup> Ibid, p. 50