

## Introduction

This report presents a summary of the public input submitted through the Plan2040: Community Engagement @ Home website. This interactive website was designed to allow for public review and comment of draft goals and the draft Planned Land Use Map for Plan2040, the General Development Plan for Anne Arundel County. Social distancing requirements and restrictions on gatherings due to COVID-19 made in-person public meetings both impractical and a risk to public health. In response, the County's Office of Planning and Zoning (OPZ) developed the Plan2040@Home website as a platform to make a robust public comment period on Plan2040 still possible, but within safe public health guidelines.

The website was made available for public comment from August 5 to September 10, 2020. The following lists the number of users that visited the site.

- 1,051 users between August 9 and August 17
- 1,637 users between August 30 and September 6
- 2,183 users between September 6 and September 11

Note: this does not include every day the site was available due to issues with website traffic analytics.

## Topics

1. Demographics
2. Comments on Draft Goals
  - 2.1. Planning for the Natural Environment
  - 2.2. Planning for the Built Environment
  - 2.3. Planning for Healthy Communities
  - 2.4. Planning for a Healthy Economy
3. Comments on Development Policy Areas Map
4. Comments on Planned Land Use Map
5. Emails to Plan2040@aacounty.org
6. Response to General Comments on Plan2040
7. Response to Comments on Development Policy Areas
8. Response to Comments on Planned Land Use Map

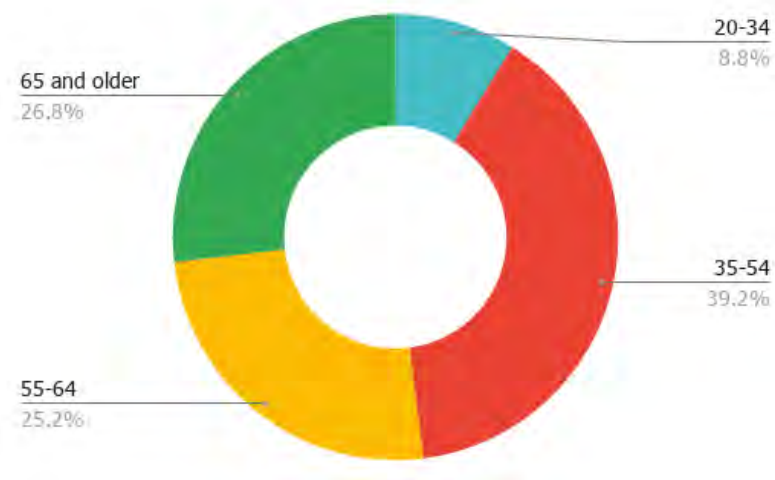
## Attachments

1. General comments on draft goals, Development Policy Areas Map, and Planned Land Use Map
2. Summary of public input on LUCA and SR properties
3. List of general comments submitted on LUCA and SR properties
4. Emails and letters submitted to Plan2040@aacounty.org

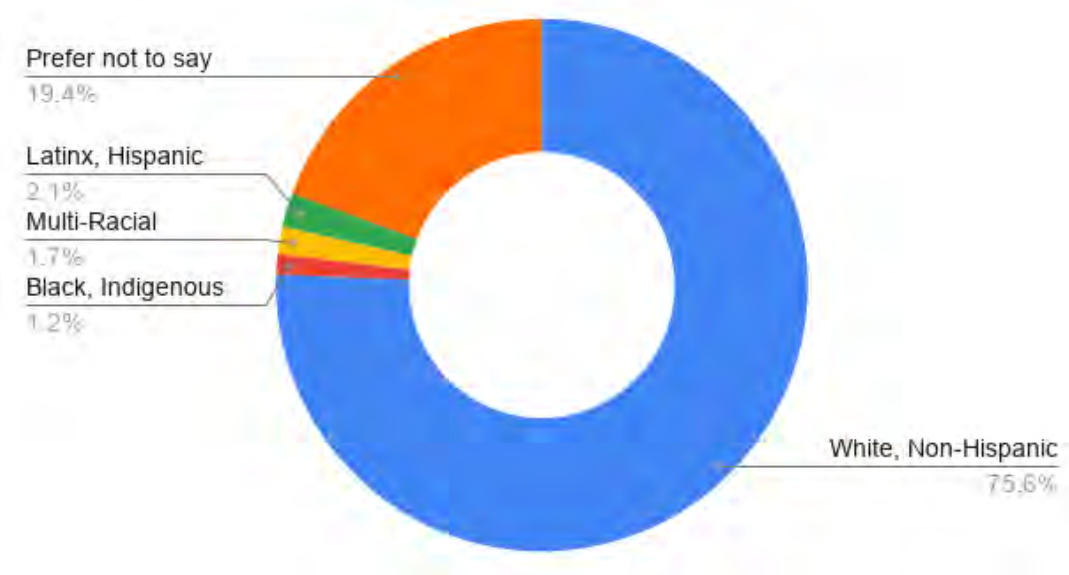
### 1. Demographics

The Plan2040@Home website was used by a wide range of people. The following charts illustrate the demographic composition of participants who submitted comments on the draft goals (total of 250 respondents provided demographic information). Participants in the virtual open house represented a wide range of ages (Figure 1). The vast majority of respondents identified as white (75%) and as homeowners (91%) (Figures 2 and 4). Residents of the Broadneck Peninsula, Mayo Peninsula, Severna Park, and Annapolis area provided the most comments (Figure 3). Additional efforts are needed in the future to engage more representatives of people of color, renters, and representatives of North and West County.

**Figure 1. Age Distribution**

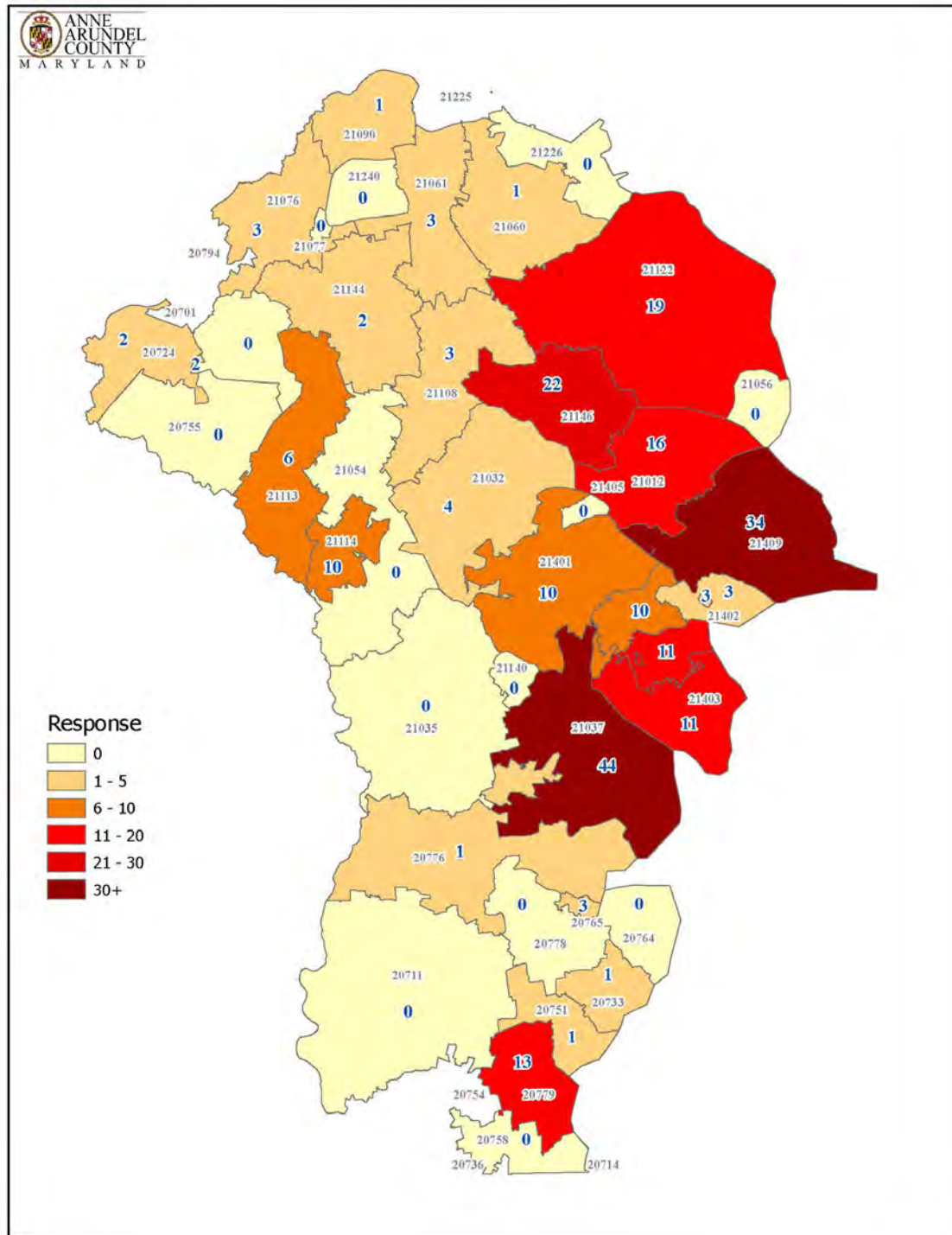


**Figure 2. Racial and Ethnic Distribution**

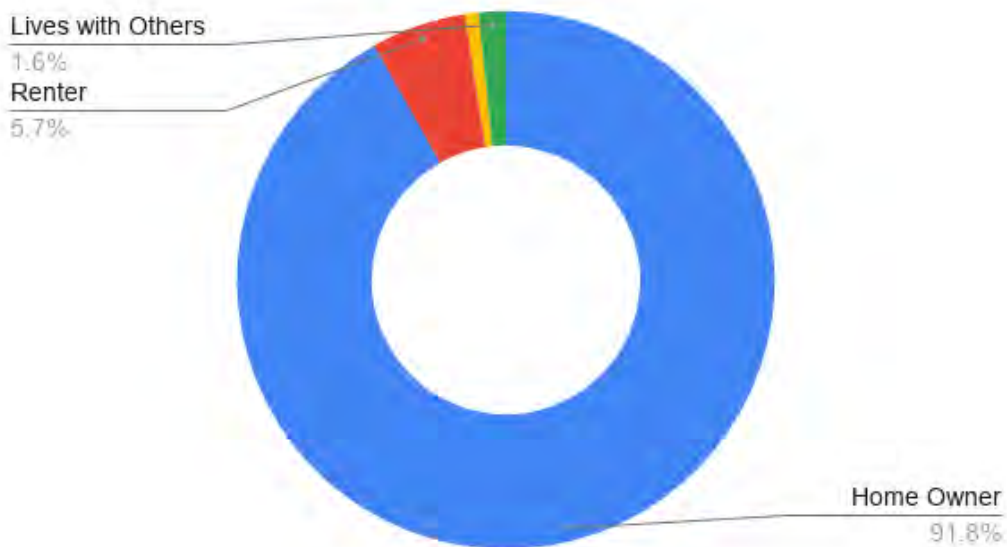


**Figure 3. Geographic Distribution**

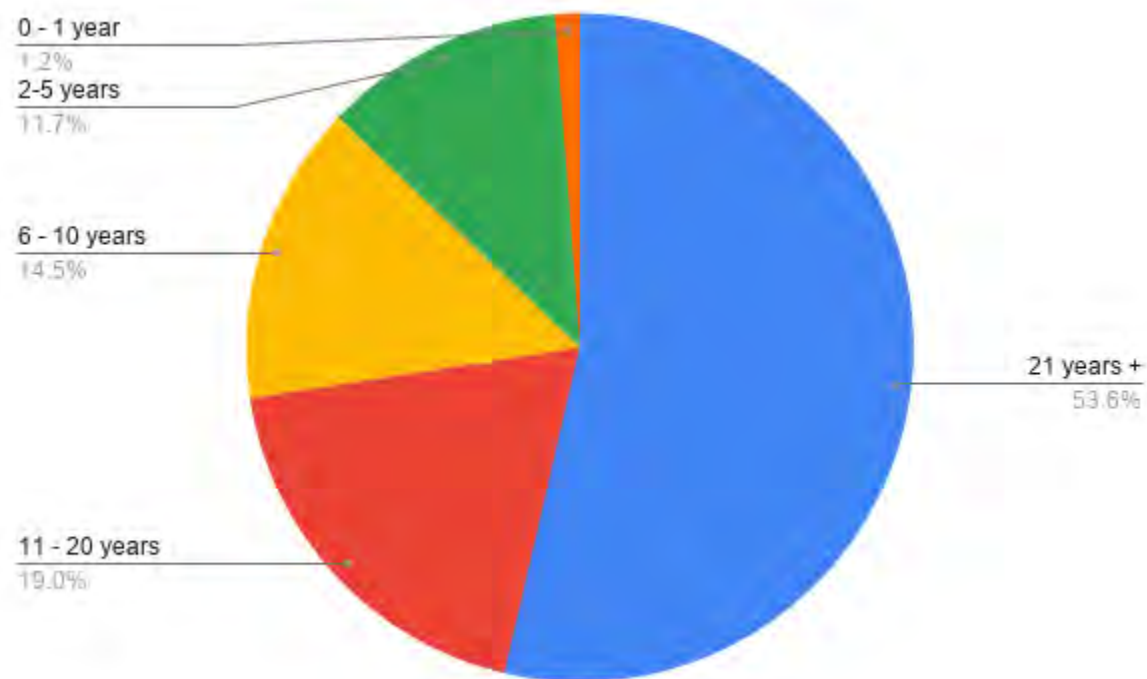
The following figure displays the number of respondents based on zip code from the ratings surveys (217 respondents provided zip code information). This does not represent all users of the Plan2040@Home website, but is representative of geographic distribution.



**Figure 4. Housing Tenure**



**Figure 5. Length of Time Living in the County**



## 2. Draft Goals

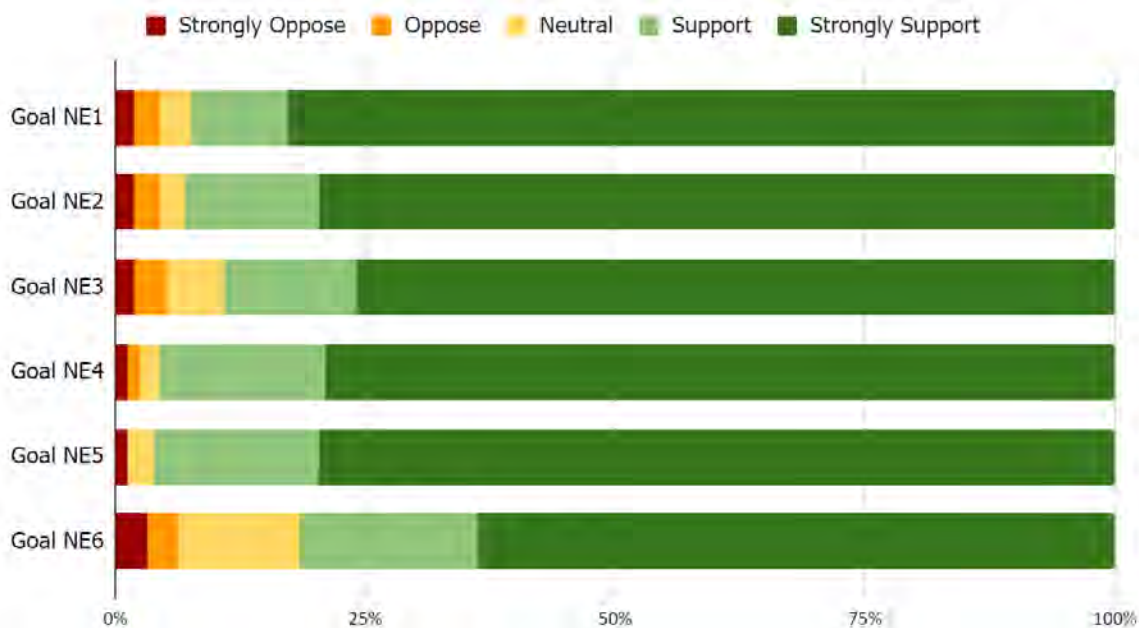
Plan2040 includes over 400 total draft goals, policies and implementation strategies. The entire list of draft goals, policies, and strategies was made available for public download on [the website](#). To keep the request for public input to a reasonable level of effort, the Plan2040@Home website included a survey that covered the 38 goals. Participants were asked to rate the goals on a scale of 1 (strongly oppose) to 5 (strongly support) and were also given an opportunity to provide open-ended comments. The following charts summarize the ratings and comments of the goals organized by their topic: Natural Environment, Built Environment, Healthy Communities, and Healthy Economy.

The number of responses to each of the four goals surveys ranged from 110 to 157. The IP addresses and email addresses of responses were reviewed for data quality analysis. Instances of more than one response per IP address occurred in each survey. The number of multiple responses submitted ranged from 8 to 11 instances. In nearly each case, there were differences in the ratings and comments provided. In the few instances where ratings and comments were duplicated, the duplicate was deleted. In the other instances, the data was retained with the assumption that an individual computer could legitimately be used by more than one person to complete the questionnaire.

### 2.1. Planning for the Natural Environment

The results of the ratings survey for the Natural Environment goals are presented in Figure 6 based on 157 comments received.

**Figure 6. Ratings of Natural Environment Goals**



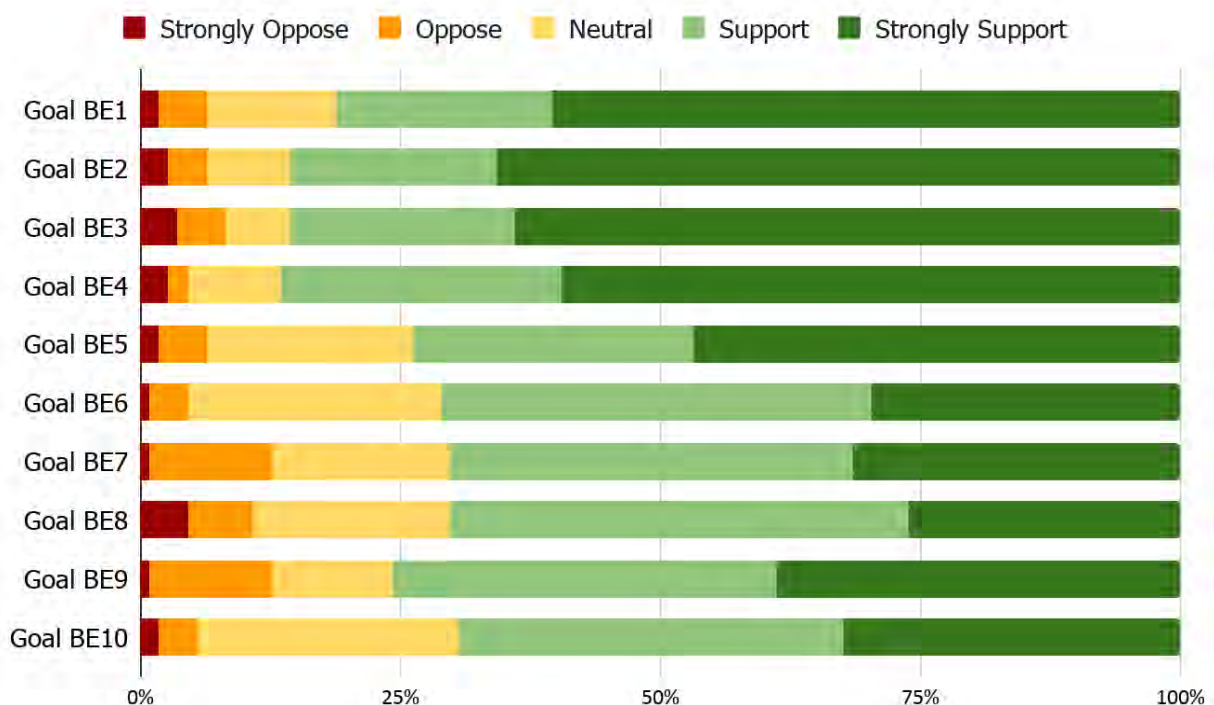
**Comments**

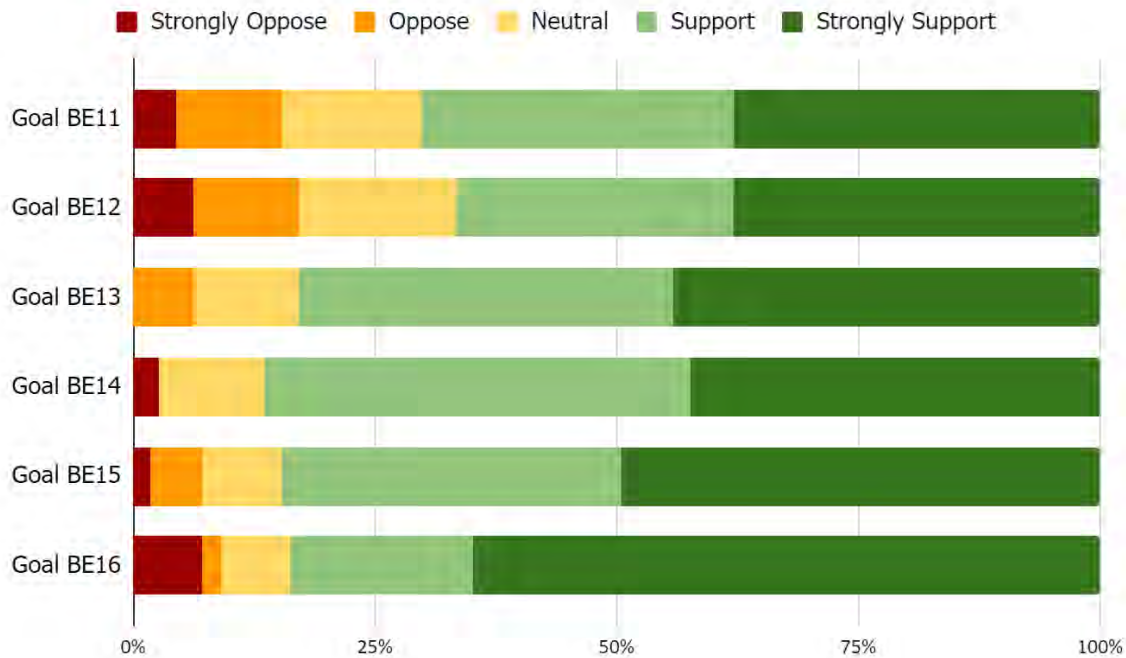
A total of 64 participants submitted open-ended comments on the Natural Environment Goals. The comments were almost entirely supportive of the Natural Environment goals and encouraging of the County to do more to protect the environment. Fourteen commenters stated that while the goals are laudable, the real challenge will be implementing them through regulation, enforcement, and investment. Seven people commented on the need to dramatically limit or stop development in order to effectively protect the natural environment. Three people mentioned the need for the County to conduct a comprehensive inventory and assessment of environmentally sensitive areas to support more effective protection efforts. Two people mentioned the need for more public water access. One person posed the concern that the “old guard uses the natural resources as cover for redlining south county from minorities or working class poor. The goal of protection is designed to hinder development and drive up property values and force all undesirables to live in North County.”

**2.2. Planning for the Built Environment**

A total of 111 participants submitted ratings of the Built Environment Goals. Results of the ratings are presented in Figures 7 and 8.

**Figure 7. Ratings of Built Environment Goals Related to Land Use**



**Figure 8. Ratings of Other Built Environment Goals****Comments**

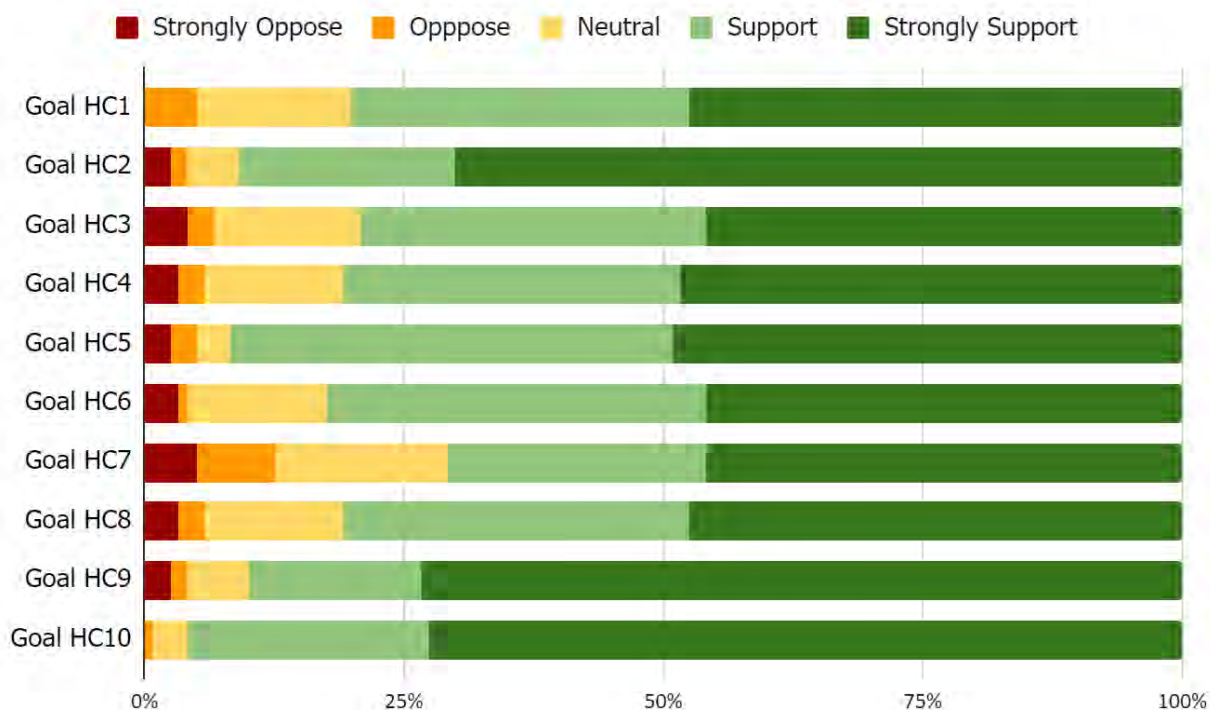
Open ended comments were submitted by 47 participants. The comments covered a range of topics including the following:

- Protect the environment and limit development (11 comments)
- Traffic and transportation - need to address congestion (11 comments).  
Supporting more bike and pedestrian infrastructure (5 comments)
- Affordable Housing - recognition of the need (7 comments) and concern about crime and subsidized housing (1 comment)
- Mayo Peninsula - need to limit development and improve Central Avenue (6 references)
- Promote renewable energy (2 comments)

### 2.3. Planning for Healthy Communities

The results of the ratings survey for the Healthy Communities goals are presented in Figure 9 based on 120 comments received.

**Figure 9. Ratings of Healthy Communities Goals**



#### Comments

Open ended comments were submitted by 50 participants. The comments covered a range of topics including the following:

- Support for providing equitable access to public services and public facilities across the County. Concerns about goal language and programs focused on promoting equity to avoid unintended consequences and potentially perpetuating prejudice and unequal treatment (13 comments).
- Concern about the potential for increasing costs associated with these programs (10 comments).
- Concerns about education programs not performing as well as they should and housing construction exceeding capacity of schools (8 comments).
- The need for more senior centers and senior transportation programs due to the County's aging population (7 comments). Two people commented that there was too much focus on elder care and facilities for them, potential for that approach to not be inclusive enough.

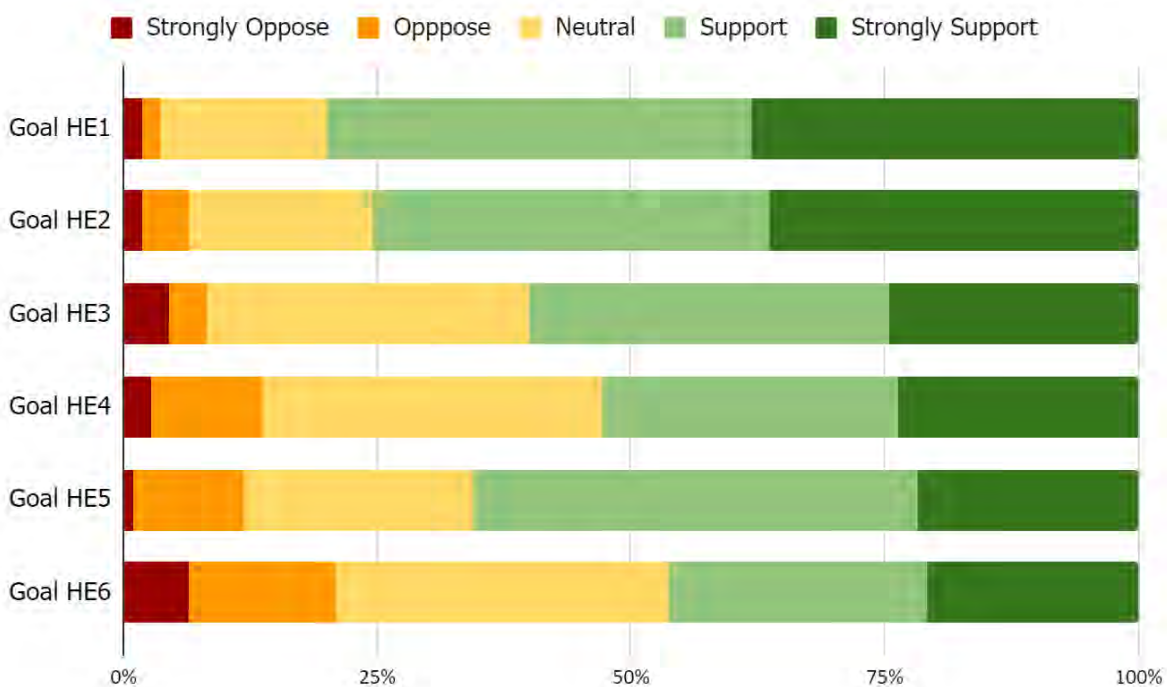


- Support for more passive recreation opportunities and nature parks (6 comments). Two people stated that development of recreation facilities on the Mayo Peninsula should be stopped or reduced in scale.
- Support for improving and expanding recycling and composting programs (6 comments).
- Support for police reform for social and racial justice (4 comments)
- Concern about vague or unclear language with a request for more specificity including measurable, accountable, relevant and time-based criteria (SMART goals) (2 comments).
- Need to add goals and policies focused on homeless and transient families (2 comments)

### 2.4. Planning for a Healthy Economy

The results of the ratings survey for the Healthy Economy goals are presented in Figure 10 based on 110 comments received.

**Figure 10. Ratings of Healthy Economy Goals**



#### Comments

Open ended comments were submitted by 42 participants. A wide range of comments here submitted including the following

- Need to protect the environment and minimize impacts of development (11 comments).

- Need to address traffic congestion before allowing new development (9 comments).
- Need to implement smart growth better than it has been done in the past (3 comments).
- Distrust of developers and concern that the aspirational goals will not be followed when specific projects are proposed because of political and financial influence (3 comments).
- Concern about more growth around critical economic areas and need to better design and construct infrastructure to support development, especially in Fort Meade (3 comments) and around BWI Airport (4 comments).
- Uncertainty about what the Mineral Resources goal is about and concern about impacts of mineral resource extraction to adjacent communities and the environment (6 comments).
- Support for renewable energy and reducing reliance on fossil fuels (5 comments).
- Prioritize redevelopment of vacant commercial spaces before expanding and building in undeveloped areas (2 comments).
- Need to find ways to promote higher quality development and better design (1 comment).
- Economics of suburban development are no longer viable need to switch to a more productive model focused on the future (1 comment).

### 3. Comments on Development Policy Areas Map

The Plan2040@Home website provided an interactive web-based version of the draft Development Policy Areas Map, overview information about the purpose of the map, and a list of definitions of the policy areas. The website included a tool for people to provide open ended comments on the Development Policy Areas Map.

A total of 114 comments were submitted on the Development Policy Areas Map.

The most frequently mentioned topics are:

- Peninsulas (34 comments) - Generally supporting the designation of Peninsula Policy Areas.
- Mayo Peninsula (29 comments) - General support for the designation of the Peninsula Policy Area, but criticism of the Corridor Management area designation (21 comments) and Village Center Designation (23 comments).
- Environmental Protection (31 comments) - Generally supporting protection of natural features and water quality.
- Staples Corner (13 references) with all but one person requesting that it not be identified as a Village Center. All of the references cite concerns with traffic and

safety especially with consideration of the proximity to Crofton Middle and High Schools. Two people suggested ways to make the area more walkable.

- Crofton and Route 3 corridor (25 references) stating that it is already overdeveloped and lacks the transportation infrastructure to support existing development.
- Severna Park (5 comments) - Concerns about Village Center and Mixed Use designations along Route 2 and about change of Natural Features designation along Cattail Creek.
- Jessup (1 comment) - Designate as Neighborhood Preservation Policy Area from National Business Parkway west along Route 175.

#### **4. Comments on Planned Land Use Map**

The Plan2040@Home website provided interactive web-based versions of the draft Planned Land Use Map, overview information about the purpose of the map, and a more detailed briefing paper. The website provide opportunities for the public to review the draft Planned Land Use map in three ways:

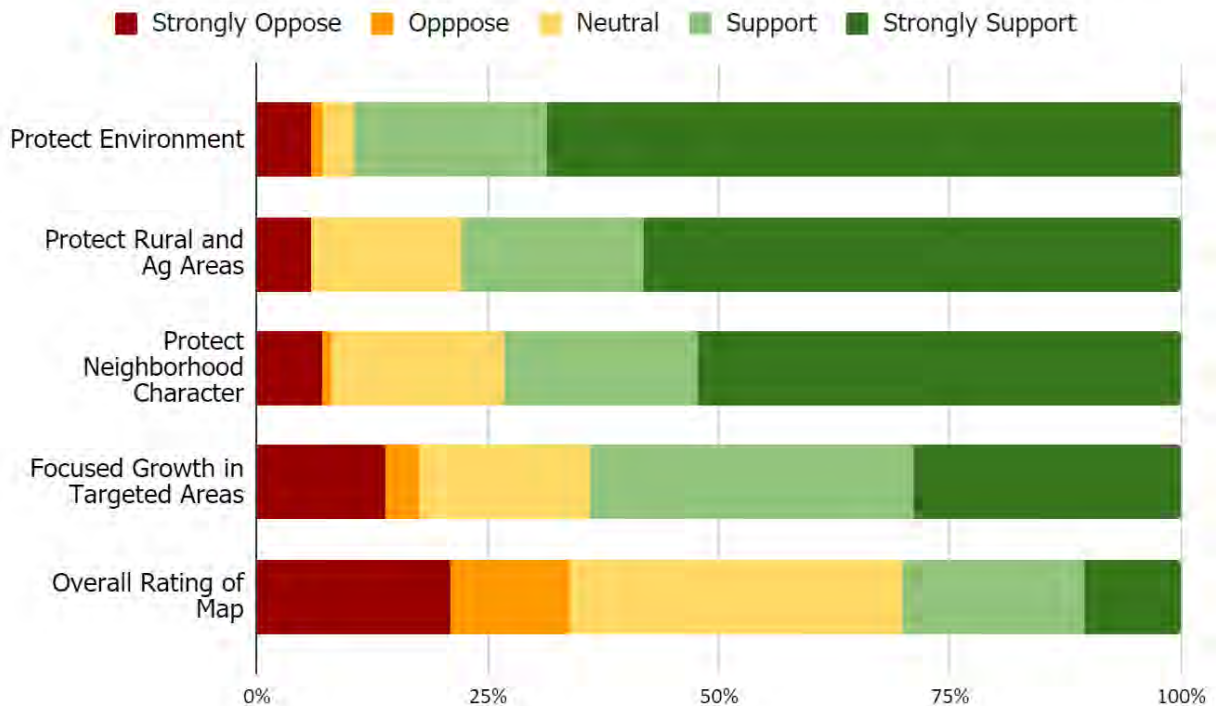
- Side-by-side comparison of the draft Plan2040 Planned Land Use Map and the 2009 General Development Plan Land Use Map
- Questionnaire for general comments on the draft Planned Land Use Map
- Web map tool to review and comment on property specific proposed Planned Land Use designation changes. The tool included summary analyses for each of 182 land use change applications (LUCA) received and for 66 areas changes that are staff recommended (SR) changes that reflect better alignment with parcel boundaries, address a nonconforming use expected to continue with the 20-year planning horizon, and/or better alignment with the Development Policy Areas.

A total of 86 responses were submitted to a series of rating questions on the Planned Land Use Map relative to a set of principles and to provide an overall rating of how well the map met those principles. Participants were asked to respond to the following questions based on a scale of strongly oppose to strongly support.

- Do you support protection of environmentally sensitive areas (streams, wetlands, shorelines, steep slopes?)
- Do you support protection of rural character and the agricultural economy of South County?
- Do you support protecting the character of older, suburban neighborhoods?
- Do you support focusing growth and investment in infrastructure and services in targeted areas?
- Does the draft Planned Land Use Map meet the intent of protecting environmental resources, rural character, older residential neighborhoods, and focusing growth in targeted areas?

Responses to these rating questions are shown in the following figure.

**Figure 11. Rating of Planned Land Use Map**



**General Comments**

A total of 73 open ended comments on the Planned Land Use Map were submitted. Many of the comments focused on specific local areas. These comments will be taken into consideration in review and update of the draft Planned Land Use Map. It should be noted that 11 comments expressed confusion between Planned Land Use and Zoning. That confusion has been frequent and persistent in discussions of the Planned Land Use Map with the Citizen Advisory Committee, virtual town hall meetings, and other comment functions in the Plan2040@Home website.

The most frequently mentioned topics in the comments are:

- Environmental protection (20 comments) - General support for protecting natural features. Six people expressed concern about the potential loss of protected status from changing lands designated as Natural Features in the 2009 GDP to other uses in Plan2040.
- Transportation and Traffic (15 comments) - These comments generally expressed concerns that traffic is too congested and that improvements need to be made before any new development occurs. Particular areas of traffic congestion identified in comments include the Route 3 corridor in

Crofton/Gambrills/Millersville (6 comments) and Central Avenue (Route 214) on the Mayo Peninsula (3 comments)

- Retail and Commercial Development (13 comments) - These comments stated that requests for land to be designated for retail and commercial uses should not be granted because there is already too much commercial development. Commercial development should focus on reuse of existing, vacant space rather than new construction.
- Peninsulas (8 comments) - Most of these comments expressed a desire to limit development on peninsulas because of concerns about traffic, stormwater management, flooding, and environmental impacts. Several comments from property owners opposed changes to decrease the intensity of the Planned Land Use Designation of their properties.
- Infrastructure (7 comments) - Comments generally expressed concerns about infrastructure insufficient to support current development, let alone future growth.
- Staples Corner – Commenters opposed more commercial development and opposed the Village Center designation (3 comments)

### **Comments on Specific Properties**

A total of 2,435 comments were submitted on the specific properties where changes in Planned Land Use Designation are proposed. Comments on specific properties can be viewed on the Comment on Draft Planned Land Use Map tab of the Plan2040 Community Engagement @ Home website. OPZ staff are reviewing each specific property to consider the proposed Planned Land Use designation with respect to the public comments received.

For the LUCA properties:

- Public input was provided on 156 of the 182 LUCA properties (85% of the properties).
- A majority of public comments supported the proposed Plan2040 Land Use designation on 79 of the 155 LUCA properties with comments (51% of the properties with comments).
- For 10 LUCA sites, there were more than 20 comments and the majority opposed the proposed Plan2040 Land Use designation (6% of the properties with comments).

For the SR properties:

- Public input was provided on 50 of the 67 SR properties (75% of the properties).

- A majority of public comments supported the proposed Plan2040 Land Use designation on 24 of the 50 SR properties with comments (62% of the properties with comments).
- For 2 SR sites, there were more than 20 comments and the majority opposed the proposed Plan2040 Land Use designation (4% of the properties with comments).

The comments are inherently specific to each property. Participants were asked to select their primary and secondary reasons for their opinions on the proposed Plan2040 Planned Land Use from a drop down menu. Across all of the properties, the most frequently selected primary reasons for people's opinions on Planned Land Use designations were:

- Compatibility with Surrounding Area (over 1,200 comments)
- Environmental Protection (404 comments)
- Traffic Congestion (382 comments)

The most frequently selected secondary reasons for people's opinions on proposed Plan2040 Planned Land Use designations were:

- Environmental Protection (555 comments)
- Traffic Congestion (433 comments)
- Compatibility with Surrounding Area (409 comments)
- Economic and Community Development (391 comments)

The public also submitted 1,307 brief open-ended comments on the LUCA and SR properties. The vast majority of these comments reflected the same issues identified in the primary and secondary reasons listed above. Common themes included:

- Complaints about traffic congestion (341 comments)
- Concerns about commercial development (generally opposed to more commercial, though some comments were related to supporting local small businesses) (283 comments)
- Support for environmental protection (206 comments)
- Protection of rural areas (108 comments)
- Marinas (85 comments) – majority of comments were complaints about negative impacts to surrounding communities, with some comments in support of particular marinas as long-standing local businesses.

## 5. Emails to Plan2040@aacounty.org

In addition to the Plan2040@Home website, residents were able to submit comments to the Plan2040@aacounty.org email address. OPZ received 172 individual emails (from August 10 through September 17) in addition to the comments submitted through Plan2040@Home website. Many of these emails focused on concerns or questions related to specific properties proposed for Planned Land Use changes (classified as LUCA or SR changes). The email comments on specific LUCA and SR properties are being taken into consideration along with those submitted through the Plan2040@Home website. Staff have replied directly to those individuals to respond to their questions or concerns. Several key themes emerged from those emails, including:

- Public Water Access - Support for increased public water access. Concern that this was not explicitly mentioned in the draft Plan2040 Goals and that the Conservation Land Use designation will become a barrier to public access (15 emails).
- Crain West Community Association - Parcel located at the southeast corner of the intersection of Veterans Highway & Benfield Boulevard and contains Shipley's Choice Medical Park. Request to recognize agreement to retain portion of property as open space buffer (18 emails).
- Route 3 Corridor in Crofton/Gambrills – Concern with level of traffic and development in this area and the amount of land with Planned Land Use designation for Commercial and Mixed Use (15 emails).
- Staples Corner – Disagreement with designation of Staples Corner as a Village Center (9 emails).
- Mayo Peninsula – Disagreement with designation of Village Center and Corridor Management Area (2 emails including from Neighbors of the Mayo Peninsula)

Requests for changes in planned land use designations on specific properties were also received through the Plan2040 email account. A total of 23 of these requests were received. These properties were analyzed using the same criteria as the LUCA and SR properties. OPZ recommends changes in planned land use to two of these properties. A list of these online open house requests (OOHR) is provided as an attachment to this summary.

## 6. Response to General Comments

OPZ has prepared revisions to Plan2040 in response to the public comments. The following summarizes responses to key issues that have emerged through the public comment period.

**Public Water Access** – The Planning for Healthy Communities Goal 8 and supporting policies and implementing strategies support increasing park and recreation opportunities. Public water access is specifically addressed in Volume II of the draft Plan2040 document (page 184) and referenced as a priority for implementation (page 187). Additional water access will continue to be implemented through CIP project P567400 Water Access Facilities.

Through consultation with the Department of Recreation and Parks, the Conservation Land Use was placed on County Park properties where the primary (not exclusive) use is natural resource protection. The designation is not intended to create a barrier to public water access. The definition of the Conservation Land Use will be refined to acknowledge that these lands may have appropriate active recreation areas.

**Performance Measures** – The draft Plan2040 document includes performance measures for each goal, policy, and implementing strategy. These performance measures were developed in consultation with respective departments and in alignment with metrics being tracked through Open Arundel. OPZ will prepare annual reports on progress of implementation of Plan2040.

**Racial and Social Equity** - A consistent theme in goals, policies, and strategies in Plan2040 is to be inclusive of all our residents, to prioritize investment in historically underserved and under-resourced communities, and to remove barriers that limit people's opportunities based on their race, ethnicity, or where they live in the County. Following the recommendations of the Planning for Equity Policy Guide prepared by the American Planning Association (APA), Anne Arundel County has tried to consider equity in all policies. The APA guide defines equity as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential." Public policy, including policy related to land use, housing, public infrastructure, and public services, has contributed to inequality across the Country and in Anne Arundel County. There are many facets to equity issues in the County. A brief discussion of relevant concerns will be provided in each of the four goal chapters of the draft Plan2040 plan (Planning for the Natural Environment, Planning for the Built Environment, Planning for Healthy Communities, and Planning for a Healthy Economy).

## **7. Response to Comments on Development Policy Areas**

OPZ has prepared revisions to Plan2040 in response to the public comments on the Development Policy Areas Map. The following summarizes responses the Development Policy Areas public comments.



**Mayo Village Center and Corridor Management Area** – The Village Center and Corridor Management Area designations on the Mayo Peninsula will be removed from the Preliminary Draft of Plan2040 based on public comments. OPZ continues to think these concepts are valuable planning principles for this area, but recognize that more discussion is needed to implement them successfully. These concepts can be revisited in the future Region Plan.

**Staples Corner Village Center**– The Village Center designation at Staples Corner in Crofton will be removed in the Preliminary Draft version of Plan2040. The Village Center concept is consistent with the Crofton Small Area Plan, but this community has experienced dramatic growth since adoption of that plan and the OPZ acknowledges the active consistency that wants to limit development in this area OPZ continues to think that the Village Center has valuable planning principles for this area, but recognizes that more discussion is needed to implement it successfully. The concept can be revisited in the future Region Plan.

**Crofton / Gambrills Route 3 Corridor Management Area** – The intent of the Corridor Management Area is to create a framework for proactive land use planning that will address traffic congestion, mobility and safety. As a new concept, there is public concern about the implications of the designation. Staff recommend retaining this designation in the Preliminary Draft version of Plan2040 and making the Route 3 corridor a focus area for the upcoming Region Plan for this area.

Many comments expressed concern about increasing Mixed Use and Commercial Planned Land Use in the Route 3 Corridor. The majority of the Land Use Change Applications in this area were deferred to the future Region Plan process where a concept plan that will link future land use decisions with transportation facility improvements. The Land Use Change Applications that were supported by staff reflect alignment with existing zoning and/or existing development.

To address concerns about these areas, the name will be changed in the Preliminary Draft of Plan2040 to “Critical Corridor Policy Areas” and the areas will not be included in the group of “Targeted Development and Revitalization Areas.” In addition, the goals, policies and strategies have been amended to emphasize the intent of relieving traffic congestion, improving mobility and prioritizing transportation improvements.

## **8. Response to Comments on Planned Land Use Map**

The Office of Planning and Zoning is changing the staff recommended Planned Land Use designations for the Preliminary Draft of Plan2040 on several properties based on

public comments that includes the following. Lists of all the LUCA and SR properties and summary of comments are provided as attachments.

**Table 1. LUCA and SR Properties with Changed Land Use Designations between the Online Open House and the Preliminary Draft Plan2040**

#	2009 GPD Land Use	Proposed Planned Land Use in Online Open House	Proposed Planned Land Use in Preliminary Draft Plan
<b>LUCA-71</b>	Low-Medium Density Residential	Low-Medium Density Residential	Maritime
<b>LUCA-76</b>	Rural	Rural	Public Use
<b>SR-10</b>	Commercial	High Density Residential	Commercial
<b>SR-11</b>	High Density Residential	Low-Medium Density Residential	Low-Medium Density Residential + Conservation (to align with existing passive park)
<b>SR-50</b>	Low Density Residential	Rural	Low Density Residential
<b>SR-54</b>	Low-Medium Density Residential	Commercial	Commercial (parcels with existing residential use retain Low-Medium Density Residential)
<b>SR-65</b>	Maritime	Low-Density Residential	Maritime

Plan2040@Home: Comments on Natural Environment Goals

Comment	Response
<p>We are pleased that the environment has a prominent position in the Vision statement and elsewhere. We strongly support all six of the goals in Planning for the Natural Environment. We also strongly support goals 1-4 and 16 in Planning for the Built Environment. However, we believe that the environment needs to be more figural, more central in Plan2040. The GDP outlines where development may happen in the county, but it doesn't define clearly enough where it shouldn't due to environmental features that ought to be protected. Nor does the document state what measures the county would take to achieve other environmental goals spelled out in the GDP, such as protecting open space, creating greenways, and mitigating the impacts of climate change such as coastal flooding. To correct this, the county should inventory its natural resources, including large forested tracts, greenways, sensitive wildlife habitats, and key watersheds and include in the GDP specific plans for how to protect and restore these areas. The data is readily available from existing sources so the inventory and mapping these areas should not be difficult to complete. Finally, the GDP should include a brief narrative for each area to explain how the county intends to protect these areas -- such as in parks, open space, trails, and greenways. It also should strengthen, via the GDP and revisions to the county code, the county's clear commitment that all development -- new, re-, or infill, will contribute positively toward the long-standing water quality objectives for the Chesapeake Bay and the surrounding streams and waterways. We applaud the vision for Plan2040, but we would like to see a detailed mapping and inventory of the natural resources and areas for protection and restoration in the county, and more detailed specifics about how the county's land use plan would identify and preserve open space, greenways, and parks and meet its commitments to improve water quality and the health of the Chesapeake Bay.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I am an environmental scientist and have been studying the Chesapeake Bay ecosystems for many years. Our county needs to do a much better job of enforcement and education for adults. Stormwater is such a large problem and erosion along with the health and property dangers are issues that need to be addressed.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Esuring adequate supply and distribution of safe drinking watershould be the #1 environmental priority. Other goals are esirable, but is the County properly organized and resourced to effectively attain them? No mention of County's commitment to objectives of Mayland's 2009 Stormwater Design Manual and the principles of ESD.</p>	<p>Thank you. Your comments are acknowledged. Details of stormwater management are included in the Policies and Implementing Strategies under Goal NE 4.</p>
<p>I am glad to see the natural environment taking the forefront in these goals. I think another area to improve is increasing access to the environment to all county residents, especially in terms of public water access and boat launch access.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The beauty of our county as well as the recreational and quality of life opportunities are why many of us have chosen to move here. We are part of the problem with our density and septic systems. We must continue to protect the water and land from future development and recover from the neglect we have allowed to happen. Having a strong environmental goal in the 2040 plan will help us achieve that goal.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The goals in themselves are laudable but it is necessary to keep already developed areas in mind in terms of restoring them, limiting additional impact upon them. There has been a tendency to write off areas (like West AACo) that are not directly on the Bay and already have development, and focus on areas like South County. So the pressure on the developed areas increases and developers just keep developing, making life miserable for citizens in areas like West County. I'd argue that such developed areas should get MORE attention to redeveloping the natural environment, not less. Those citizens have even less opportunity to experience the natural world and need more assistance in creating localized areas of quiet, calm nature and beauty.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Goal NE6 is fine, if it aligns with the overarching plan of reducing environmental impact. It's nice to say you want to implement programs to manage stormwater runoff, but when the fines are a drop in the bucket for builders, it's easier (and more cost-effective) for them to pay the fine than to conform with permit requirements, which they themselves only apply for larger properties. At what point do we acknowledge that a massive concerted effort is needed to maintain the existing environmental infrastructure? You cannot lose weight by only doing bicep curls, just like you cannot fix the watershed by doing a few policy improvements here and there. The only way to preserve the natural resource we have is to stop going at the pace we've been operating at (building, rebuilding, restructuring) and consciously work to fix the flawed "improvements" that have been made over the past 2 decades. A nod here and there is simply not enough.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Not sure how one would define resilient, environmentally sound and sustainable communities - probably all differently. Do away with or raise substantially fee in lieu of for forest mitigation.</p>	<p>Thank you. Your comment is acknowledged.</p>

Plan2040@Home: Comments on Natural Environment Goals

Comment	Response
I'd like to see overlay maps of sensitive areas (NE-1) and also greenways and open space (NE-3) with public comment on any changes or related variances. Also, "open space" needs to be better defined than it seems to be now. Some think it means sports fields and other treeless rec or picnic uses, but others want trees preserved with hiking, biking, quiet spaces. Is the latter what we're calling greenway now?.	Thank you. Your comment is acknowledged. The Plan2040 document will include maps of sensitive areas, greenways, and open spaces.
Development in Greenways and Green Infrastructure should be strongly discouraged, and efforts should continue toward no net loss of forest cover.	Thank you. Your comment is acknowledged.
Reuse of previously developed commercial and residential areas should be prioritized for future development over using green space. There are too many new zones areas causing deforestation versus repurposing abandoned commercial zones.	Thank you. Your comment is acknowledged.
These are good, but the environment needs more emphasis to combat the undue influence that developers have in county development.	Thank you. Your comment is acknowledged.
Please do your best to keep/improve the environmental ecosystem and allow recreational uses for all who are allowed.	Thank you. Your comment is acknowledged.
To the extent feasible, please work with environmental organizations to accomplish these goals.	Thank you. Your comment is acknowledged.
The natural environment is what makes the County such a great place to live. Preservation of the sensitive areas should be the #1 priority. Additionally, increasing the rate of restoring the oyster population and especially the Sanctuary reefs will contribute to not only the enjoyment of the area but the economic impact as well.	Thank you. Your comments are acknowledged.
The plan needs to plan around a Green-New-Deal-style massive effort that includes the end of gasoline-powered cars and carbon neutrality.	Thank you. Your comment is acknowledged.
I would like to see a plan for green energy sources, such as solar and compostable energy sources	Thank you. Your comment is acknowledged.
Thank you for protecting the natural environment. As a resident of the Mayo Peninsula, close to Mayo and Beverly Triton, this is of utmost concern to my family.	Thank you. Your comment is acknowledged.
Along with Goal NE6, I strongly support creating a more robust native ecology by prioritizing plants native to our region in all the spaces in which there is the opportunity to do so. Much of the wonderful wildlife that is native to Maryland absolutely cannot survive on the non native plant varieties that are prolific in our communities. There is a clear opportunity to prioritize these types of plants in our green spaces and environmental use areas. I also believe there is opportunity to incentivize new construction sites and perhaps most influentially, programs geared towards suburban homeowners.	Thank you. Your comments are acknowledged.
Planning for the natural environment is very important to me. While living in Odenton I see retail space sit empty at the Waugh Chapel and Odenton shopping centers, yet just down the road on highway 3 land is being cleared for more retail space.	Thank you. Your comment is acknowledged.
Our county has been overbuilt in the past decade or two, and I am thrilled to see a return to considering our impact on the environment.	Thank you. Your comment is acknowledged.
It is not right to require answers to any questions that I chose to not answer. I am not neutral to those questions. I am uninformed or I do not agree with the wording. Please consider any neutral response I have made in the goals survey to be a protest that my response was forced in order to submit answers to goals on which I am informed. In addition, variances to zoning and permitting normally come at a cost to the Natural Environment. I would like the Natural Environment to be the #1 priority in all county land use planning.	Thank you. Your comments are acknowledged.
Variances to zoning and permitting normally come at a cost to the Natural Environment. I would like the Natural Environment to be the #1 priority in all county land use planning.	Thank you. Your comment is acknowledged.
I strongly support all of the stated goals. Safeguards must also be created to ensure that land-use waivers or pseudo-environmental uses that actually degrade the rural community are prevented.	Thank you. Your comments are acknowledged.
The goals the County team has laid out for NE are great but the granular actions tied to each need to be laid out for us. I want "environmentally sustainable communities" too but if that means there will be an ordinance that says I can't heat my home with natural gas or you'll make me pay a fee then I couldn't support that.	Thank you. Your comments are acknowledged.
These goals are very nice, but from what I have seen on the Mayo Peninsula, they are unobtainable goals. AACo continues to press development on the Mayo Peninsula. Future development will mean a loss of trees which increases stormwater issues that we currently have and a loss of habitat for wildlife that lives here on the Peninsula. We are very lucky to have a bald eagle population here on the Mayo Peninsula and I would love to see AACo do more to protect them. Houses that are built on our shorelines greatly contribute to the declining health of the Bay.	Thank you. Your comments are acknowledged.
Maximum Protection of Existing Forests, Cleaner Waterways, and Cleaner Air	Thank you. Your comment is acknowledged.

Plan2040@Home: Comments on Natural Environment Goals

Comment	Response
<p>The current regulations that are in place for the handling is storm water run off and the low level of responsibility builders take in engineering effective measures in this county, particularly the already overcrowded North County (north of South River) are a joke. Case in point, the severe flooding in the Chartridge play area from the new Sabrina II development that has occurred in the last several weeks. Or, the consistent flooding of the newly restored fish run at Asbury Rd./Berrywood. Cattail Creek can not sustain further development. The Magothy can not sustain further development. Why are allowing wide swaths of trees to be taken down here that worsen these issues? Please don't tell me the developers have to then replant trees elsewhere in exchange! That doesn't compensate for what is being destroyed here.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>While these are fantastic goals, I have little trust that they are sincere goals with a sincere backing by our county government to implement them. The county accepts time and time again the lowest standards available from developments/builders for storm run off and controls without regard to the damage it is doing to our waterways, the bogs, wetlands, creeks, rivers etc. case in point is the recent and continued flooding of the Chartridge Community Land (playground and pool area) from the new Sabrina II development abutting Jumpers Hole Rd. Or, the massive flooding of the newly renovated fish ladder area at Asbury Rd./Berrywood. Or the monstrously dense building allowed behind Oakwood Elementary School right by the non-tidal portion of Cattail Creek? You talk of preserving trees, but we haven't been. Again, I reference those same 2 developments and could reference many more. We allow cutting here for development if we plant elsewhere to compensate. That is not right. If we want to preserve our waterways, even at a score of a D, let alone better them, then stop cutting them down at all in the communities that have direct access to drainage into the watersheds, or at least into the creeks and rivers! And, if we stop building these homes, then our schools in these areas and our infrastructure won't be overcrowded so much either.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>It's not clear from the meetings that the current plan for rebuilding the waterways is supported by science as the most effective thing that can be done</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Many county wetlands feed the streams and rivers that feed the bay. Even though they're not directly near the shore, the County needs to apply pressure and stricter rules on development that impacts these wetlands to ensure that they do not jeopardize overall goals for the Bay.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>With less and less vegetation there will be more flooding and destruction as well as less clean water of which we cannot survive without.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Save the Bay and the beautiful land around it!</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Soil and water conservation in the Chesapeake has always been a major concern to me. I fully support this part of Plan2040 and hope for the best.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Recommend adding a public access (including water access) component to goals related to land conservation.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>It's disturbing that there is no regulation of nutrient runoff from residential lawn fertilization activities, especially in the critical areas within 1000 ft. of wetlands.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>All of the goals in all of the surveys should illicit overwhelmingly supportive responses. I am curious how you will use this feedback to inform the plan? I think residents, businesses, and property owners would benefit from being able to prioritize clear strategies/recommendations within these goals. For example, 'reducing impacts of stormwater runoff' what is the approach to this statement? It is important to reduce stormwater and wastewater impacts on municipal systems and on our waterways, so many would agree they support. Can the county share ideas for people to evaluate? Like stormwater impact fees (Philadelphia), stormwater infrastructure pilots, stricter requirements and fines for septic inspections, etc.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>HPA is an existing AA Co. designation that was never properly implemented. This needs to be a top priority. Headwaters of feeder streams are particularly sensitive and need to be strictly protected.</p>	<p>Thank you. Your comment is acknowledged.</p>

Comment	Response
<p>—p 5: Policy NE3.2 Continue expanding protected corridors.... —Implementing Strategies: a. explore innovative strategies.....to offset carbon emissions or draw down carbon. Comment: how to measure? how to enforce? etc. Open ended. —Policy NE4.1 Achieve or exceed Federal and State mandated water quality standards. —transfer responsibility for maintaining stormwater best management practices (BMPs) from developers to Homeowner Associations that considers associated costs and expertise necessary for long-term maintenance of BMPs Comment: no. this is a County responsibility. HOAs don't have the expertise. Extra expense contracting out for it, etc. No way. p6 Policy NE4.3: Reduce total nutrient loads from onsite septic systems.... Implementing Strategies: - Develop a program to ensure individual septic systems and denitrification systems are properly maintained by homeowners. Comment: Define standards for "properly maintained", how would County enforce? or monitor? Top down County enforcement? unacceptable. P7: Policy NE4.5. implement efficient stormwater management.....etc Comment: Define standards for efficiency Implementing Strategies: b. Update ... Stormwater management ...Manual .... including projected precipitation changes related to climate change Comment: what standards? Define effect of climate change on this. what source? what parameters? p9: Policy NE6.1 improve interdepartmental coordination.....maximize success of sustainable and resilient policies. d. Institutionalize climate change resiliency planning and implementation across County agencies. Comment:must define "resiliency, " "Climate Change" standards and parameters, the sources, and their credibility. Are the standards extreme? qualify and quantify them.</p>	<p>Thank you. Your comment is acknowledged. More details are presented in Policies and Implementing Strategies and Implementation Plan and Performance Measures that will be included in the draft Plan2040 document.</p>
<p>I hope this effort is implemented better than the Edgewater/Mayo Small Area Plan of 2002!</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I live on the Mayo peninsula where the rate of development has rapidly expanded over the past couple years. The amount of forest canopy loss in the Loch Haven area alone has been exceptional and needs to be brought under control. The peninsulas of Anne Arundel county are all sensitive areas and cannot support the levels of development they are currently undergoing.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I would like to see an emphasis on ridding county owned properties of invasive plants. It does no good to plant trees and set up wildlife areas only to neglect them and see them be overrun by invasive plants that choke out anything of use.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>We need a moratorium on developing priority natural forest.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>In the community I live in there were several trees that were removed due to invasive species damaging the trees. There was not a lot of coordination informing us about the trees removal. We got a letter after the trees were removed telling us that the trees will be removed in the future but the trees were already removed by that time. The replacement trees did not all survive and there was no discussion about the replacement trees being planted. It could have been done in a manner that the owners could have selected what type of tree to be planted. There could be additionally trees planted on existing HOA properties and common space areas that would increase tree plantings.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I would like to see developers' landscaping projects include more plants indigenous to the county.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Let's protect our wildlife! Natural, harmless-to-humans predators such as foxes, hawks and owls eat mice (which carry more ticks than deer); birds and frogs eat mosquitoes; bees pollinate our flowers, fruits, veggies &amp; nuts. Let's protect them all.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p></p>	<p></p>
<p>How will the Plan deal with what the Critical Areas regulations define as "habitat protection areas?" Those regulations require the County to inventory and take steps to protect those areas.</p>	<p>Thank you. Your comment is acknowledged. Policy NE1.2 and its implementing strategies address habitat protection areas and the Critical Areas Program.</p>
<p>Why aren't there any questions about wildlife?</p>	<p>Thank you. Your comment is acknowledged. Wildlife habitat is referenced in Goal NE1 and its supporting Policies and Implementing Strategies.</p>
<p>Oppose rezoning to RURAL</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>We hold these truths to be self evident that none of this nonsense shall prevail and that no one should have to jump through hoops to make comments on public policy. This is worse than the Uniqlo website. all of these gauzy generalities do not serve the environment. This is a sham of a public input process.</p>	<p>Thank you. Your comment is acknowledged.</p>

Plan2040@Home: Comments on Natural Environment Goals

Comment	Response
Old guard uses the natural resources as cover for redlining south county from minorities or working class poor. The goal of protection is designed to hinder development and drive up property values and force all undesirables to live in north county.	Thank you. Your comment is acknowledged.
Advance protection against threats from changing climate.	Thank you. Your comment is acknowledged.
would like to see this county pounded with RECYCLE MORE efforts ... so much goes into the landfill	Thank you. Your comment is acknowledged.
excellent	Thank you. Your comment is acknowledged.
I do not support any new communities unless they are planned on top of existing development	Thank you. Your comment is acknowledged.
Is the goal of NE6 to create a new department or common	Thank you. Your comment is acknowledged. Creation of a new department is not currently under consideration.
I would strongly support #6 only if it applies to existing communities. We do not need more development as we are already suffering from overdevelopment. Instead we can improve existing communities and buildings.	Thank you. Your comments are acknowledged.
These goals all sound well and good but it is important to make sure that areas you all think are worth saving and supporting do not come at the expense of areas that have been fighting development for years with little support from the county or state and so need to not only stop further development but undo or mitigate earlier losses.	Thank you. Your comments are acknowledged.
No new buildings	Thank you. Your comment is acknowledged.
None of them make difference until you curb mass development. Don't stop the people who want to build one single family home. Start regulating builders who want to build subdivisions and townhouse. Then we can talk about what happens next.	Thank you. Your comments are acknowledged.
These goals are all commendable, but will require sacrifice of political capital and tax revenue. I hope the County is prepared to make that sacrifice.	Thank you. Your comments are acknowledged.
Is the goal of NE6 to create a new department or common measurement figures throughout the county government?	Thank you. Your comment is acknowledged. Creation of a new department is not currently under consideration.

General Comments	Response
<p>p10&amp;11 Policy BE1.1 Update County Code to fit Plan 2040’s goals and objectives. Implementing strategies... Comment: What does the County Code now say in the areas to be updated and aligned? impossible to understand full impact without this written comparison and analysis. Are these minimal or drastic changes proposed? Carefully analyze all of this goal, its interim amendments and its potential effects and see if it is feasible and desirable. p12 BE1.3 improve collaboration, etc Comment: agencies claim coordination but it has been hard to achieve and will never be easy because it is political. Coordination with the Baltimore and Washington Metro Council of Governments—What concrete benefit does the County receive? financial? conceptual? Define expectations. p 13 Goal BE3.1—preserve and strengthen existing and historic communities Comment: Bay Ridge is a historic community. Is this recognized? What will Bay Ridge gain from this? What kind of improvements? funding? looks like just an area for communities to provide comments into a county wish list.... Highland Beach, the site of Frederick Douglas’s summer home, is not included in the plan. Include it. p 15—Policy BE4.2 insure maritime industry’s viability Implementing strategies : b. Analyze small-scale non-forming marinas in residential areas to determine whether a new zoning district and requirements should be established that are more compatible with the surrounding community. Comment: what? explain fully. BRCA has a marina. How would it be affected? Define these terms and what is proposed. top down policy p17 Policy BE7.1 clear regulatory standards to support high quality design and incentives....promote mixed use development and redevelopment, etc.... Comment: Where would this be implemented? Sounds very much like Forest Drive Sector Study’s development/redevelopment areas.... Benefits/advantages/disadvantages? Applies to Policy BE8.1—encourage mix of commercial, service, and residential uses within Village Centers Comment: same as above. Ignores commuting need for the majority of resident and substitutes multimodal goals. Not feasible for most residents now or within next 20 years Carefully review all about housing types, policies and strategies as they apply to current housing areas. Are they appropriate? Will the County force them on property owners or communities? p 20 Ensure appropriate amount of Multifamily land inventory Comment: what is appropriate? Where? Carefully review and comment further. Policy BE15.1 safe transportation system reducing preventable deaths and injuries Implementing strategies—doesn’t include synchronizing traffic in City and County roads, i.e. Forest Drive, with existing technology to improve traffic flow and decrease deaths and accidents. a-d are existing statements that have not been implemented for at least 10 years. Needs to concentrate on safe thoroughfares (Forest Drive), not multimodal transportation, which is not appropriate for most commuters in Peninsulas. p 27, 28 Policy IBE16-Establish systems in County Government to integrate climate change considerations across county functions. What? The Green New Deal? This does not need to drive County operations . Top-down policy direction. Define. Explain. Costs. Increased staffing. Measures of merit. Is this desirable? Look at California’s power outages and wildfires resulting from failure to balance fossil fuels with solar and wind power, etc.</p>	<p>Thank you. Your comment is acknowledged. Plan2040 is a Countwide policy plan. Details related to costs and benefit analysis occur in feasibility analysis and design as policies are implemented.</p>
<p>If there is a theme in my own comments, it is the use of land for commercial use concerns me at it encroaches on green and rural spaces. I hope to keep the spaces we have the way they are. We know that as specific projects get built over time, this will require roads and other modes of transportation to expand, causing more problems than it hoped to solve. I hope for these projects to be considered and approved in stride as they will affect the already densely populated land we have.</p>	<p>Thank you. Your comments are acknowledged.</p>



General Comments	Response
<p>AACo needs to recognize the Peninsulas have very specific issues that are much different than the rest of the county. The Mayo Peninsula is being targeted with a lot of residential development as well as park and rec development. "Regional" parks are being planned for Mayo and the roads do not support what the county wants to develop. Beverly Triton NATURE Park which is listed as "conservation" is being developed to attract more and more people despite the negative effects it has on the surrounding communities as well as the negative effect it has on the park itself. The increase of visitors to the park has made a tremendous increase in trash and folks who ARE swimming (not wading) are not warned of the potential hazardous of the water i.e. sharks, jellyfish, sewage leaks and stormwater runoff as well as the disturbance of wildlife. Furthermore, visitors fishing at Beverly Triton and take whatever they can catch without anyone asking for licenses or if their catch is legal.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>The land use map was very difficult to see and interpret. I am concerned about the impact of proposed Town Centers along the Ritchie Hwy Corridor between Rt. 10 and Rt. 50. The area around the Lake Waterford area seems to show commercial re-zoning in an area that is already critically environmentally stressed. This is the same for the corridor between Cypress Creek and Jones Station Rd. This region actually abuts and touches the tidal areas of these creeks that lead direct into the Magothy. While I agree revitalization of the existing structures and significant upgrades to the woeful storm management and wastewater management infrastructure is needed, establishment of new commercial structures on existing forested, meadow, and bog lands on both sides, and the lands directly abutting the waterways on the east side are not. Further, the increased density zoning and further seeming expansion of allowed density in the red area on the east side at Jones Station Rd is in direct conflict with all the stated environmental goals of preserving tracts if forested area in these regions. While I think we need input from all citizens in the county, not just the marginalized or under represented. Yes, reach out to them, but to be equitable, reach out to everyone. Finally, while I support establishing areas where people can work, live, and play in one little village, I shudder at potential consequences for industrialization in critical areas. I don't want to live in Curtis Bay anymore then I want my area to become Curtis Bay. I want our precious greatest precious natural resource, the waterways and Bay, preserved. How about bringing that along with a vibrant fishing industry?!?</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>questions for BE1 and BE3 are not reflected in the Planned Land Use Map. Reductions in high-density housing are unrealistic (are the landlords going to be forced to demolish these bldgs?), yet conservation/nature space is reducing in some areas while expanding in others. Why wouldn't we at least maintain existing nature/conservation space and expand existing nature/conservation space where feasible? Seems like we're robbing peter to pay paul. Also, why is a golf course classified as open space? there is no ecological diversity in these areas, and they are drains on the waterways.</p>	<p>Thank you. Your comments are acknowledged. Definitions of policy areas and changes to the Planned Land Use Map are provided in the draft Plan2040 document.</p>
<p>I am against almost all building which involves cutting down trees. MORE than enough clear cutting has been done already in AACo! Trees and other naturally-occurring green areas (NOT high-maintenance lawns) provide critical buffering and oxygenation to benefit our planet and lessen global warming/climate change. Building should be on existing footprints only. Changing zoning to business, commercial, high-density is NOT a good idea. Most high-density building has been for wealthy people - just look at the three townhouse communities in Arnold and the expensive, densely crowded houses in Arnold "Overlook". Countless other examples</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I believe that the principles of environmental protection can be found in Plan2040, but not as fully fleshed out as they need to be to fully on an equal footing with the more powerful drive of development, construction, and profit making.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I support a built environment that does not further degrade our natural environment and uses existing developed areas while protecting forests and waterways.</p>	<p>Thank you. Your comment is acknowledged.</p>

General Comments	Response
Always err on the side of the environment in all decisions regarding this arena	Thank you. Your comment is acknowledged.
Rules to reduce greenhouse gases at the *county* level are pointless self harm. Global warming can only be effectively addressed by national legislation and international treaties.	Thank you. Your comment is acknowledged.
MOVE AWAY FROM COAL & GAS TOWARDS RENEWABLE ENERGY. AND EDUCATE PUBLIC ON RESULTING MULTI BENEFITS. PRESERVE NATURAL AREAS INCLUDING FORESTS, WETLANDS, CREEKS, RIVERS, AND MORE PUBLIC ACCESS TO SUCH, IN PARTICULAR, WATERWAYS. PROVIDING SOME OF THE NECESSARY FUNDING FOR SUCH BY A FERTLIZER TAX, 75 CENTS PER 5 LBS FOR EXAMPLE, FOR PUBLIC EDUCATION ALONG WITH IMPROVEMENT AND PRESERVATION OF WATERWAYS, OUR COUNTY'S LIQUID BLUE GEM.	Thank you. Your comment is acknowledged.
Many existing communities like the way they are and will be resistant to too much change even if it is for the better. I support adding affordable housing to existing shopping center areas, but would prefer it stay below a total of three floors. I'm not sure where all the cars go if we don't address transit options first and restrict personal vehicles.	Thank you. Your comments are acknowledged.
All laudable goals. Affordable housing is a problem, as is community fragmentation. New development should be strictly limited and controlled to ensure it does not erode quality of life of existing residents through increases of traffic, pollution, noise, and dilution of services. AA County is largely build out - but we can improve the quality of what we have for all.	Thank you. Your comment is acknowledged.
We need to do a much better job with public transportation and affordable housing within AA county. Right now it's pretty bad.	Thank you. Your comment is acknowledged.
To achieve the affordable housing goals BE11 and BE12, the County needs to adopt minimum distance requirements for any commercial business construction that could prevent FHA loans from being granted. Meaning: don't allow gas stations to be built within 300 feet of a residence (or a greater number if Federal guidelines change to be higher).	Thank you. Your comment is acknowledged.
BE 1, 11, and 12 seems to be the crux. We should welcome everyone, and enable housing to be built/purchased across a wide spectrum of affordability.	Thank you. Your comment is acknowledged.
On BE3, it is laudable to ensure the citizens of the County have direct input into County development (thank you!) but no "particular emphasis" should be given to any specific group. All residents of AA county should be treated the exact same. On BE11 and BE12, what do these goals actually do for the County? A vast majority of us want our children to be able to live in the County when they grow up and for our seniors to not be run out of their homes by rising county property taxes but that same vast majority of us absolutely does not want anymore Section 8 housing. These areas are the reason Annapolis has a growing homicide problem as ridiculous as that sounds for Annapolis. Plenty of low-income housing options exist in surrounding areas such as PG county and Baltimore. This is not in the best interest of public safety and can be empirically tied to these areas using available data. This analysis must be provided to the public in an objective, visual way so that people can make well-informed decisions on these seemingly controversial goals.	Thank you. Your comments are acknowledged.
It should be recognized that town centers with live, eat, play, work goals are not currently sustainable for all income levels. Those who work in the retail stores can not afford the costs to live there and there is limited affordable housing in what may be considered the nicer areas. Lower income housing seems to traditionally be available in higher crime areas, but there should be a way to create a more inclusive community while maintaining the same standards of living.	Thank you. Your comments are acknowledged.
Interested in the traffic plan for the implementation of another Bay Bridge Span. That will severely impact the Broadneck peninsula.	Thank you. Your comment is acknowledged.

General Comments	Response
Disagree with many of these goals because they have tremendous unanticipated consequences. People who live in those targeted development areas, like Odenton/Fort Meade, whether they have lived there for years or are new to the area, are looking for Quality of Life. Instead they get horrific traffic (god forbid you try endlessly to solve one traffic issue when you have Federal, State and County jurisdictions all within 500 feet and no one talks to one another... or is willing to collaborate), unending development (and the developers create problems but are not forced to prevent or fix those problems), and so on. And because they are "targeted development" areas, growth and business needs are paramount. And Chambers of commerce do not represent the desires of many (if not most) of the inhabitants. We are very small state yet state and local officials keep trying to bring more people into this small space, making it almost unlivable. Many of my neighbors, after participating in many local government initiatives and presenting before the County Council and AACo zoning, have simply given up and moved out of state. And they are much happier, despite some of their families being here for generations (some before the US was a country). Loyalty and love for the state and county diminish by the year. Which is sad.	Thank you. Your comments are acknowledged.
The transportation system in this county is the worst. Van accessibility for seniors has been reduced to almost none. If you need transportation to work you better live close to Ritchie Highway and have all day to get there. Also why was the solution to our transportation problems was to use MTA (state of Maryland) buses?	Thank you. Your comments are acknowledged.
I would like to see mass transit between Annapolis and Baltimore (fast moving like a subway not bus or light rail), walking paths, and bike paths especially in the Pasadena Mountain Road Corridor. Also more access to public waterways for cartop boat launches.	Thank you. Your comments are acknowledged.
Increase in transportation options for older and disabled residents, ther should be no limit on where they want to go to receive treatment or to grocery shop. or how many times a week they can meet friends at their activity centers. Love the idea of multi-generational community centers	Thank you. Your comments are acknowledged.
Rt 100 traffic can be obnoxious during rush hours. Expand to three lanes each way, especially from Route 2 to I-95.	Thank you. Your comment is acknowledged.
I disagree with the Penninsula Policy including "in-fill". It should only include redevelopment. The Peninsula areas have a "heritage" separate to but equally as important as the agricultural areas and should be protected with equal limited development restrictions. Additionally, any future corridor projects should include dedicated bike lanes. Many of the existing corridors are dangerous for cyclists.	Thank you. Your comments are acknowledged.
Yes on the Peninsula designation. Long overdue. Thank you.	Thank you. Your comment is acknowledged.
Must get MD State to improve/upgrade Central Ave. on Mayo Peninsula!	Thank you. Your comment is acknowledged.
These are Mom and Apple Pie projections. Strategize enhancements to currently under-privileged populations/communities, including access to online communication, enhanced education, health, and nutrition (I do NOT live in such an area).	Thank you. Your comment is acknowledged.
We must limit the rates of development and population growth in AACo. This is true of all areas, but especially west county. Citizens repeatedly have said that past growth rates are excessive and elected a CE who campaigned on reducing development. WE MUST IMPLEMENT AN EFFECTIVE MEANS OF CAPPING DEVELOPMENT RATES AT CITIZEN DEFINED LEVELS.	Thank you. Your comment is acknowledged.
Would like to see the former Naval Academy Dairy Farm maintained in entirety as a farm	Thank you. Your comment is acknowledged.
CLIMATE CHANGE MUST BE ADDRESS WITH MORE THAN VAGUE GENERAL GOALS	Thank you. Your comment is acknowledged.
Most of these `questions' are basically classified as `feel good'. Bad survey.	Thank you. Your comment is acknowledged.

General Comments	Response
<p>The proposed plan for downtown Annapolis to mitigate flooding and provide a more pedestrian friendly zone lacks consideration for disability access and ingress, load / offload of goods for all commercial entities and egress of these vehicles. Limiting, rather than increasing parking in the historic downtown may allow for more tourism, but drive all but the most local county residents to other locations for shopping, dining and entertainment. Simply put, going to downtown Annapolis will just be too hard.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Biking and walking infrastructure in AA County are abysmal and need major funding. Protected bike lanes and sidewalks should be a major priority.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>It is not right to require answers to any questions that I chose to not answer. I am not neutral to those questions. I am uninformed or I do not agree with the wording. Please consider any neutral response I have made in the goals survey to be a protest that my response was forced in order to submit answers to goals on which I am informed</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>review the growth of modern edge cities across the country and apply there sound policies to welcome the future and stop pandering to old views by current residents that will not shape the future of the county past their backyard.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Preservation of undeveloped land is more important to me than smart development. I agree with having a goal on climate change.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>The goals are so vague as to deny understanding. Please consider restating these with specifics so folks know what they want. Thanks</p>	<p>Thank you. Your comment is acknowledged. More details are provided in Policies and Implementing Strategies included in the draft Plan2040 document.</p>
<p>"racial/ethnic composition becoming more diverse" should not be considered a challenge. That is an opportunity.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>No development of ecologically important forest.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I would like to see plans for sources of non-fossil fuel energy.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>We must do more to protect and preserve our historical and cultural assets in our County! too many are being destroyed.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>BE3 - why special emphasis on that, name the marginalized communities. End after first sentence, BE% - high quality according to whom, careffuly planned, according to whom, BE6 where are the critical economic development policy areas? BE10 - need link to County Corridor Management policy areas, BE 12 covered in 11, majority won't know of follow AMI.,</p>	<p>Thank you. Your comments are acknowledged. The draft Preliminary Plan2040 document provides additional detail.</p>

Comment	Response
<p>Goal HC8: Finding that there are areas of the county that have been overlooked for years for recreational opportunities. I went to all of the budget meetings last year and heard those in the Glen Burnie area beg for rec facilities - they have been begging for years, while I see a huge amount of money going to rec opportunities on the Mayo Peninsula while the Park part seems a bit lacking. Need to see more environmental concerns for such environmentally sensitive areas and not just making it all about Recs..</p>	<p>Thank you. Your comments are acknowledged. Goal HC8 and its supporting Policies and Implementing Strategies include prioritization for investment in underserved areas. Preservation of natural areas is addressed in the Natural Environment Goals.</p>
<p>While I strongly support or support all these goals, and feel they are admirable, I do have concerns about how some of them in actuality will be achieved. I would like to see the plans to provide for some of these goals as I am concerned that finding "equity" for one group may indeed take rights from other groups, particularly in today's climate of racial unrest and tension. Everyone in this county should have an opportunity for excellent education by raising all county schools to the level of the highest achieving schools without compromising what these excellent schools have already achieved. All areas of the county should have access to healthy foods, open air to play in, and programs to foster resiliency at the family level for obtaining these things. But in the end it is up to individuals and families to partake and do, and those that won't or don't should not take from those who will and do.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I would encourage the use of SMART criteria for refining these goals...rather than only sharing the ideal outcome, I think these should be paired with intention...why is it important to have a high level of medical care? I am also not exactly sure what high level means...number of staff, spending, equitable resource allocation? For each of these, what makes them Specific, Measurable, Assignable, Relevant, Time-based? And I think 'specific' is extremely important here...AA County is unique in its character, quality of life, diverse employment opportunities, and health outcomes. I think the vision and goals could celebrate the unique nature of the County and in turn will be easier to realize and tangible for those implementing or impacted by the plan's implementation. Also HC6 should state 'Ensure accessibility' not 'enhance', if equity and inclusion are core to the plan's mission.</p>	<p>Thank you. Your comments are acknowledged. Performance measures will be included in the draft Plan2040 document.</p>
<p>This goal can lead to a very slippery slope, especially regarding older versus young citizenry needs. Yes, we desperately need more "recreational" areas but we deeply need a more inclusive, visionary approach to the term "recreation". First, there is a tremendous focus on "active" recreation rather than "passive" recreation and it tends to mean "young"... the automatic demands for more ball fields, for example. Our youth are already regimented to death and sports are only important to a certain percentage of them. And things like ball fields meet absolutely no needs of the elderly (and most middle aged). We need more varied forms of (and definitions of) "active" recreation and to value "passive" recreation. Maybe it is learning how to plant vegetable crops or turn one's yard or apartment green space into native plant areas. Or build bird or bat houses and maintain them. To be able to identify the plants and animals around one. To have quiet spaces to escape the incessant noise and stimulation of modern suburban life... to sit on benches and simply observe, or take photographs, or sketch something, or to read a book quietly but in a more natural environment. Set aside places for children to sled (assuming it ever snows again!) and loan out sleds for them to use. All of these things allow children to calm themselves and connect with their environment and provide nurturing spots and activities for older folks as well. So, yes, libraries and healthy eating and fire services and so on are important, necessary even, but they are not sufficient for a well-rounded thoughtful life.</p>	<p>Thank you. Your comments are acknowledged. The GDP sets the broad goals and policies for park and recreation facilities and programs however, the County's Land Preservation, Park and Recreation Plan (LPPRP) is the guide for park and recreation development and program improvements. The latest LPPRP was adopted in 2018 and is mandated by the State to be updated every five years. The updated of the LPPRP includes surveys to solicit public input on park, recreation and program needs as well as a proximity and equity analysis.</p>

Comment	Response
<p>I would like to see our county extend its services to all its residents, and limit the focus on the elderly. While the programs that help those in need are vital (e.g. Meals on wheels) I find senior centers and the programming therein to be ageist and uninclusive. This is a function our library system could easily serve.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>While I think these are generally admirable goals and sound great on paper, I have concerns as to how they will be executed. For example, absolutely everyone in this county should receive an excellent and “equitable” education. But how you enact policies to achieve this is the question for approval, or not. We have some excellent schools and programs in this county. And some not great schools. Raise the not great schools up to the level of the excellent ones, But don’t hurt the good ones to solve disparity for the sake of solving disparity and creating equity. Offer other choices throughout all the schools then just the “college prep tract” you see at some schools. Finally, stop teaching for tests and scores and start teaching for life— reading, writing, mathematics, science, government, home economics and shop class, art and music. In regards to libraries, I have no clue what you mean with this goal. What else is a library suppose to do? I do seriously question the “equity” of our current libraries programming and refusal to allow multiple voices to the table to be heard. The food goal is admirable for sure, we need availability of healthy food in all areas, but more so, we need education on healthy food choices and we need healthy food to be affordable. And, we need cultural competence in food when talking about “culturally appropriate food.”</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Chesapeake highschool ja performing extremely poorly in areas such as algebra. The schools building needs renovations. We need better programs through the feeder system that promote conversations about race and the accurate teaching of American and world history. Additionally, programs for advanced learners are essential. I am highly concerned that the academic environment lacks the rigor that will prepare my children for college success at a competitive 4 year institution. They have the cognitive capability and home based resources, If I fear their lack of success then I seriously fear the lack of success for students who have fewer resources. We are directly next to Severna park and not that economically disadvantaged. The difference is stark and concerning.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I would love to see municipal composting with curbside pickup. Our county does a great job with recycling, and I think we could lead the way here too. I also question why increasing diveristy is listed in the "challenges" column in the slide. I'm sure it's not the author's intent, but it seems negative the way it's displayed.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>To develop more community fitness/aquatic centers distributed throughout the region to improve the over-all health and wellbeing of our counties residents.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I am worried about supporting some of the language in these goals that seems to say that we will offer government services tailored to one’s racial identity. While perhaps well-meaning, that is discrimination. True equality is offering the same government services in the same way to everyone regardless of their race, gender, or religion.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Please clarify what is meant by "all" because if one person is not satisfied, then the goal is null. Is that what you mean?</p>	<p>Thank you. Your comment is acknowledged.</p>

Comment	Response
<p>I think it is highly problematic that increasing ethnic and racial diversity in the County is listed as a challenge. This is an opportunity to build an inclusive community that prioritizes equity. Our children benefit from living in multicultural communities. Police protection should also not be lumped in with medical care. I want high quality medical care, but I want police focused on building community not promoting a culture of protection that allows for the proliferation of over-policing.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Need something on family homelessness and equity in employment opportunity. where is transportation section I wonder</p>	<p>Thank you. Your comment is acknowledged. Equity in employment is addressed in the Healthy Economy section, Particularly Goals HE 2 and its supporting Policies and Implementing Strategies. Transportation is addressed in the Built Environment section, particularly Goal BE 15 and its supporting Policies and Implementing Strategies.</p>
<p>The education system in the county favors the wealthy communities and stops short with the transient communities. We as community leaders can, and should, demand more and do more for our youth. Offer robust programs that do not break the bank for parents who are struggling to pay the bills as it is. When "providing access to learning opportunities" needs to come with affordability options for people who live above the poverty line (and not beyond their means), but well below the incomes needed for the programs. Oversight of wasted dollars on figureheads planning needs to be addressed and the money needs to go back into the community for the youth, seniors, and professional working adults looking to cross-pollinate their career skills or advance existing ones. I love the idea of supporting library programming, but if your community cannot get to the library because there is no public transportation, or access is otherwise difficult (hours, language barriers, technology barriers), we've failed our community. When looking to provide access - the "access" points need to be more than the literal, physical location and considerations on the inroads (no pun intended) to the access are achieved.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Some of these goals seem like they are too easy to overreach and wind up costing everyone more to support a small population or to provide a non-essential service, such as indoor sports facilities. Transportation done right could make a huge difference. I'd like more bike paths and mass transit to reduce dependence on private vehicles. This would reduce parked cars and traffic while increasing accessibility and</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Comment on Goal HC8, Strategy #2, Add in language that speaks to "partnering" with federal, state and local organizations to identify, target and pursue collective land conservation and public access goals. Strategy #2 speaks to using these programs for funding but it should also mention that partnering to achieve goals is also important.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Since the population of age 65 and over will be increasing significantly over the next decade, it would be helpful to have a senior transportation system that is reliable, timely and cost effective for seniors to get to their health appointments and care centers without having to rely solely on family members or neighbors.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I'm favor of recycling, but I'm not sure the level of effort and cost that goes into our recycling program is actually providing an equal payout to the environment.</p>	<p>Thank you. Your comment is acknowledged.</p>

Comment	Response
All of these are directly related to the development rates allowed by the county. The more residential development allowed by the county, the higher the costs of providing services will become. The county needs to cap the levels of residential development and focus on providing and improving services to the existing population.	Thank you. Your comments are acknowledged.
I'm confused by these questions, wouldn't everyone be for these ideas? It would be more important for us to rank them if it comes down to what we'd want to pay taxes for.	Thank you. Your comment is acknowledged.
I support the movement to study/implement reallocation of police funds to ther government agencies funded by the AA County to better achieve social and racial justice.	Thank you. Your comment is acknowledged.
The old volunteer fire service needs to be laid to rest and public safety needs to be funded to a comparable organization of equal size, and call volume.	Thank you. Your comment is acknowledged.
There seem to be a lot of facilities for seniors but I don't know if that's because they're in high demand or there is a surplus. I support making elderly care more accessible but that can also stem from more access to in home care and recreational activities for those who cannot afford to live at a facility. Making that service more affordable and promoting nursing education would help.	Thank you. Your comments are acknowledged.
Fewer sports fields, more natural trails, comfortable outdoor gathering places, access to Bay, mountain biking trails, biking facilities like pump track & dirt jumps	Thank you. Your comment is acknowledged.
Comment on Goal HC8: Recommend inclusion of public access "opportunities" in addition to "facilities." Not all public access needs to be supported by a facility. Passive access opportunities and spaces should also be improved upon and enhanced.	Thank you. Your comments are acknowledged.
The library system is a great path to engaging the community and provide helpful programs and tools. Though some of the issues may be in the state of facilities and physical equipment, the rest is on the lack of awareness. Most people, young and old do not associate the library with anything other than a place they had to go to in school to do required research once. There is no connection to the programs for kids or services for adults. Tackling the issue of awareness should be kept in mind when conducting any transformation.	Thank you. Your comments are acknowledged.
I hope the goal in the future is to reopen the senior centers. The seniors need socialization as much as the children.	Thank you. Your comment is acknowledged.
Need mor schools in rapidly developing areas of Glen Burnie off Marley Neck Blvd.	Thank you. Your comment is acknowledged.
No entity should allow any school to be filled over its state rated capacity (SRC). Given that developers may proceed with their plans after six years regardless of seat availability in their zoned schools in Anne Arundel County, this causes extreme overcrowding and constant redistricting. Schools with SRC of 95% are listed as closed, but all this means is that a developer has to wait. <a href="https://www.aacounty.org/departments/county-council/legislation/bills-and-resolutions/an-ordinance-concerning-subdivision-and-development--adequate-public-facilities--school-utilization-chart">https://www.aacounty.org/departments/county-council/legislation/bills-and-resolutions/an-ordinance-concerning-subdivision-and-development--adequate-public-facilities--school-utilization-chart</a> Each county has different rules governing development. Here's state info--page 28-29 <a href="http://www.marylandpublicschools.org/Documents/adequacystudy/SchoolSizeReport071615.pdf">http://www.marylandpublicschools.org/Documents/adequacystudy/SchoolSizeReport071615.pdf</a>	Thank you. Your comments are acknowledged.
Integrate agricultural production & consumption, e.g., composting, farmers markets, community outlets for food, drink, other amenities.	Thank you. Your comment is acknowledged.



Comment	Response
I'm happy with the solid waste recycling and so glad they recently added a place to bring food scraps.	Thank you. Your comment is acknowledged.
how can we get citizens to SERIOUSLY recycle MORE? so much is thrown into the landfill	Thank you. Your comment is acknowledged.
More emphasis on trash reduction, elimination of single use plastics, and minimizing the export of trash to other jurisdictions.	Thank you. Your comment is acknowledged.
I would like to see AACo do more to support their police department first and foremost. I would also like to see AACo repair and maintain current sports fields instead of making new ones to lie in disrepair. AACo needs to take care of what they have first and then decide if they need more.	Thank you. Your comments are acknowledged.
Would like to see housing developers set aside space for recreational needs of the new residents as opposed to burdening existing parks and open space. For example: provide space for a ball field instead of carving ball fields from an existing passive use park at some later date. Would like to see more land preserved for passive use	Thank you. Your comments are acknowledged.
NEED MORE SPECIFICS ON GOALS	Thank you. Your comment is acknowledged. More specific details are provided in the Policies and Implementing Strategies supporting each goal. These are included in the draft Plan2040 document.
Stop building more parks on the Mayo Peninsula!	Thank you. Your comment is acknowledged.
I would like to strongly support the county's efforts to make high quality recreational facilities, but at this point Rec and Parks is trying to shove 5 new parks and 1100 new parking spaces onto the small Mayo Peninsula. These opportunities should be spread around the county and not be such a huge burden to the scant infrastructure of our small peninsula.	Thank you. Your comments are acknowledged.
These questions were horribly written. You CANNOT have AND in your questions. People may agree with part but not all of the statement and you'll end up with incorrect information to move forward.	Thank you. Your comment is acknowledged.
It is not right to require answers to any questions that I chose to not answer. I am not neutral to those questions. I am uninformed or I do not agree with the wording. Please consider any neutral response I have made in the goals survey to be a protest that my response was forced in order to submit answers to goals on which I am informed.	Thank you. Your comment is acknowledged.
New Cape St. Claire firehouse	Thank you. Your comment is acknowledged.
HC-7: What is "culturally relevant" food? Define. ; HC-8: define "a diverse range." and give examples	Culturally relevant refers to being responsive to the diversity of cultures and providing access to culture-specific foods; a diverse range of recreational facilities would include active and passive recreation, and indoor and outdoor facilities.
Implement better than you did with the Edgewater/Mayo Small Area Plan 2002	Thank you. Your comment is acknowledged.
It would be great if the residents of the Mayo Peninsula would have a safe option to bike along the roads and help connect the various neighborhoods.	Thank you. Your comment is acknowledged.

Comment	Response
No new buildings; promote communal responsibility for safety; several years of training for police; no military-style training for police; no increase in police budget; decriminalize drug use; increased mental health services; promote Food Not Lawns	Thank you. Your comments are acknowledged.
EDUCATING THE PUBLIC FAR MORE ON THE HIGH RETURN METHODS AND VALUES, I.E. BOTH MENTAL & PHYSICAL WELL-BEING, OF EXPLORING, ENJOYING, AND PROTECTING OUR FORESTS, STREAMS, AND RIVERS,	Thank you. Your comment is acknowledged.
I would like to see more community based health clinics for all ages.	Thank you. Your comment is acknowledged.
Goal HC5 - Suggest adding low income	Thank you. Your comment is acknowledged.
It is good to have these goals articulated, and the survey is a reasonable way of bringing them to people's awareness as we're obliged to read each one before offering our evaluation. On the other hand, they're all — inclusive of category — expressed as such abstract goods that who wouldn't strongly support? It's a philosophical principle that each of us believes our aspiration is for the good; it's in the details that we differ. From the point of view, I wonder if these surveys are valid in depicting degrees of agreement and disagreement.	Thank you. Your comment is acknowledged.

Comments	Response
<p>the Ft. Meade area has been grossly neglected. It's unacceptable that the road development project has failed as many times as it has since the BRAC alignment initiative, and sequential "infrastructure improvements" were introduced OVER a decade ago. Finish what was started (and restarted, and started again, and started over again) before moving on to the next bright, shiny object that will bring in revenue. "High quality, coordinated development" is a series of fancy but tired buzzwords. Without a concrete explanation of what this really is, it's impossible to even ask people to vote for this. Do we want to expand the cyber and defense jobs in the area - sure, all for that. At the expense of the crumbling road infrastructure and incomplete (and incompetent) roadwork, it seems to be like the county should focus on fixing what hasn't been fixed for far too long. The poor development planning in the Ft. Meade area has further complicated the flow of traffic in the area, only causing more \$\$ in accrued road support fees, failed "preservation of the natural environment", and communities at scale. The newer communities (and older ones) are no longer affordable (Tell me how many young families can afford a \$500,000+ home or \$2k in rent and still start a family and support for a future!). Enhance commercial hubs - what? We have oodles of unoccupied commercial buildings that have sat for decades. All across the county. All in an effort because a developer needed to offload some property. Why do we need to build more when we have so much available inventory on the market that's not being used? And shame on the people that decided/approved the developments to just sit unoccupied. The area has not fully recovered from the 2008-2010 recession; the solution is not to build more, it's to use what we have and bottom out the inventory first.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 Built Environment and Healthy Economy Goals, Policies, and Strategies focus on promoting redevelopment over new development, improving infrastructure to support areas such as Ft. Meade where the development has been highest, and increasing the supply of affordable housing.</p>
<p>The community certainly wants, generally speaking, to be a place that allows for the best business to provide the greatest careers and support the most people to live good lives. I support enhancing our pursuit of coordinated planning with both businesses and communities as it pertains to land use. On case by case proposals, arguments can be made for major change and development. I do not support blanket promises to protect progress and innovation at the potential cost to our residential neighborhoods and limited green spaces.</p>	<p>Thank you. Your comments are acknowledged.</p>

Comments	Response
<p>1. Why do we need to expand BWI? It is already a mess to travel in and out of on day. Fix what is already not working there. Further, Why do we want more air traffic polluting the noise around here? 2. HE-5 really concerns me. The concept of “town centers” sounds so cute, but look how crappy they turned out in Columbia, MD. Most of them are dismal. I lived in Rockville from 2016-2018 before moving back to AACo and there development of Rockville Pike with little “town centers” was terrible. High rises, increased density, inability to drive even a stop light length on a Saturday. And what “corridors” are we talking about?!? I live in a community off of Ritchie Hwy south of art. 100. Our rivers down here from Marley to the Severn can’t handle more development. The Magothy tributaries actually touch run under and touch Ritchie Hwy. We don’t need more commercial waste running into it. Large parts of the Veteran’s Hwy/97 corridor drain into Severn Run and the Severn. It does not need more damage. How about repairing and repurposing what we have rather than adding more? 3. Accessing mineral rights has never turned out well for the environment, anywhere. And, generally very few people benefit from this and with more being harmed. Not for it at all.</p>	<p>Thank you. Your comments are acknowledged. Expansion of BWI is under the authority of the State of Maryland.</p>
<p>I think some thought should be given to the possibility of connecting the Baltimore Area light rail and D.C. metro or MARC to Annapolis. This would increse accessability for all and relieve some of the congestion on I-97 and HWY 50. I also think the county should consider some dying industrial complexes back to green areas and or transitioning them to recreational areas.</p>	<p>Thank you. Your comments are acknowledged. Opportunities to improve public transit are addressed in the Built Environment section, particulalry Goal BE 15 and its supporting Policies and Strategies.</p>
<p>I feel our county has been in the pockets of developers long enough, and I am not happy with the amount and type of development that has taken place, particularly the way it has disregarded traffic, school capacity, and environmental concerns. I'd prefer to see our county revamp what has already been built and refrain from expanding further. And honestly, I'd love to see Maryland Live! bulldozed to the ground.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 Built Environment and Healthy Economy Goals, Poliices, and Strategies focus on promoting redevelopment over new development and improving infrastructure to support where the development has been highest.</p>
<p>Great care must be taken in implementation of smart growth - especially along corridors - which encourages sprawl development and road overcrowding. Mineral extraction is a slippery slope - especially fracking - which should continue to be banned due to its environmental impacts and destruction of groundwater resources.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The county should provide greater protection for the neighborhoods and environment around the resource mining areas. This is an area where the county has not found the right balance and needs to provide greater weight to the environment in managing these tradeoffs.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I don't support growth where new development results in further environmental degradation.</p>	<p>Thank you. Your comment is acknowledged.</p>

Comments	Response
<p>I am very concerned about Pasadena when looking at these plans. There is virtually no investment in public infrastructure, specifically in the lakeshore area. We have limited walking access (very few sidewalks/paths), few publicly funded centers (1 library), no senior centers, no well planned community shopping center (we have lake shore plaza yet there is no space for outdoor gathering or attractive greenery).</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I would like to see plans for green energy (solar, compost, etc.) to support the increased energy needs of the County.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I would like to see plans for green energy (solar, compost, etc.) to support the increased energy needs of the County.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Planning for economical growth needs to include more clear planning on transportation and traffic effects. Expansion of BWI, job training, and retail centers will bring more tourism and prompt hospitality growth but will also bring more new residents. Traffic improvements and accessibility must happen first. For instance, the Waugh chapel area is seeing an influx of new construction and residents but limited improvements to traffic. The shopping center is only safely accessible by vehicle. If pedestrians and bicyclists had a pedestrian bridge across route 3, residents could safely access the retail district by other means instead of adding to traffic flow.</p>	<p>Thank you. Your comment is acknowledged. Transportation is addressed in the Built Environment section of Plan2040, particularly in Goal BE 15 and its supporting Policies and Implementing Strategies.</p>
<p>Minimize pressure on vehicle traffic and consumption of petro-chemical products. Don't grant development permits without full inquiry. Stress small and minority-owned/operated businesses.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Existing shopping centers need to be more attractive to businesses and customers. Retail space sits empty at the Odenton and Waugh Chapel shopping centers yet land is being cleared for more.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Coordination and a plan to achieve Goal HE3 is essential. Odenton is the town of gas stations and storage unit complexes - all because studies show that those businesses will be profitable due to their proximity to the Fort. Talk to the leaders on the Fort, however, and they will tell you that storage units aren't what their soldiers and families need. They aren't what Odenton needs. Odenton needs more choices for businesses, but there is no incentive to make this happen.</p>	<p>Thank you. Your comments are acknowledged.</p>

Comments	Response
<p>These might be laudable goals in some cases but the implementation historically has not been positive for anyone except developers and current business owners. IF the ability to remove business pressure on citizens quality of life (e.g., a business owner having a friend who is a state senator or representative who miraculously, after promising in neighborhood meetings to do one thing, gets zoning exemptions that are both skirting legalities and directly opposed to what developer/business owner promised to neighborhoods), then perhaps support for these goals might be okay. As it is, there is nothing but distrust for developers (especially) and many business owners. Second, the county has some very antiquated visions for helping individuals wishing to start small businesses, especially non-bricks and mortar businesses. Even more true for women and minorities. E.g., the various small business courses both in the County and the Colleges should be free. Why not provide free Adult Makerspaces and sprinkle them throughout the County (in libraries, unused mall spaces, schools, strip malls and so on). And free shared office or WeWork-style spaces for startups to get them going... again, sprinkle them throughout the county. Instead of just classes in different aspects of starting a business, why not have a team of free business advisors that new business owners (or wanna be's) can tap into. A lot of potential small business owners don't have the starting capital to "learn on the job" in terms of a business startup. Why not provide all of the necessary support to get those folks through the first year or two of a startup.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The dignity of workers is more important than attracting businesses; Universal Basic Income; raise minimum wage; no big businesses; incentivize locally-owned business; no residential-only zones</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>These economic goals, again, sound great in terms of promoting job creation in the County but specific actions to be taken must be identified and explained to the public before implementation of the 2040 plan.</p>	<p>Thank you. Your comment is acknowledged. More specific details are provided in the Policies and Implementing Strategies supporting each goal. These are included in the draft Plan2040 document.</p>
<p>Perhaps a goal of supporting local and small businesses as well, just a suggestion</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Not sure what mineral resources HE6 is talking about - if I did I might support. Expanding around the airport is tricky because we are already dealing with noise from the planes, but adding truck traffic and lack of stormwater control could be terrible. People have different ideas of how commercial hubs and corridors should be enhanced, so this needs to be done carefully.</p>	<p>Thank you. Your comment is acknowledged. Mineral resources in Anne Arundel County are focused on sand and gravel mining operations. These will be described in more detail in the draft Plan2040 document.</p>
<p>Biking and walking infrastructure, along with more mass transit options are crucial. Traffic is a major issue.</p>	<p>Thank you. Your comment is acknowledged. Transportation is addressed in the Built Environment section of Plan2040, particularly in Goal BE 15 and its supporting Policies and Implementing Strategies.</p>

Comments	Response
<p>PRIORITIZE &amp; PROTECT HEALTH OF THE PEOPLE, REGARDING, VS RUSHING FULLY OPENING THE FLOODGATES OF HIGH TRAFFIC / HIGH CONTAGIOUS EXPOSURE, AND UNTIL SOLID SAFETY IS FULLY SECURED, WHICH WILL ULTIMATELY CREATE SUSTAINED LONG TERM ECONOMIC HEALTH AND GROWTH.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>#6 should focus on quality of life of surrounding residents first; mineral rights second.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Not sure what Goal HE6 is referring to. Not in favor of Fracking. Not sure what other mineral resources are being used.</p>	<p>Thank you. Your comment is acknowledged. Mineral resources in Anne Arundel County are focused on sand and gravel mining operations. These will be described in more detail in the draft Plan2040 document.</p>
<p>HE-1: Provide specifics and performance measures; He-2: Overly broad. define. provide examples and measures of merit. what is "diversified growth?"; HE-5 promoting community growth centers promotes crowding, worsens already dangerous conditions, and threatens survival of peninsulas.; HE-6 define prudent use of mineral resources. What mineral resources? Measures of merit.</p>	<p>Thank you. Your comments are acknowledged. More specific details are provided in the Policies and Implementing Strategies supporting each goal. These are included in the draft Plan2040 document. Performance measures will be included in the draft Plan2040 document. Mineral resources in Anne Arundel County are focused on sand and gravel mining operations. These will be described in more detail in the draft Plan2040 document.</p>
<p>re: BWI ... Protect the future growth potential" is not a very clear statement ... are you saying you WANT it to GROW, or that u want to Protect it from growing??? As a citizen, what I care about is POLLUTION from airplanes, and the DAMN NOISE because the planes are now allowed to fly lower than before. And at 5AM, nonetheless. It's my alarm clock, all the way down here in Edgewater -- PROBLEM!!!</p>	<p>Thank you. Your comments are acknowledged. Goal HE4 is supported by Policies and Implementing Strategies to promote development around the airport that is compatible with its operations.</p>
<p>FOR SOLAR AND WIND ENERGY AND ENERGY CONSERVATION</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>With regard to HE2 and HE3 - create tax incentives for retired military to live and work in Maryland. Current tax structure creates disincentives for former military to live in MD / Anne Arundel CO. Their income and knowledge base would draw industries and contracts while adding educated and civic minded citizens to our county.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>vague statements make it hard to form an actual opinion on this proposed change</p>	<p>Thank you. Your comment is acknowledged. More specific details are providing in the Policies and Implementing Strategies supporting each goal. These are included in the draft Plan2040 document.</p>

Comments	Response
these comments are too vague to accurately portray the breadth and depth of each topic.	Thank you. Your comment is acknowledged. More specific details are providing in the Policies and Implementing Strategies supporting each goal. These are included in the draft Plan2040 document.
We don't need all of these mining companies here	Thank you. Your comment is acknowledged.
Fossil fuel industry should not be based in AA Co	Thank you. Your comment is acknowledged.
The 1950 model development of car based suburban communities is no longer a driving force for productive growth. Redevelopment of baby boomer area house and communities is the only thing that can save the county form becoming a failed state.	Thank you. Your comment is acknowledged.
clean energy, is that in this section???	Thank you. Your comment is acknowledged. Clean energy and climate considerations are addressed in the Built Environment section of Plan2040, particularly Goal BE16 and its supporting Policies and Implementing Strategies.
Smart growth needs to truly be smart. The rampant development needs to slow. Endless economic growth on a planet with finite resources is a fallacy.	Thank you. Your comment is acknowledged.
Implement better than you did with the Edgewater/Mayo Small Area Plan 2002	Thank you. Your comment is acknowledged.
AACo does not need to promotement. This will only attract workers from other jurisdictions, lead to residential development and population growth, and in the end not benefit current residents. We have histor economic developicallly had very low unemployment rates, and are like to return to those post-Covid.	Thank you. Your comments are acknowledged.
Comment on Goal HE3: In addition to Fort Meade, recognize that there are other DOD properties, including US Naval Academy/Naval Support Activity Annapolis located within AA County. Encouraging compatible land use around USNA/Naval Support Activity Annapolis should be included as a goal.	Thank you. Your comment is acknowledged.
Economic growth should never come at the expense on ANY county individual	Thank you. Your comment is acknowledged.
My comments under Healthy Communities apply here and throughout	Thank you. Your comment is acknowledged.
smart growth does not always = smart for the surrounding communities	Thank you. Your comment is acknowledged.
Sorry, I did not understand #6.	Thank you. Your comment is acknowledged. Mineral resources (the topic of HE6) in Anne Arundel County are focused on sand and gravel mining operations. These will be described in more detail in the draft Plan2040 document.



Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
<p>I am not liking the "corridor management" area on the Mayo Peninsula. It is quite extensive with detail as to what it actually is. Also, I'm not sure about the village market either. It just seems to be more bait to lure more visitors to the Peninsula and we are already packed in already. Beverly Triton NATURE Park NEEDS to stay conservation without building needless amenities or changing the current road pattern.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>While I generally support the Peninsula Development Policy Area, both Margaret and myself strongly support the idea of maintaining the rural nature of the Mayo Peninsula. I very strongly oppose the concept of the Mayo Village Center, and I have similar strong reservations regarding the Mayo Corridor Management Area. Both of those ideas seem to be taking the peninsula in the wrong direction.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>We encourage strong support for the Peninsula Development Policy Area, but we should ask for stronger language on environmental preservation. We request the county conduct an environmental inventory of peninsulas to assure that sensitive areas are mapped and marked for protection. We oppose the creation of the Mayo Village Center. We oppose the creation of the Mayo Corridor Management Area</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I strongly support the Peninsula Development Policy Area, but there needs to be stronger language on ENVIRONMENTAL PRESERVATION -- SERIOUSLY!! •I wish the county would conduct an environmental inventory of peninsulas, to assure that sensitive areas are mapped and marked for protection, INCLUDING SPECIMEN TREES and FIDS and PROTECTION OF SPECIES, INCLUDING HORSESHOE CRAB HABITAT • we EMPHATICALLY OPPOSE the creation of a Mayo Village Center • I emphatically oppose the creation of the Mayo Corridor Management Area</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I think you need to keep more natural features near the waters edge. Stop building on Mayo peninsula.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>We encourage strong support for the Peninsula Development Policy area, but we need stronger language on environmental protection. We request the County conduct and environmental inventory of peninsulas to ensure that sensitive areas are mapped and marked for protection. I oppose the creation of the Mayo Village Center and the Mayo Corridor Management Area.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I strongly support retaining and preserving the rural character of the Mayo Peninsula. I strongly oppose new development on the Mayo Peninsula as new construction would negatively impact our sensitive environment, particularly our rivers and bay, which so many residents depend on for economic, social, and recreational purposes.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I oppose the creation of the Mayo Village Center and Mayo Corridor Management Area. The county needs to conduct an environmental inventory of the peninsulas to assure that sensitive areas are marked for protection. The Peninsula Development Policy Area Policy needs stronger language on environmental preservation.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>1. I encourage strong support for the Peninsula Development Policy Area, but there needs to be stronger language on environmental preservation. 2. I request the county conduct an environmental inventory of peninsulas, to assure that sensitive areas are mapped and marked for protection. 3. I oppose the creation of the Mayo Village Center. 4. I oppose the creation of the Mayo Corridor Management Area.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I strongly support the creation of the Peninsula Development Policy Area but it should include stronger language for environmental preservation. Secondly, I oppose the creation of the Mayo Village Center and the creation of the Mayo Corridor Management Area. Finally, I request that an environmental inventory of sensitive areas be undertaken and that those areas be mapped for protection.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I strongly support maintaining the rural character of the Mayo Peninsula and oppose the Mayo Village Center. Also, protecting the bay means preventing covering the areas near the shore with a built environment. We need open space with natural vegetation to filter run off and keep pollution out of the water.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
<p>I have a real aversion to the "Suburban Village Center" have seen it enacted in and along Rockville Pike in Rockville, MD, Parole Center in Annapolis Maryland, and throughout the regional are South of San Francisco and within Santa Clara County California. The types of "Suburban Town Villages" you refer to, medium to high density housing overtop of business's on the bottom floor so not create an nice suburban environment in which to live. In several areas you have named, Long Point in Pasadena, Earleigh Heights, and Benefield Plaza locations do not have the roads to support this type of endeavor. Long Point is at the near the end of a 6 mile dead end road which already has significant traffic issues, is a peninsular region that is fully septic and well/spring based with no hope of county water or waste in the future, and is is boarded very closely by two river systems. Further, this type of monstrosity would destroy the country feeling of the Long Point region and beyond. Both the Earleigh Heights and Benefield areas lie along the Ritchie Hwy corridor, which is already overwhelmed with continued construction causing significant delays and difficulties with morning commutes up and down Ritchie Hwy (to Route 10 and to Route 50). Further, this region is rich in environmental resources, in particular several non-tidal and tidal creeks, bogs, and rivers that drain into the Maggoty River. Positioning this type of density in this region, even if it is through re-developement of currently occupied land, will directly negatively impact these waterways and appears to me to be in direct contradiction to many of the environmental goals stated in the plans. While I agree the Benefield plaza area/Severna Park corridor needs re-vitalization, specifically better storm water run off, better wastewater management, and better infrastructure, large scale "Suburban Town Centers" is not the answer and will bring a city like feeling to a charming hamlet. Finally, I see that you have removed land conservation around the non-tidal portion of Cattail Creek next to Oakwood Elementary School. This is shameful and again in contradiction to your goals of preserving our waterways and greenways. Why not make Cattail creek a conservation zone and green area where people can learn about our unique ecosystems and enjoy them instead of destroying them.</p>	<p>Thank you .Your comments are acknowledged. Changes to Natural Features, Conservation, and Open Space Designations were described in the Land Use Briefing Paper that was available on the Plan2040 Community Engagement@Home website and are described in the draft Plan2040 document. Designations for the land around Cattail Creek are being reviewed.</p>
<p>Major kudos and thank yous for creating the Peninsula Policy Area. Limiting peninsulas to infill and redevelopment is a major step in the right direction. Further limiting building on peninsulas to congestion levels of "C" would address the environmental fragility, limited transit, fire, EMS and resources on peninsulas.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I like the peninsula policy areas, but might need to consider the area served by General's Highway as a peninsula. Most of them have to either go to Annapolis or the other way to Crain Highway in order to go to other places in the county. I am a little concerned about the corridor management areas giving too much priority to businesses without considering the surrounding neighborhoods with respect to natural buffer and stormwater control</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I thought that Plan 2040 was very impressive both in its comprehensiveness and its emphasis on environmental protection and compatibility with surrounding uses. Its interactive features are amazing. I found little to question on both the land use map and the County 's responses to land use change requests. I appreciated that the land uses shown for areas designated as Peninsulas reflected the policies developed for such areas. My major concern is getting enough public support to getting it approved. While reference to a Greenways Plan was made, no date was given for its completion or how it would be incorporated into Plan 2040. I also looked at the policies and strategies for each of the Goals in each of its four areas of focus. As with the other areas of the Plan, I found them comprehensive and appropriate. However, there are two additional strategies I would add. Under NE1.3 Protect, enhance, and create living shorelines and nearshore habitat., I would add a new strategy f: "protect shoreline areas used by horseshoe crabs and shorebirds as breeding and migratory stopover areas". Under NE1.4, a new strategy c, "protect and expand areas providing habitat for diminishing species such as milkweed for Monarch Butterflies."</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Characterization of the various policy areas seems to be appropriate with the compatibility with adjacent land uses and environmental protection. I particularly support the designation of peninsula policy areas and the associated policies and stragegiess</p>	<p>Thank you. Your comments are acknowledged.</p>

Comments	Response
<p>1.Over the past several decades, development has been directed to West County. This was logical, but buildable land in is finite. Thus, there must be a vision for this portion of the County prior to permitting additional development. MD Rte. 3 is an example of transportation sprawl. It is in endanger of becoming a Route 1 if solutions are not implemented. The 2040 Plan does not provide such vision only opportunities for additional sprawl development. The Plan has approved increasing the land use intensity on Rural or low-density parcels that have been combined with higher intensity land uses in a single LUCAs in the name of consistency. New development should be limited until the problems along Rte. 3 are addressed. There needs to be a clear definition of the objective of each mixed used designation and what will be permitted to be constructed. 2.Inclusion of MD. Rte. 3 in the Corridor Management Area is already being used to increase the land use to mixed use, commercial or higher density land uses. This is the cart before the horse. This could be a tool to allow thoughtful planning for how Md. Rte. 3 should evolve and develop solutions. As presented in the 2040 Plan, it is a justification for increasing land use intensity not just a long the Md. The boundaries of the area have been defined without public input, and it is not clear what the future planning process for the CMA will be. Nor is it clear how including a parcel within the CMA will affect future development decisions, particularly for parcels that are currently rural or residential land use. We simply can't load more traffic on the existing failing roadways. The roadways physically work, but just barely. The State Highway Administration has documented that Route 3 has unstable traffic flow, heavy traffic volumes, significant delays and vehicle backups, and inadequate intersections. 3.Mixed Use: Many of the LUCAs along Route 3 propose changes to mixed land use designation with no restrictions or vision on what would be good for the county, the communities, the environment, traffic, or local businesses. In reality a mixed-use land use will provide developers even greater flexibility and freedom. It is an open door to build what they want. Plan 2040 does not offer mechanisms for regulating that freedom or for ensuring correspondingly greater public input. There must be clear constraints on what will be permitted in mixed-use areas as well as regulations in place enforce those constraints prior to changing the land uses. Otherwise, mixed use may simply enable more sprawl development. The Mixed Use LUCAs should be put on hold until guidelines and regulations to prevent more sprawl. 4.Because land for development is finite, every effort should be made to cluster development to minimize impervious footprint and retain natural and recreational space. In targeted growth areas, development should be compact and accompanied by open space and neighborhood parks that can easily be accessed. Walkability should be a key component. Developers should be required to incorporate neighborhood parks that are interconnected and linked to a Countywide network of regional trails and open space. Much of the past development has been in traditional patterns and has not incorporated recreational space or walkability. 5.There should be no changes to Staples Corner. Staples Corner should not be part of a Targeted Growth and Revitalization Area. Staples Corner is not a Village Center, should not be envisioned as a Village Center. There should be no more planned development at the intersection of MD Rte 424 and MD Rte. 450 until both roads meet traffic and safety standards, not planned standards, not prioritized standards and certainly not questionable standards provided by developer mitigations. 6.The 2040 Plan includes no discussion of neighborhood active and passive recreational opportunities. It is recommended that undeveloped parcels within existing neighborhoods should be evaluated for parkland acquisition before they are developed as infill. This is especially critical in the West County and established neighborhoods in order to increase the amount of parkland in these communities. As these parks are established, efforts should be made to connect them in a manner similar to the network of parks around Rock Creek Park in Montgomery County. 7. The site on Millersville Road should be a neighborhood park with a few soccer fields, ball park, tennis courts, play ground and exercise trail and no lights. Marley Station would be an excellent site for the regional tennis court. This site could also accommodate inside soccer as well as outside fields. 8.No construction should be permitted until infrastructure is in place – roads, schools, water, sewer, community parks. Thus, the need for a comprehensive vision. Without these assets, Anne Arundel will not be a place people will want to live, work, play and visit. 9.Additional commercial development in many areas may not be needed and may reduce the viability of the existing business. This process can place an economic burden on the county. Damaging existing business is especially likely in the portions of the County that are already developed. The 2009 General Area Plan stated that County has struggled to keep pace with the ongoing demand for maintenance, renovation and rehabilitation, and replacement of existing infrastructure and facilities that have been in place to serve the existing population and employment base. treading water, with annual revenues insufficient to cover the estimated costs of providing public facilities and infrastructure on a consistent yearly basis.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. A vision and concept plan for a specific area such as the Route 3 corridor in the Crofton/Gambrills area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment. Mixed-Use - The Plan2040 Built Environment goal BE1 and its supporting Policies and Implementing Strategies include reform to improve the Mixed-Use zoning district. Staple Corner Village Center designation is being reviewed. Improving walkability is included in Goal BE 15 and the Move Anne Arundel! Transportation Functional Master Plan. Parks and recreation are addressed in Goal HC 8. and the Land Preservation Parks and Recreation Plan. Infrastructure improvements related to development projects are addressed by the Adequate Public Facilities Ordinance (APFO), which is addressed in Policy BE5.2. There are currently two working groups preparing recommendations to improve the performance of the APFO.</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
<p>My comments are about developing Staples Corner as a Village Center as a hub of walkable suburb. The development guidance in the Plan for a Village Center includes "human-oriented development" and "pedestrian-friendly frontages with sidewalks." Development policies should promote safe and pleasant pedestrian walkways as the backbone of Staples Corner. Three pedestrian pathways focused on Staples Corner are provided for planning scenarios: 1. From Crofton High School to Bell Branch Athletic Complex via Staples Corner. The new Crofton High School will bring significant amount of new pedestrian traffic; teenage students, their parents, and people attending events at the high school. Safe and attractive pedestrian walkways need to be planned from the High School through Staples Corner and on to the Bell Branch Athletic Complex. Walking from either High School or Bell Branch for retail and food options can bring pleasing growth as a village center. 2. From Crofton and Gambrills neighborhoods to Staples Corner. Crofton is growing beyond the "parkway" and "triangle." As the Route 3 Corridor is automobile centric, there is no reasonable expectation that it can be reoriented to be pedestrian friendly. Already the pedestrian injuries and death on Route 3 increase with development. A "Vision Zero" approach for Crofton and Gambrills as a walkable suburb can be based on defining and protecting walkable development from the Crofton Village Green to Staples Corner and surrounding neighborhoods e.g., on Underwood road. 3. From Patuxent River to Annapolis via Staples Corner. A broader perspective on walkability and recreation in the county would include a plan for traveling by foot and bike from the Patuxent River crossing near Two Rivers, safe crossing of Route 3, leading to Staples Corner as a recreational oasis and destination, continuing on from through forested trails from Crofton across Bacon Ridge to Annapolis Waterworks park. These examples show how Staples Corner can become A pedestrian-focused hub for Crofton area as a walkable suburb. George.percivall@verizon.net</p>	<p>Thank you. Your comment is acknowledged. The Staples Corner Village Center designation is removed in the preliminary draft of Plan2040.</p>
<p>I am very concerned about the overdevelopment of the Rt. 3 corridor. The traffic on Rt 3 and adjoining roads is already problematic. Traffic short cutting on adjacent roads such as Cecil Ave to avoid the congestion is a danger to the residents. Keep the county rural in nature, STOP increasing land use.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>When we moved to a home off Millersville Rd in 2004, little did we know that our little slice of bucolic heaven would become bumper to bumper congestion with car wash after car wash after RV lots after used car lots and gas stations every 1/4 mile. The developers had deep pockets for the politicians to sign off for rampant development with NO consideration for infrastructure, safety and quality of life of the residents that live here. It takes me 20 minutes on a good day to go 3.5 miles south on Rt 3 to take my kids to school. I routinely see an accident at the intersection of Rt 3 South and Rt 175 (Wawa/Royal Farms) at least once a week. When we</p>	<p>Thank you. Your comments are acknowledged.</p>

Comments	Response
<p>1. The north end of Rt 3 Corridor Management Area overlays the Jabez Creek which should be a protected trout stream. What, if anything, has been done to evaluate runoff from construction of the Royal Farms gas and convenience center? Or to correct it. There was, after all, significant regarding during construction. 2.The north end of Rt 3 proposed CMA has 2 gas and convenience centers in the median. No further commercial growth is needed on this end for the convenience of locals or pass through motorists. 3.The Rt 3 corridor, particularly the north end from St Stephen’s Church intersection north to Millersville Rd., should act as the western boundary for the green corridor proposed in the Crownsville Small Area Plan (1999, 2004?). At that time, the 3 proposed growth centers (Annapolis, Odenton, and Crofton) were to be connected by a regional area of green (Rural, Rural low density, R1 residential). Rt 3 Corridor development, if anything, should be limited to growth west of this main artery, and not encroach east of it. Reasons for this are a.Millersville Road is actually an historic farm to market road now lined with residences with treed lots, an historic grammar school site. Part of maintaining the community character is to keep it a 2 lane road, not to alter the entrance to promote ingress and egress of business traffic from Rt 3. In addition, this intersection leads directly into frontage homes on Millersville Road – children , walkers, a community of residents. b.A county plan of about 35 years ago for a bike path parallel to Millersville Rd., one which would connect area communities, was opened for used in the past year. It is the beginning of something good in this area, but it leads nowhere for now. The land at the Millersville Road entrance – within the Rt 3 CMA- could be better utilized, not for higher density commercial development, but as part of the extension west of the planned bike path. It would be a county asset, take some folks out of their cars and onto bikes or their feet, and permit access the west side of this area. It could make Odenton a destination point and without need of a car! Food, groceries, medical – it’s there. It doesn’t need to be on this corner as well. LUCA 172 is not helpful to this area; it is harmful. It is a dangerous intersection by volume of traffic alone, let alone the speed of traffic trying to “make the light’ (and often failing). And noise generated by loud abrasive engines (remember glass-packs? Intentional loud engine noise) c.This area is not Odenton Town Center, nor is it Odenton. It should not be upzoned for development like Odenton. It is Millersville South and Crownsville. It should be treated as rural, pastoral, residential. A suggestion is to include that part of Gambrills along Rt 175 up to the Rotary as part of the greenway that extends from Annapolis along Generals Highway, westward through Waterbury and Severn Chapel and Millersville – all is interconnected around here. It would make sense. The interesting thing here? People come from Gambrills and Crofton and Crownsville...even some folks from Pasadena and Shady Side...just to use this little 3.6 mile round trip bike path. I know; I canvassed there. They could use more of this free space, and maybe a little more free space in the congested areas (like Crofton) where they drive from to be here. d.Like Millersville Road, St Stephen’s Church and Severn Chapel Roads are also historic farm to market roads. Severn Chapel was the site of the original mission church in the area, has 19th century homes, and should stay 2 lanes to maintain its rural features. St. Stephen’s Church Road joins Severn Chapel to form the intersection with Rt. 3. Please maintain the integrity of the entrance into Severn Chapel/ St. Stephen’s Church by keeping a two lane road and keeping traffic on Rt3 ON Rt 3. 4.As for the onslaught of Land Use Change Applications seeking upzoning for higher density development of the properties along the Rt 3 corridor, I am overwhelmed. I will defer to some of our local organizations to speak on my behalf for much of it. But I will make a few comments: a.First, where is the big plan for all of this. We cannot move traffic easily now; how can we do it with yet more unbridled development. Even some of county employees use back roads and alternate routes to avoid Rt 3 and what might have been a more direct and faster route. b.Having read several of the LUCAs, I was reassured that someone is reading them and making decisions to defer a few of them until a more comprehensive plan is in place. In one, I was happy to read that the surrounding rural zoning won the day and the knife of development into the center of LUCA 5 was denied. Thank you. It made sense, unlike much of this. c.Mixed use as a category for development should be scrutinized. It can mean anything, and usually ends up just that. I understand the right to build mentality that has existed here, but at some point there must be quality of life for those of us who actually stay here when the store lights go off at night. d. Someone must address the way we do roads here. Where are the frontage roads? Why are parking lots built to keep people driving around in them like they are lost and don’t know how to get out. e.And, at the end of it all, why don’t we think in terms of a tree lined parkway instead of whatever this is that is evolving. We could do so much better. Thank you.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.</p>
<p>I am a concerned citizen and want sound planning which is based on citizen input and addresses major concerns like traffic and the environment. I do not want to continue developing Route 3 until the current problems are solved. I oppose up zoning or upping designated land uses along Route 3 to higher intensity uses, like</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use</p>
<p>I've been a resident of Anne Arundel county for 32 years, living in the Crownsville/Millersville area next to Rt 3. During that time, I've seen the quality of life in the county deteriorate to near unbearable levels. The traffic in the county, particularly along Rt 3 and Rt 32 has become gridlocked during rush hour and the number of</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use</p>
<p>I asked this question during the on-line meeting for Area5, and promised to follow-up. sorry for the lateness. when I look at the rt450 corridor between rt 3 and rt 424 using the 'planned land use' tab, I cannot help but notice that several parcels which were zoned 'rural' or 'natural feature' or 'low density residential' or 'small business' have been downgraded to residential (if they were rural) or to commercial (if they were already residential). And yet there is no record of any LUCA. why ?</p>	<p>Some changes to Planned Land Use Designation were made for consistency with existing development, parcel boundaries, and zoning. These are described in the Land Use Briefing Paper that was available on the Plan2040 Community Engagement @ Home website and are described in the draft Plan2040 document.</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
<p>The Naval Station Annapolis (across the Severn River) should be identified as a Peninsula. Although it is Federal property it only has one access road. That one access road, Baltimore Annapolis Blvd/Greenbury Pt, goes directly through a Neighborhood Preservation area. The Naval Station Annapolis has been greatly expanding over the past 8 years and because it is Federal Property that are not required to do impact studies or alert the county. The one access road has seen a tripling of traffic volume on a road that was not built for this volume and noise. This road is also one of the most heavily trafficked bike/running routes in the county. The road infrastructure, traffic volume and noise need to be reviewed by the County in conjunction with the continued development of the Naval Station, Navy Golf Course and Brigade Sport Complex. The Naval station over the past 8 years has tripled the size of their retail complex (PX/Commissary), added a 4 story Health Center complex and has increased the daily busing of midshipman to this area. The road has deteriorated, the traffic and noise has increased and its become very dangerous for cyclist, runners and pedestrians.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I live at 166 Windward Passage. First, LUCA 69, I agree "Yes" to the turning down of the owners' application for Proposed Land Use Change. Second, LUCA 13, which is asking for a commercial in a residential area on Pike Ridge Road. Basically, WE STRONGLY ARE AGAINST any development plan that includes expanding or connecting our neighborhood WITHERNSEA to another area of Edgewater. The developer proposed connecting 11 new townhouses to Hawks Bill Rd. We would be devastatingly impacted by such an action. We have three young children who have the freedom of playing outside because we live on a quiet street, with limited car traffic and know all our neighbors. Making Hawks Bill Rd. a connector would radically and horribly change our quality of life. This is not a possibility we can support in any way. Not only to mention our concern for the environmental impact on the critical wetlands that surround our house.</p>	<p>Thank you. Your comments are acknowledged. These LUCAs are being reviewed with respect to public comments.</p>
<p>Corridor management in Severna Park area: traffic on Ritchie Hwy overflows onto Baltimore-Annapolis Blvd resulting in traffic congestion and unsafe speeds around neighborhood areas (e.g. Olde Severna Park, SP Community Center) that also have a lot of pedestrian, cycling access due to schools, Cypress Creek Park and B&amp;A trail. In particular the area on MD 648 adjacent to Severna School and Severna Park Elementary should be considered as a "school zone" area to encourage traffic</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I Oppose the consideration for up-zoning of designated land use along MD Rte 3 to higher intensity use until existing problems are addressed. Existing MD Rte 3 development has not served to preserve adjacent neighborhoods. What was a my quiet rural neighborhood is now a noise and light polluted, traffic choked, siren filled hectic neighborhood. How can an area, identified by MD State Hwy Admin with unstable traffic flow, vehicle backups and inadequate and failed intersections and considered for a development moratorium by AACo County Executive Steuart Pittman in Nov 2019, now be considered a CMA? Yet no resolution to any existing issues on MD Rte 3 have been defined! Changing land use and increased commercial development would have negative environmental impacts, particularly on existing well water and septic systems, pollution of ground and surface water and affecting residential wells and septic drain fields. Increasing impervious cover and storm water runoff would also damage the fragile Jabez Branch, designated for special protection by the MD Dept of the Environment. Again, I oppose this proposed up-zoning and it intend to negate Crownsville Small Area Plan and the 2009 GDP.</p>	<p>Thank you. Your comment is acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.</p>
<p>Jessup needs to remain a Neighborhood Preservation Policy Area from National Business Parkway west along MD RT175. Jessup is an Existing stable residential community with natural areas and is not intended for substantial growth or land use change. Development should be limited to redevelopment that is compatible</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Property owners will build and develop land as they see fit. Environmentalists will not always control county government. The plan needs a broad support that it can withstand political changes. For example, if undeveloped property is being developed, zoning should mandate greenways, bike paths, and access to parks. I</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The Ag and Woodland Preservation layer of the Resource Sensitive Policy Areas map should include privately held easements like those held by Scenic Rivers Land Trust and Nature Conservancy.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I am in 100% agreement with the statement my daughter, Erica Arnold, made the other day when she completed the PLAN 2040 Development Policy Areas Survey. It is as follows. I strongly support the implementation of the Peninsula Development Policy Area designation and its use on the proposed map. Thank you for creating a category that recognizes the particular constraints of peninsula land use. I do not support the drawn Mayo-Central Avenue Village Center outline. The area shown is too large and includes existing forested and unimproved land to the west of the junction between Central Ave. and Shoreham Beach Road. This runs counter to the stated goals of Peninsula Development Policy Areas. Additional commercial outfits in Mayo would be unwise both because of increased traffic and the requisite additional impervious surfaces in an area already quite sensitive to adverse effects from storm water runoff. While I support the ideas from the written definitions of limited development and mobility improvement for the Central Avenue Corridor Management Area, I strongly disagree with its drawn outline on the map. The large area north of Central Avenue and east of Loch Haven Road is unnecessary. Do not build public ball parks with hundreds of parking spaces on a peninsula already struggling with storm water runoff and traffic issues. Loch Haven Road's intersection with Central Avenue is already a traffic problem for existing residents, and this would only get worse if you build public ball parks on or around the wastewater treatment land. Areas of the proposed Corridor Management Area further east also look unnecessarily large. I support a Central Avenue Corridor Management Area if its scope and purpose are solely to reduce the existing flooding and traffic congestion problems. I do not support its use for any further development. Thank you for your time, and thank you for building this site to gather our feedback.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
<p>I strongly support the implementation of the Peninsula Development Policy Area designation and its use on the proposed map. Thank you for creating a category that recognizes the particular constraints of peninsula land use. I do not support the drawn Mayo-Central Avenue Village Center outline. The area shown is too large and includes existing forested and unimproved land to the west of the junction between Central Ave. and Shoreham Beach Road. This runs counter to the stated goals of Peninsula Development Policy Areas. Additional commercial outfits in Mayo would be unwise both because of increased traffic and the requisite additional impervious surfaces in an area already quite sensitive to adverse effects from storm water runoff. While I support the ideas from the written definitions of limited development and mobility improvement for the Central Avenue Corridor Management Area, I strongly disagree with its drawn outline on the map. The large area north of Central Avenue and east of Loch Haven Road is unnecessary. Do not build public ball parks with hundreds of parking spaces on a peninsula already struggling with storm water runoff and traffic issues. Loch Haven Road's intersection with Central Avenue is already a traffic problem for existing residents, and this would only get worse if you build public ball parks on or around the wastewater treatment land. Areas of the proposed Corridor Management Area further east also look unnecessarily large. I support a Central Avenue Corridor Management Area if its scope and purpose are solely to reduce the existing flooding and traffic congestion problems. I do not support its use for any further development. Thank you for your time, and thank you for building this site to gather our feedback.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I am opposed to the Village Center designation on the Mayo Peninsula. The specified location is at the narrowest part of the peninsula where stormwater runoff from development would impact both the South and Rhode Rivers. There are similar centers already existing at Loch Haven Dr. and Selby.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I support the Peninsula Development Policy Area. I strongly support retaining and preserving the rural character of the Mayo peninsula. I strongly oppose the Mayo Village Center. I strongly oppose the Mayo Corridor Management Area.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I support the Peninsula Development Policy Area. I strongly support retaining and preserving the rural character of the Mayo Peninsula--I grew up here, moved to CA, and moved back to retire because it's a special place. I strongly oppose the Mayo Village Center. I strongly oppose the Mayo Corridor Management Area.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I support the Peninsula Development Policy Area. I strongly support retaining and preserving the rural character of the Mayo Peninsula. I strongly opposed the Mayo Village Center. I strongly oppose the Mayo Corridor Management Area.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>Central Ave. (MD-214) must be improved on the Mayo Peninsula before any "village center" is implemented! MD State needs to get involved. Central Ave. is falling apart!</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I strongly support retaining and preserving the rural character of the Mayo Peninsula</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I strongly support retaining and preserving the rural character of the Mayo Peninsula.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I do not support the enlarged corridor management area on the Mayo Peninsula</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>
<p>I notice that the Mayo Peninsula is the only peninsula with a corridor management plan. My understanding of corridor management plan includes maintaining the safety and mobility of that corridor, which I support along with LIMITED development that is consistent with the area, which I also support. The Mayo Peninsula is a low density residential area and any corridor development should be consistent with that. I would not support corridor management being synonymous making the corridor into a commercial shopping corridor like along Route 2.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
I support the Peninsula Development Policy Area. I strongly support retaining and preserving the rural character of the Mayo Peninsula. I strongly oppose the Mayo Village Center. I strongly oppose the Mayo Corridor Management Area.	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040
I reside on Mayo Peninsula. Please keep the rural character of Mayo Peninsula. Mayo village center: I oppose it. Mayo Corridor Management Area is way too large, I oppose it.	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040
I support the Peninsula Development Policy Area. I strongly support retaining and preserving the rural character of the Mayo Peninsula. I strongly oppose the Mayo Village Center. I strongly oppose the Mayo Corridor Management Area.	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040
I strongly oppose the Mayo Corridor Management Area	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040
I strongly oppose the Mayo Corridor	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040
I strongly oppose the designation of a Village Center on the Mayo Peninsula and well as the Corridor Management Area. I think the County Staff did an outstanding job making this info available in an easy to participate in format. Thank you.	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040
For the Mayo Village center, NO. The infrastructure will not support any more and the state will not look at improving the road until 2035. We are already packed in here, we need no more development.	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040
Peninsula Policy Area is wonderful. Can you add traffic limits. too?	Thank you. Your comment is acknowledged.
The areas designated for management as peninsulas didn't encompass all areas that comprise peninsulas	Thank you. Your comment is acknowledged.
Martins Cove Rd, Forest Beach Rd, and Browns Woods Rd should also be in the Peninsula land use area.	Thank you. Your comment is acknowledged.
Broadneck Peninsula designation should be expanded to cover more of the north side of Rt 50 and along St Margarets Road to the South of Rt.50. Your Definition of single Primary road service does not adequately convey the challenges of dealing with there ingress and egress on the broadneck when a single accident can bring the peninsula to a standstill. Rt 2 not is bottlenecked, the Bay bridge is a bottleneck, Rt450 south to Annapolis is a bottleneck.	Thank you. Your comments are acknowledged.
Mark me down as a supporter of the Peninsula Development Policy Area	Thank you. Your comment is acknowledged.
I am very disappointed to learn that Staples Corner in Crofton is to be included as a Village Center. The intersection of 424 and 450 is already fraught with traffic problems and congestion and cannot support more development than what already exists. Adding more development would worsen this existing problem. I am not sure how or why this land is considered a targeted growth area but it seems poor judgment to expand in light of the current problems plus the additional traffic that the new high school will bring.	Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.



Comments	Response
<p>I am opposed to Staples Corner being designated as a Village Center. It certainly does not fit that function. I am opposed to the addition of any more commercial buildings, residential units, gas stations, etc. Both MD Rt 450 and MD Route 424 are extremely busy roads and once the new Crofton High School is opened there will be an astronomical amount of traffic added to these already crowded roads. I do not believe those roads presently meet traffic and safety standards and it will continue to worsen. This areas cannot absorb any additional development. The entire Crofton areas has been overrun by development. Failed roads, overcrowded schools, and sewage treatment can not support any more development. It does not even increase the tax base when you consider the additional cost roads, schools, sewage treatment plant and other facilities that will be needed to support it. A smarter use would be to require the empty buildings, offices and store fronts resulting from the pandemic economy be used before approval is given for any additional development. Thank you.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>
<p>Village Center at Staples corner in Crofton/Gambrills? A big fat NO! Has the county lost its mind. This are should not be developed further. It cannot handle the overload in traffic it is there now. Rush hour could mean 30 minutes to travel North from Rte 4</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>
<p>The Staples corner plan is completely ridiculous and makes zero sense. With the new high school and new developments that had already been approved, what is the county thinking? There is no room for more traffic or more crime that comes with these types of strip malls. The front end of Crofton (Rte. 3 corridor) is already ruined, now you are trying to okay ruining the back end (Rte. 424 &amp; Rte. 450). Please do NOT do this or you will be losing your important tax base as homeowners continue to flee. A new high school is new for so long, but crime and traffic last forever.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>
<p>I do not support the change in designation of Staples Corner at the intersection of Md. Rte. 450 and Rte. 424 to a Suburban Village Center. The intersection is already dangerous due to heavy traffic and inadequate roads and signals for the volume of traffic through there each day. The addition of Crofton High School to the area will only increase the traffic load at this intersection. Any further development of this intersection into a suburban village center without better traffic management is a disaster waiting to happen. Crofton does not need further development. The roads and infrastructure in this area cannot support the volume of traffic we currently have. Thank you, Crofton Resident</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>
<p>Staples Corner should not be a targeted growth and redevelopment area. Before COVID-19, I would have liked to go to Mi Casita more often, but didn't. It is extremely dangerous to exit the S. C. parking lot under any circumstances. It is exceptionally risky to do so after even 1 "lite" beer. I also do go to the farm stand for the same reason. Why is the County punishing Crofton and Gambrills? Haven't we suffered enough?!!!</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>

Comments	Response
<p>I have serious concerns about the Corridor Management Area for Route 3 as described in draft Plan 2040: • The boundaries of the CMA have been defined without public input, and the Plan 2040 web site does not provide a mechanism to comment on the boundaries. • It is not clear that important limitations were considered in creating the CMA, including existing traffic problems, impacts of more development on adjacent communities, and whether or not more development is needed here. • Plan 2040 does not say what the future planning process for the CMA will be. • It is not clear how inclusion of a parcel within the CMA will affect future development decisions. • Plan 2040 does not say if the CMA would provide mechanisms to ensure that existing problems (like serious traffic issues on Route 3) would be solved BEFORE additional development is allowed to proceed. We simply can't dump any more traffic on the existing failing roadways • There should also be mechanisms to ensure that new commercial development or housing does not occur until AFTER key infrastructure like water and sewer is actually in place. There's no excuse for building more large development projects that rely on large private wells and septic systems. • Incorporating parcels in the CMA may override previous public consensus on future land use achieved in earlier planning efforts, like the Crownsville Small Area Plan and the 2009 General Development Plan. I am concerned that creating the Route 3 CMA will lead to more commercial development, more traffic, longer travel time, more accidents, and more water, light, and noise pollution. Anyone who has driven on Route 3 will understand that addressing the traffic problem is essential prior to even thinking about new construction. In addition, do you think Route 3 needs more commercial development? The Route 3 corridor already contains extensive commercial, retail, and service businesses. There are vacant retail spaces in existing centers, and additional space is already under construction in the median of Route 3. I oppose up zoning or upping designated land uses along Route 3 to higher intensity uses, like commercial or mixed uses, UNTIL existing problems can be addressed. I am concerned that the Route 3 Corridor Management Area appears to promote development, infill, and redevelopment without providing mechanisms to address current traffic problems and regulate development activity to prevent future problems. Currently undeveloped parcels should not be included in the CMA. We have lost a significant amount of our open space and can't afford to lose more. I do not support changing the land use on LUCA 172. I do not want additional development and traffic along Route 3 corridor, for the following reasons: 1. Designating Route 3 a Corridor Management Area in the Target Growth Area which will increase traffic on Route 3 and our neighborhoods. The county should not be justifying increasing the land use intensity of parcels along Route 3 because they are in the CMA. New development should be limited until the problems along Rte. 3 are addressed. There needs to be a clear definition of the objective of each mixed used designation and what will be permitted to be constructed. 2. Designating everything mixed use is an open door to what every developer wants to build. There must be clear constraints on what will be permitted in mixed-use areas as well as regulations in place to enforce those constraints prior to changing the land uses. Otherwise, mixed use may simply enable more sprawl development. The Mixed Use LUCAs should be put on hold until guidelines and regulations to prevent more sprawl. 3. No construction should be permitted until infrastructure is in place – roads, schools, water, sewer, community parks. Thus, the need for a comprehensive vision. Without these assets, Anne Arundel will not be a place people will want to live, work, play and visit.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.</p>
<p>The draft 2040 plan would create a "Corridor Management Area" along most of the MD route 3 from the Rte. 450 intersection to just north of Millersville Rd. On one hand, it makes good sense to acknowledge and manage the special challenges of development along transportation arteries. If this had been done years ago, Rte. 3 might not be the intractable mess it is today. Given current problems, I have many concerns about CMAs as described in draft Plan 2040. The boundaries of the areas have been defined without public input, and the Plan 2040 web site does not provide a mechanism to comment on those boundaries. It is not clear what the future planning process for the CMA will be. It's not clear if the CMA would provide mechanisms to ensure that existing serious problems (like traffic on Route 3) would be solved BEFORE additional development can proceed. There should also be mechanisms to ensure that new commercial development or housing does not occur until AFTER key infrastructure like water and sewer is in place. It appears that establishing the CMA may override some of the agreements developed through community consensus in previous planning efforts, like the Crownsville Small Area Plan. Given the lack of information on needed safeguards, I worry that inclusion within the CMA will simply foster more sprawl development. We need much more information on how the CMA will be used to plan, manage, and regulate growth rather than to just accelerate it. We need to clearly see the intended benefits of the CMA as well as we see the threat of even more sprawl within the CMA. After providing that information, the county should also provide more opportunity for public input on the boundaries of the CMAs and how planning there would proceed.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
<p>Dear, County Reps and Steuart Pittman, I Oppose the consideration for up-zoning of designated land use along MD Rte 3 to higher intensity use until existing problems are addressed. Please hear us far too long have I felt helpless as to when we speak out to the county it does not feel like what you say is heard or if it is heard does it have any bearing. As we have spoken out before but projects just move forward. Please see us a significant this time. If you lived along Route 3 and do not have a direct interest in making money off of property you would understand the noise from the constant sound of Police, Fire, and Emergency response vehicles. The Accidents on the Rt.3 corridor are daily and multiple times every day. Start following Police accident reports (which the county does not do) it is alarming. Route 3 is one of the largest if not the largest failing corridor in Anne Arundel County. Not to mention we live on a Well that is very close to heavy development already. We hope that our water is safe to drink. Adding even more devolvement creating needs for more commercial Wells on our Aquifer and adding more Septic's to our dense area where we live just off of the beaten path is just irresponsible on the counties part. Now with that said the 2040 plans add mixed use and higher density commercial property. We have plenty of vacant/available retail property along route 3 that is already existing, a drive up and down route 3 will prove this. There is development happening now at St Stephens and RT 3, in the median of RT 3, and in between the McDonalds &amp; I-HOP. Also, there is suburban sprawl being built, townhouses off of Waugh Chapel Road, townhouses on Route 3 across from Crofton Parkway, and at the end of Conway Road(Two Rivers). Infill lots and undeveloped parcels of land should remain just that until investments in School, Traffic, Water, and Sewer improvements are made and paid for by the county. Fix problems before making existing problems worse, make smart decisions and not just think how the county will continue to develop. How about thinking about open space and what will be left for the next generation. It is not all here for the county to take. This county is also owned by the residents we should for once have our say taking into account. You do have a bad track record of not backing up your local citizens. Would you feel safe giving you child a glass of Route 3 well water and then sleep safe at night? Lets think about health and preservation!</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.</p>
<p>I applaud the county's efforts to make this Plan transparent to county residents. That said, I feel like the MD Rt 3 corridor currently is a complete mess. Before anymore developement on this corridor is considered the county needs to think long and hard about solving current transportation problems. Traffic along the Rt 3 corridor is grown almost beyond capacity of the highway and adding more lanes is NOT the answer. Improving public transportation has to be considered. Public transportation must be safe, convenient and affordable in order to be viable. That means a large investment of capital. We are so reluctant to spend on public transportation yet we have no problem spending more and more each year on more roads to subsidize the automobile. That money needs to be spent on public transportation. And please no more development on the Rt 3 corridor until traffic congestion issues are addressed.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.</p>
<p>I oppose upcoming designated land uses along Route 3 until current traffic problems are solved. We need open space and trees, opportunities for outdoor recreation. NO TENNIS PARK. Finish the South Shore Hike and Bike Trail The covid pandemic has only brought home how much we need OUTDOOR recreation.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>We recently purchased our home which is right off of route 3 and we do not want to see it the area ruined by allowing more commercial businesses to drown this small rural area that we call home. There are plenty of empty business locations throughout the already existing commercial areas. Utilize those. Do not ruin our living area by causing more traffic and noise pollution.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>There is too much development in that area now. More is not needed. The traffic is awful in that area and I try to shop anywhere (Severna Park, North Millersville) instead of going down the Crofton corridor.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I oppose up zoning or upping designated land uses along Route 3 to higher intensity uses, like commercial or mixed uses, UNTIL existing problems can be addressed. I am concerned that the Route 3 Corridor Management Area appears to promote development, infill, and redevelopment without providing mechanisms to address current traffic problems and regulate development activity to prevent future problems. Further, currently undeveloped parcels should not be included in the CMA</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The intersection of 450 and 424 is already over-burdened. Adding a Village Center will create more dangerous traffic situations, especially heading into Crofton on either road.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is being reviewed.</p>
<p>I oppose up zoning or upping designated land uses along Route 3 to higher intensity uses, like commercial or mixed uses, UNTIL existing problems can be addressed. Enough is enough! Development (and the traffic that results) is out of control in this county. I vote, and I will not elect candidates that continue to pave over this once beautiful county, especially the Millersville/Crownsville/Crofton Route 3 region.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The development along Route 3 and this area has gone unchecked, was not thoughtfully implemented, roads cannot support the current population. I oppose any future changes to up zoning or upping the designated land use. The proposed changes are irresponsible and ignore prior agreements with citizens. The roads and intersections are already proven documented failures and the quality of life has drastically decreased since moving to the area 25 years ago. INSTEAD, fix what we have now!</p>	<p>Thank you. Your comments are acknowledged.</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
<p>Hi, I do not support the expansion of Staples Corner as a village center. Certainly in it's current configuration it is ugly. However, as I have seen with the building of the Hlghs the roads cannot support the traffic and people turning in and out of shopping create a danger to other vehicles and pedestrians. I do not support expanding the space permitted for development (and particularly against the idea of more multi living homes.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Staples Corner should NOT be included in the 2040 GDP as a Village Center Overlay in a Targeted Growth &amp; Revitalization Area. NO NO NO.. No more planned development for intersection of 424 &amp; 450. Staples Corner is NOT a village center-safety &amp; traffic standards have not been met..</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is being reviewed.</p>
<p>I'm happy with Staples Corner (Route 424 and 450) becoming a Suburban Neighborhood Village Center with all the pedestrian-friendly proposed development. I would love to be able to safely cross Route 424. However, as a resident who drops off a kid at the middle school and then turns right from Route 424 to Route 450 every school morning in non-pandemic times, the car traffic there is bad! You need to ensure traffic can move through this "village" quickly during the morning and afternoon rush hour. Traffic on Route 424 coming up from Route 50 in the afternoon can back up all the way to the Route 50 exit and typically backs up past Barbara Swann Park. Please make sure all development at this corner allows for better car traffic flow, not worse.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is being reviewed.</p>
<p>I do not believe that Staples Corner should be included as a Village Center in a Targeted Growth and Revitalization Area. There is such a bottleneck of traffic at that location at the present time, that any additional businesses would just exacerbate the problem.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is being reviewed.</p>
<p>I would like to go on record that additional/added zoning for Staples Corner should not be included in the 2040 GDP as a Village Center Overlay in a Targeted Growth and Revitalization Area.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is being reviewed.</p>
<p>Please do not allow more traffic into our community of Withernsea. Thank you for your kind consideration.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I do not support changing the land use on LUCA 172 and do not support the designation of the CMA for the Rte 3 corridor. Much more planning and infrastructure is required. The burden that this will place on neighborhoods will be unbearable, given that traffic is already overwhelming. Th required infrastructure must be in place in advance.</p>	<p>Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.</p>
<p>How long do the backups need to be on Rt. 3 north and southbound from Millersville Rd. to satisfy your lust for expanding the tax base? How many collisions need to occur at those log jammed intersections? How many people need to be put at risk? How many goddamn strip malls and car washes do you think we need? How much do they bribe you to approve all this congestion that you'd never approve of if it was in YOUR neighborhood?</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Related to the Broadneck Penisula: We are continually assaulted w/over-priced housing. If the average blue collar worker can't purchase a home for 200,000 in a SAFE neighborhood then that is a failure. Allowing 600,000 homes to be erected in an area where those living in mobile homes were targeted &amp; run away does not serve the community as a whole. The over-development contributes to over-population &amp; traffic congestion. Unfortunately, many of those who should be giving feed-back are over-burdened &amp; feel the system doesn't work for them. And, frankly, I share that feeling as well.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I'm NOT in favor of any consideration given to 'up-zoning' of designated land use along MD Rte 3 to higher intensity use. This is totally inappropriate until all problems are successfully addressed. Existing MD Rte 3 problems have complicated our neighborhood life with noise pollution and traffic problems. DO NOT compound these problems with more of your progress!</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Piney Orchard doesnt need anymore traffic on Piney Orchard Parkway, and I don't want to see any landfill on Patrucent road which would increase traffic.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>In "The Village" neighborhood, it looks to be misclassified, it should be classified like the rest of Olde Severna Park to which it belongs as "neighborhood preservation". It's the neighborhood adjoining the west of Cypress Creek Park and bound by McKinsey, Ritchie Hwy, and B&amp;A Blvd. There is an abundance of foot traffic from the dense neighborhood to the B&amp;A Trail and from the park which is use for youth sports. There should be traffic calming and more pedestrian safety devices in place to slow down traffic.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>It looks like the area on Ritchie Hwy and Rt. 648 has been changed to allow development. That area seems to be a bog and should be protected.</p>	<p>Thank you. Your comment is acknowledged. The Planned Land Use designations in this area are being reviewed.</p>

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
Vote no to Whitehall beach change in zoning lived here since 82 not fare to limit zoning that's been in force for years	Thank you. Your comment is acknowledged. The proposed changes to Planned Land Use designations in this area are being reviewed.
If you really want to do sewers, then you need to eliminate the requirement for a full payoff upon a sale. Unfair. i would like to understand does this mean my property taxes are decreasing	Thank you. Your comment is acknowledged. Assessed value for property is based on existing and highest and best use. Changes in Planned Land Use designation are not expected to have changes on assessed value.
I understand the characterization of each Development Policy Area, but what is the overall definition of a Development Policy Area? How exactly are the Themes and Elements aligned with each of the DPAs? Do some goals align with more than one DPA? Maybe there should be some kind of matrix that shows each DPA and each of the goals that are applicable to it? Otherwise, there is no sense of which DPA might have more level of effort and outcome associated with it than another. I'm also curious as to which functional strategic plans and studies align with what DPAs.	Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.
We vote NO on the proposed changes to Whitehall Beach zoning changes. If the personnel recommending the changes actually looked at the area in question, they would note that it is obviously NOT Rural.	Thank you. Your comments are acknowledged. The Planned Land Use designations in this area are being reviewed.
Your interface is difficult to navigate and intentionally cumbersome. Shame on you.	Thank you. Your comment is acknowledged.
Please do not change Beechwood on the Burley to rural zoning.	Thank you for your comment. This proposed change is
Can't open legend fully at bottom	Thank you. Your comment is acknowledged. The legend has been adjusted.
Do not agree with changing the zoning for Whitehall and Beechwood on the Broadneck from R-2 to Rural. Understand that reduces the amount of building/driveway on the land and increases our setback from the Creek. This is stealing, taking what is ours without compensation. John Joynes 410 757 2652	Thank you for your comment. This proposed change is being reviewed.
In my view the establishment of Development Policy Areas is a significant step forward in framing land use policy for the County. However, I do have concerns about the application of this approach, based on the historical application of the GDP the County's development activities. Similar to the current GDP, Plan2040 lays out a series of aspirational goals that guide the County's approach to the sustainment and evolution of everything from growth and infrastructure to education and services to the elderly. However, as with its predecessor, it is not apparent how adoption of Plan2040 by the County Council impacts the decision processes. Specifically, how are proposals assessed against the Plan2040 is not addressed. This means that individual proposals are not assessed for consistency with Plan2040 Goals, and that progress in achieving Plan2040 Goals cannot be measured. This reduces the impact of Plan2040 to more of an advisory document than County Policy. I believe that in order to realize a long-term practical benefit and in recognition of the effort spent by the County Executive, the Citizens Advisory Council, and County residents, the application of Plan2040 needs to be formalized through the integration of its principles and goals to County decision making practices. I suggest that the County adopt the following recommendations regarding the adoption of Plan2040: 1.Establish Measures and Tactical Targets (valid for 3-5 years) for Plan 2040 Goals against which progress can be assessed on an annual basis 2.Establish practices within County Departments whereby initiatives and proposals that fall within the Plan2040 Themes are assessed for consistency with the Plan2040 Goals and the impact on the established Tactical Targets. 3.Impact Assessments are provided as appropriate to the County Council to inform their deliberations of new initiatives and proposals	Thank you for your comment. An Implementation Plan and Performance Measures will be included in the full draft Plan2040 document.
I believe that growth is good and healthy for a community.	Thank you. Your comment is acknowledged.
It would be a benefit to the south County residents if some areas where major road intersection were zoned commercial	Thank you. Your comment is acknowledged.

Plan2040@Home: Comments on Development Policy Areas Map

Comments	Response
Please return MD Rte. 3 to a development moratorium site. It is already OVERRUN with too many useless businesses	Thank you. Your comments are acknowledged. Plan2040 is a Countywide plan. The details of land use and transportation along the Route 3 corridor in the Crofton/Gambrills/Millersville area is to be addressed in the upcoming Region Plan. The intent of the Corridor Management Area (now renamed Critical Corridor Policy Area) is to address the mobility and development challenges identified in the comment.
Do not redone, taxes will not be reduced, but allocated in different ways. Restrictions may apply to residents with less than 1 acre of property	Thank you. Your comments are acknowledged.
820 Bestgate is surrounded by light business and should be allowed to conduct same.	Thank you for your comment. This proposed change is being reviewed.
I see two major threats to the Development Preservation Policy. Number 1 is using cluster development without the restrictions placed on them by an accompanying Bulk Regulations Development Plan primarily to insure cluster plans meet the bulk regs requirement for the number of lots allowed in the subdivision. Second is the recent bill allowing any residential home to become an assisted living facility. I believe that would destroy most residential communities quickly. Number 3, don't cram small homes into small infill lots like 132 Overlea Drive, a monument to the entrance of the new administration. Thanks for listening.	Thank you. Your comments are acknowledged. Reforms to the County zoning code and development regulations are planned to follow adoption of Plan2040.
When you look at the map, there is very little area to provide housing opportunities. Lifestyles have changed significantly due to COVID. Policy Areas need to be updated based upon this new thinking. We will not meet growth objectives by cramming all development into targeted growth areas. Map needs to accommodate additional growth and density in both Neighborhood Preservation Areas and Rural and Agricultural areas.	Thank you. Your comments are acknowledged.
Please provide additional comment on what the planned intent is for the Oak Court area of Annapolis. It appears to be lumped into the "Town Center" plan but there is no logical way for that area to ever be incorporated into that area.	Thank you. Your comments are acknowledged. No changes to Planned Land Use designation is proposed for the Oak Court area of Annapolis. It is included in the boundary of the Parole Growth Management Area.
This is way too restrictive for any sort of development or redevelopment.	Thank you. Your comment is acknowledged.
Where can I read my neighbors' comments in the same fashion as I could hear them in an in-person plan hearing?	Thank you. Your comment is acknowledged. A summary report of comments will be provided along with copies of comment received.
I like what has been proposed, but wonder how much will get approved. Thanks to all who worked on this Plan and hope their work is accepted.	Thank you. Your comments are acknowledged.
The Region 5 area is already heavily developed & unmanagible-what happened to the bldg. Moratorim idea?	Thank you. Your comment is acknowledged.
If there is a Central Avenue Corridor Management Plan, how is this impacted by the possibility of using Central Avenue as a potential Bay Crossing (option 8)?	Thank you. Your comment is acknowledged. Anne Arundel County will continue to coordinate with the State of Maryland as options for a potential new Chesapeake Bay crossing are explored.
Public water for Londontowne Edgewater	Thank you. Your comment is acknowledged.
Keep the land near Cedar Rd in West Severna Park zoned as-is. Any development will have critical impacts to our waterways and wildlife conservation efforts within this area.	Thank you. Your comment is acknowledged.
Plan 2040 NO	Thank you. Your comment is acknowledged.
I support the Peninsula Development Policy Area. I strongly support retaining and preserving the rural character of the Mayo Peninsula. I strongly opposed the Mayo Village Center. I strongly oppose the Mayo Corridor Management Area.	Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040

Comments	Response
<p>Please do not change Staples Corner (Crofton/Gambrills) into a Town Center. There needs to be more green for the animals/environment and less traffic/building in this area. Please also stop route 3, route 424 and route 450 developments in Crofton Gambrills.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>
<p>Stop over developing in Crofton/Gambrills areas. Crofton Woods land (Good Hope &amp; 450) should be left for the remaining wildlife. Staples Corner (424/450) should not be a town center. Route 3 is unsafe with the amount of traffic and over commercial development. Please stop over developing this area and consider more park options, nature, bike trails or simply leaving green to provide home for wildlife. Our schools are also over crowded and cannot support any more new developments surrounding 450, 424, route 3 and Underwood Road.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>
<p>I strongly disagree with the goals and intent of the Planned Land Use Map. Most especially with the planned growth in and around Staples Corner at the Intersection of RT 450 and RT 424 in Crofton. What angers me most about the plan is the lack of transportation infrastructure (roads) planning!!!! If Route 3 is any indication, it appears that infrastructure is the very LAST item planned for.</p>	<p>Thank you. Your comments are acknowledged. The Village Center designation for Staples Corner is removed in the preliminary draft of Plan2040.</p>
<p>When developing, you must put in sidewalks! maybe bike lanes too! TRAFFIC IS BAD! Pedestrians are struck multiple times a year on RT. 3 Crofton/Gambrills. Aldi &amp; Princess Shopping center were recently built - no crosswalk from Gold'sGym or Bank of America to get across was implemented. No sidewalk up/down RT. 3. People ride bikes in the fast lane shoulder. PLEASE HELP!!!!!! Also have written our local congress many times; so sad, no changes except expansion = \$\$\$</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Please! No more commercial building at the intersection of route 3, north and southbound, and Millersville Road. It is a dangerous mess already and more growth seriously impacts my life, on Cecil Ave South, as well as other members of the community. It will put additional stress on our natural resources and cause runoff by doing away with the few impervious surfaces we have left. ENOUGH!!!!!!</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>SR 48 should stay residential keeping as many trees as possible. This is why it was called "Crofton Woods" because of the trees.... too many trees are being cut down, please stop. There are too many businesses and not enough people to support them.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>The Mayo Peninsula is VERY concerned about the Corridor Management and Village Center designation that would potentially bring even more traffic to a very stressed corridor / area.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040.</p>
<p>The Peninsula Policy Areas are a great idea, but some of the planned uses run counter to their stated purpose. In particular I'm concerned about the new "Public Use" areas on The Mayo Peninsula off Loch Haven Road around the wastewater treatment facility. Adding public ball parks with hundreds of parking spaces will have a negative effect on local flooding issues from storm water runoff and traffic at two already congested intersections. Please build public ball park facilities somewhere folks don't have to use a peninsula's single, narrow road for access.</p>	<p>Thank you. Your comments are acknowledged.</p>

Comments	Response
<p>When comparing the Plan2040 LU Map and the 2009 Map, I noticed that conservation areas directly adjacent to Cadle Creek have been reduced. One of the larger privately owned contiguous parcels of forested land on the Mayo peninsula (24.44 acres) makes up the headwaters of Cadle Creek and should be strongly considered for conservation status. It is already a part of the RCA, which indicates that it has been identified as an important parcel. It is currently being held by a development group waiting for a political climate that will allow them to maximize their investment. Saving contiguous forested land in our peninsulas is vital to protect our environment, waterways, and provide much needed habitat for wildlife that is feeling the development squeeze. The parcel has no address identified in SDAT. The tax account number is 100090004413</p>	<p>Some changes to Planned Land Use Designation were made for consistency with existing development, parcel boundaries, and zoning. These are described in the draft Plan2040 document.</p>
<p>Any increase in commercial land use on the Mayo Peninsula must be preceded by an upgrade of Central Ave (MD-214). MD State and AA County have been delinquent in maintaining and upgrading this roadway infrastructure.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I am opposed to the Corridor Management Area designation on the Mayo Peninsula, especially in light of Goal HE1.2 that appears to direct development into CMAs. I also do not see the need to include all of the former Mayo Wastewater Plant, parts of residential Selby and Ponder Cove, etc. into the Mayo CMA. Please redraw or eliminate the CMA for Mayo.</p>	<p>Thank you. Your comments are acknowledged. The Village Center and Corridor Management Area on the Mayo Peninsula are removed in the preliminary draft of Plan2040.</p>
<p>Changing the Water Reclamation Facility land use designation to Public Use is terrible. It is a sensitive area, with wetlands, a stream, trees, and very close to the critical area. Changing that designation will allow Rec and Parks to build the 5 ball fields that it wants to build there. It is the wrong use of that space, which should be restored to forested.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>This is unrealistic and expensive. We do not want or need mass transit. Current infrastructure should be repaired and upgraded but no new infrastructure is needed at this time. Current property owners should not be burdened with environmental regulations. International business is NOT welcome here. We need to develop small businesses which employ 80% of the population. We need tax relief so we can spend and grow small businesses. We need to support and maintain our farms and farmers and watermen.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Too much planned development; should be looking at ways to reduce congestion and damage to creeks, rivers, and the Bay.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I am particularly concerned about LUCA 127, a desire to rezone to commercial with the intent of eventually building a Chik-Fila on the property. This area abuts an historic residential community already affected by excessive traffic on Ritchie Highway. It is a neighborhood of narrow streets with many children traversing roads with no sidewalks nor any possibility of sidewalks. There is limited access into the community and it would be devastatingly affected by an increase in traffic and the desire for drivers to use its small main road as a cut-through when traffic backs up. If the Plan is meant to support older residential neighborhoods and foster community support for the environment, this change should not be allowed. It would continue to erode an already stressed area for corporate interest.</p>	<p>Thank you. Your comments are acknowledged. These LUCAs are being reviewed with respect to public comments.</p>



Comments	Response
<p>I do not see improvements in the infrastructure in older or less affluent communities in Annapolis. From potholes, unpainted crosswalks, lack of sidewalks, and overdevelopment in a high traffic area, nothing has changed for the better. Yet there are still existing buildings that sit empty and many homes for sale. Let's improve the state of existing buildings and communities and stop developing the last bit of pristine land in Annapolis. I'm tired of seeing new construction and dealing with traffic and pollution while existing structures remain empty or in disrepair.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>My concern is LUCA-22 ( 424 broad neck Road Chesapeake Charter which is directly across from our home. If this is changed to commercial how will it affect our home. Busy traffic, constant noise and overactive neighborhood. We are all for growth, but if commercial it will present issue if this property is sold to a busy commercial company.</p>	<p>Thank you. Your comments are acknowledged. These LUCAs are being reviewed with respect to public comments.</p>
<p>Once again the planners are creating clusters of commercial development at intersections where there are still non commercial uses. No residential property should be rezoned commercial at traffic light intersections until empty strip malls, empty single use commercial structures and other closed buildings are rehabilitated or reused. The county is becoming a sleazy mix of gas stations, chain outlets and fast food desserts at once scenic rural intersections. This is happening at the intersection of Herald Harbor RD and Generals Hgy in Crownsville with a planned 6000 sf Dunkin Donuts that will tie up the intersection during rush hour traffic and is clearly not a desirable neighbor for the adjacent garden center. This is just one example of creating further traffic congestion at a key intersection on the General's Hgy. corridor when there is already the same business further north on 178. The county will not make this business pay for a smart traffic light to ease anticipated congestion and prevent accidents which are increasing at this location. This is just one example of very poor planning that serves only developer interests and not the community. We don't need any more marginal fast food operations, especially along the General's corridor.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>My older community is protected from further development. (we have no open lots) Development all the way down RT 214 needs stopped, traffic is terrible and no other way to get thru from an accident. Glebe Heights and Lockhaven are building on filled lots. Not a good idea. Pine Whiff has water run off which is not addressed. All South County needs a second road in and out of communities. Forest Drive is another terrible traffic area. Thanks for all the work done on the plan.</p>	<p>Thank you. Your comment is acknowledged.</p>

Comments	Response
<p>I did a side-by-side comparison of land use categories in 2040 compared to 2009. It was hard to tell in several instances where some of the increases came from and where some of the decreases went. Thus, I will simply offer the following generalities: •It appears that medium and high-density residential decreases substantially (maybe it went to right-of-way?). With our County’s population increasing a little over one percent per year, I would expect that residential acreage would increase maybe ten to twenty percent between now and 2040. • Rural could decline a like amount. Access to transportation in South County is next to non-existent. I suggest a mixed-use corridor looping through South County roughly along the lines of the minimalist transit service now operating there. Corridor development would make transit more cost-effective, provide new jobs, improve access to jobs for existing residents, and improve communication with the more economical installation of mobile phone coverage. With a growing cash crop business in South County, the lower income employees could be located closer to this growing, labor intensive business. This should be reflected in the Corridor Management Development Policy Area map. •The Plan2040 proposes greater use of town centers and mixed-use development. It appears that maybe 560 acres was moved from Town Center to Mixed-use. Why was this done? It appears to me with Plan2040 proposing continuing growth and jobs, Town Center acreage should at least be held harmless if not increased. Transit and walking become more practical as population density increases. •BWI should be not be designated as “Transit”. A better categorization should be “Transportation – Aviation”. Trying to break out transit and trucking would really complicate things...even more. •How could the City of Annapolis acreage go down when the City has historically annexed from the County?</p>	<p>Thank you for your comment. Changes to the Planned Land Use Map are described in the draft Plan2040 document.</p>
<p>As a resident of Pasadena, I am concerned about the availability of walkable sidewalks near public schools. In particular, there is no accessible way for students who live in the Rock Creek neighborhood to cross Edwin Raynor Blvd safely from Ft. Smallwood Road. This intersection is already extremely dangerous and without a cross walk from the Rock Creek neighborhood it could be deadly for students trying to cross. If one of the goals of the 2040 plan is to improve transportation infrastructure, crosswalks and walkable sidewalks should be part of that process.</p>	<p>Thank you for your comment. Goals and policies related to walkability and pedestrian safety are included in the Built Environment Section of Plan2040, particularly Goal BE15 and is supporting Policies and Implementing Strategies, and in the Move Anne Arundel Transportation Functional Master Plan.</p>
<p>I object to the removal of the low lying areas that had the "Natural Feature" designation on the old 2009 map. These should have been converted to the "Conservation" designation on the new map. Many have been eliminated and replaced with the "Rural". Most are low lying areas attached to creeks and should never be allowed to be developed. I reviewed the south side of Rt 50 On the Broadneck when making this comment.</p>	<p>Thank you. Your comments are acknowledged. Changes to Natural Features, Conservation and Open Space land use designations are described in the draft Plan2040 document.</p>
<p>The conservation area/natural features to the east of the Veterans Hwy.Benfield Blvd need to be preserved, not changed to commercial on the south and mixed use on the north. Otherwise, the staff recommendations have been reasonable for most LUCA-xx and SR-xx that I looked at. I have concerns about the existing corridors - need neighbor input on actual plans, but support the idea of higher density and mixed use in targeted areas.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Leave the green spots green and the neighborhoods quiet. This county is already overdeveloped as it is and far too crowded. Pretty soon there won't be room.</p>	<p>Thank you. Your comment is acknowledged.</p>

Comments	Response
<p>I would support even more being done to protect our greenways and forested lands. Building moratoriums (especially on peninsulas) and zoning reductions would be a great start. Stricter enforcement of critical area laws is key. Preserve first! Too often developers are given a pass and clearcut lots only to replant in areas far away from the disturbance.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>My main interest is that I would like to see something done not just towards protecting environmental resources/areas, but providing habitat by way of planting milkweed and wildflowers for pollinators.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Maintaining the rural character of south county (i.e. south of the South River) is the most critical aspect to keeping AA County the special place it is and reinforcing the county commitment to the health of the Chesapeake. As a general rule, new development should be banned in south county with only rare exceptions/redevelopment allowed.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>These are all steps in the right direction, BUT the environmental protections are neither explicit nor strong enough to overcome the intense drivers of development, construction, and profit seeking that we've been experiencing in this county for decades.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>At the headwaters of Cadle Creek (Map 0060, Parcel #0358 and #0525), there is a difference between the 2009 and 2040 maps, relative to the 2009's "natural features" and 2040's "conservation" areas. In 2009, there are two areas that are designated as "natural features". One of them is kept and even expanded (Parcel 0525) for the 2040 map, but the other (Parcel 0358) is eliminated and that area is now the tan color of low density. However, that area is still RCA (part of the property is actually a "reforestation" area, and there it is designated as "open space" on other AACO GIS sites. The tract of land is currently currently trees/brush, subject to tidal flooding and stormwater . Why was this area changed to remove the environmental designation? Can it be changed back to a "conservation" area?</p>	<p>Thank you . Your comments are acknowledged. Changes to Natural Features, Conservation, and Open Space Designations are described in the draft Plan2040 document.</p>
<p>I noticed that some green natural feature areas around streams on the 2009 map give way on the 2040 map to residential areas as opposed to conservation areas. This would seem to be moving in the wrong direction since residential areas contribute to water quality degradation. There are examples of these kinds of changes in the area around Cattail Creek. I have reservations about grouping golf courses and sports facilities under "open space". Golf courses are intensely maintained in ways that are harmful to the environment. And, while an artificial turf ball field is somewhat better than a parking lot that is painted green, it isn't truly a "green space". This definition of "open space" might lead to "open space" funds being used to install artificial turf in a ball field, for example. This is an inappropriate use of "open space" funds that has happened in AACo in the past.</p>	<p>Thank you. Your comments are acknowledged. Changes to Natural Features, Conservation, and Open Space Designations are described in the draft Plan2040 document. Planned Land Use designations around Cattail Creek are being reviewed.</p>

Comments	Response
<p>There seem to be some changes which are not explained. For example, it looks like conservation and natural feature areas have been reduced in several places. I am curious about the Mother's Grille property in Arnold. The new property/commercial zoning borders appear expanded into the wetlands, but there is no explanation. It looks like some of the natural features areas have been converted into open space, again without explanation.</p>	<p>Some changes to Planned Land Use Designation were made for consistency with existing development, parcel boundaries, and zoning. These are described in the draft Plan2040 document. Environmental features that have not been field verified or protected in perpetuity with mechanisms such as conservation easements will be evaluated during any future development process that may take place. Until such time, the primary land use of the property is reflected on the land use map.</p>
<p>There is an error in the Planned Land Use Map "Dogwood Road" in Severna Park. This parcel is being rezoned from "natural features" to R5, yet there is no comment box available on the GIS map. The land *should not* be rezoned to R5 as it is Maritime (a marina) and Open Space (a large field and a swimming pool.)</p>	<p>Thank you. Your comment is acknowledged. Plan2040 recommends changes to land use but not zoning. This property will be reviewed.</p>
<p>We need to review what is happening in Montgomery County, MD. We need to accommodate growth in housing. We have to be careful with the balance between, environment, zoning, growth, preservation of rural areas, and putting all the growth in targeted growth areas. Montgomery has discovered that planning for growth is difficult to achieve without compromise and allowance for density increases. Single family zoning, outdated development regulations, and environmental constraints make it difficult to provide needed housing. It leads to a missing middle in housing choices (plenty of expensive housing, some truly affordable housing, and little in the middle.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Although your survey is limited in the inclusiveness of all areas of Anne Arundel County, I checked off the boxes in order for my comments to be submitted. Therefore, I strongly support protection of environmentally sensitive areas, protection of rural, and the agricultural economy of the entire county and not just the south, and the protection of older and suburban neighborhoods. The Planned Land Use Map for the Jessup and Hanover Communities should remain in its current status with no additions, and no new proposed changes allowed. Given the COVID-19 pandemic health officials have said due to overcrowding and clustering of spaces has contributed to the spread and will continue to remain for the future. Why not save money and fix-up already existing commercial and industrial sites that are empty and save on the natural environment. One good thing this unprecedented crisis has shown is this earth needs a rest. Thank you.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>we must limit growth in all areas of the county, we do not have the infrastructure to support population growth</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>Will someone please call me? I own 1031 &amp; 1033 Skidmore Dr, Annapolis, MD and I question our zoning designation.</p>	<p>Individual was called and concern discussed.</p>
<p>While the Planned Use Map is a great place to start, the existing supporting infrastructure MUST be brought up to date to meet current demands BEFORE new development can take place. Also, future Development MUST be forced to more closely work with local neighborhoods PRIOR to approval for development and the local neighborhoods needs WILL be more heavily weighted in the approval process.</p>	<p>Thank you. Your comments are acknowledged.</p>

Comments	Response
<p>damage already done you have allowed the contractors to strip mature trees from the area you can't get it back every vacant spot of land they have to build on it and the county has allowed it. what is historically "white" will remain but all the historically African american land owned is gone. it gets zoned commerical industrial and warehouse.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Your land use definitions do not necessarily correspond the the zoning categories they encompass. For instance, Rural Agricultural you state as having a density of lower than 1 unit per 5 acres. While past practices have allowed greater density in RA zoning the RA classification specifies one house per 20 acres. Same for Low Density Residential. The RLD zoning density is one house per 5 acres, and you have defined it as one per 1 to 2 acres. This could cause problems with interpretation during the regional planning phase, and result in confusion about the allowed density.</p>	<p>Planned Land Use designations are different than Zoning Districts. Land Use descriptions are provided in the draft Plan2040 document.</p>
<p>On the parts of the map that are important me (where I live and work), I see more commercial development and less conservation areas in the 2040 map than I do in the 2009 map. I'm unclear if those commercial zones are designated that way because that's where current businesses are located. Nevertheless, I would like to see less commercial development along highway corridors. We already have enough fast food chains, gas stations, and car washes.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>too much development in already dense region 5, rte. 3-we need a building moratorium. let other regions have their turn.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I support the Plan with two exceptions. I own 1033 Skidmore Dr and am the owner of 1031 Skidmore Drive via Gibson V Holdings, LLC. Your Plan designates both of these properties as "Rural" - one house per 5 acres. Both properties are less than 5 acres. Our neighboring property (which is on the same land mass or "peninsula") is recommended to be 1 house per acre. Why are the designations different for these properties? It makes no sense - they are essentially the same. I request that the Plan be changed to have 1031 and 1033 Skidmore Dr designated for 1 house per acre.</p>	<p>Thank you. Your comments are acknowledged. The Planned Land Use designations of these properties are being reviewed.</p>
<p>Keep our recreation areas and parks. Our children need outside areas to play. Removing basketball courts and tennis courts is a cop out. There is enough money to support whats important, our future. Stop dismantling the recreation areas of our neighborhoods. We're no longer allowed to play at the schools. We need our community parks. Thank you!</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>"Neighborhood Character" is a subjective term and an obstacle to the responsible development and growth of any community. Racism, classism, and other forms of discrimination find a strong voice in community politics when disguised by the term. And why may I not offer my overall thoughts on the planned land use map in this "open and transparent" format without answering the self serving survey?</p>	<p>Thank you. Your comments are acknowledged. Inequities in the County are a primary concern of Plan2040. We will work to clarify language used in the plan and to avoid perpetuating systems of racial and social injustice.</p>

Comments	Response
A specific issue: Parcel 158 on Jessup Road in Jessup was re-zoned from R-1 to W-1 after the last plan. Now this new Land Use Plan shows that property changed to Industrial. The contiguous Parcel 153 was also re-zoned from R-1 to W-1, shortly after Parcel 158, but it is still shown as Residential on the new Plan. Was this a mistake? Or is it because C.O.P.T. owns Parcel 158 and they make big contributions to county politicians, while Parcel 153 is owned by Mr. Waskey, a mere citizen?	Thank you. Your comments are acknowledged. These LUCAs are being reviewed with respect to public comments.
Didn't get a chance to analyze the map. I agree with the goals wholeheartedly.	Thank you. Your comment is acknowledged.
Thoughtful job	Thank you. Your comment is acknowledged.
Would like to see a provision for "Bridge Housing" for persons experiencing homelessness incorporated into the planning.	Thank you. Your comment is acknowledged.
The proposed land uses immediately north and west of BWI Marshall do not address the restrictions to growth and expansion of the Airport as the major economic engine of the County. Closer study must be given to ownership and potential development which will enhance the future development into 2040 of BWI Marshall. There appears to be a lack of coordination between the Airport master planning process and the County 2040 proposed "Planned Land Use Map".	Thank you. Your comment is acknowledged. The County is coordinating with BWI Airport on their plans. The Planned Land Use designations around the airport will be reviewed.
I was looking at the 2009 and the 2040 maps. My property is currently Rural but it changes to Conservation in 2040. I am currently surrounded by Conservation property and I don't expect my property to become part of that property. The existing Conservation boundary should remain where it is.	Thank you. Your comment is acknowledged. Staff contacted this individual and clarified this issue.
The efforts are appreciated. Were the key orchestrators representative from rural, urban, diverse employees? Anyway, thanks for keeping the citizens informed	Thank you. Your comments are acknowledged. Public engagement through the Plan2040 process has involved a wide range of stakeholders.
Preexisting build able lots & old communities i.e. Whitehall Beach , should not be unfairly down-zoned to RURAL & prevent ANY improvements or additions to there individual properties, due to small lot "RURAL" restrictions & also lowering property values un-fairly.	Thank you. Your comments are acknowledged. The proposed changes to Planned Land Use designations in this area are being reviewed.
Please be sure the residents near West County Park are separated appropriately from the park (fences, trees, etc.)	Thank you. Your comment is acknowledged.
The extension of rural zoning on the Broadneck peninsula does not meet any of the above objectives.	Thank you. Your comment is acknowledged. The proposed changes to Planned Land Use designations in this area are being reviewed.
I am concerned with the increase of spot commercial zoning in RA areas, this is a slippery slope.	Thank you. Your comment is acknowledged.

Comments	Response
<p>Admittedly, my thoughts are specific to my community. My answer to question #5 specifically addresses only my community, in fact. The Planned Land Use Map for 2040 shows my community's beach area as designated for public use in 2040, while it was residential for 2009 (Colchester on the Severn, in Severna Park), There is no designation (LUCA or SR) so there is no way to comment on this change directly. This seems to be an error, and a particularly egregious one, at that. How many other errors are there, with no way to comment? As such I find it difficult to strongly support the project. It needs more accuracy to be credible for me.</p>	<p>Thank you. Your comments are acknowledged. The property appears to have been coded as Public Use due to State Assessment information that indicated the parcel was owned by Anne Arundel County Department of Recreation Parks. We have contacted Recreation and Parks who confirmed that the County does not own this property. There could be a few reasons for this ranging from the parcel being deeded to the County before a HOA was formed or a simple mistake on the tax assessment site.</p> <p>The Office of Planning and Zoning agrees that the property should not be coded as a Public Use and has asked if the Association prefers an Open Space Land Use or retaining Low Density Residential for this parcel.</p> <p>Please let us know.</p>
<p>Devalues my property and rights and ability for improvements-wells are compromised and may need public water-whole community would not comply-insane proposal and as President of Whitehall Beach, our community strongly opposes changing the character and value of our community-how dare give us three days notice to respond over a Holiday-where was our just notice. We pay high taxes for infrastructure but you want to lower our zoning limit our improvements why? Why are we being singled out and not Hidden Point, Milvale, St. Margarets Farm, Amberly, along St. Margarets or Whitehall Road area?</p>	<p>Thank you. Your comments are acknowledged. The proposed changes to Planned Land Use designations in this area are being reviewed.</p>
<p>I am firmly against changing the rating of R2 for the areas called Whitehall Beach and Beechwood on the Burley to include Truxton Road 21409.</p>	<p>Thank you. Your comments are acknowledged. The proposed changes to Planned Land Use designations in this area are being reviewed.</p>
<p>I like the idea of more mixed land use instead of more commercial since I am under the impression that it would reduce the need to drive far from your home to get things you need.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>I would like to see more concrete plans rather than just rezoning proposals</p>	<p>Thank you. Your comment is acknowledged. Details are provided in the Goals, Policies, and Implementing Strategies of Plan2040. These are available to review in the draft Plan2040 document.</p>
<p>Changes to neighborhoods without the input of the community with very limited time for objection is criminal.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>No to turning R2 to Rural</p>	<p>Thank you. Your comment is acknowledged.</p>
<p></p>	<p></p>

Comments	Response
<p>There is excessive development plans overall. Though certain areas, such as the Marley Station Mall area could use some revitalization, other areas such as Severna Park are overpopulated and thus shouldn't have more residences built. Steuart Pittman ran on a stop-the-development mantra yet he now seems to be pushing development left and right under the guise of "workforce housing."</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>I agree with the comments that the Arnold Preservation Council has informed the residents of Arnold are reasons to not allow land use designation changes.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>As a farmer, the greatest challenge to the planned land use plan appears to be the lack of ability and willingness of county officials to confront those who intentionally flaunt the existing land use laws. The system appears to favor those who break the law resulting in the community having to bear the consequences in damage, disruption, and community ill feeling. Climate change and extreme weather events are making these consequences increase over time while the bad actors sells and moves on.</p>	<p>Thank you. Your comments are acknowledged.</p>
<p>Comment on proposed Plan 2040 Land Use change for USNA Dairy Farm. This parcel should be designated Public Use and not Open Space. It was designated Govt./Institutional in 2009 land use plan as was the North Severn Portion of Naval Academy. That area is showing as Public Use. While "Open Space" is the current land use, it is not applicable to have a county land use designation assigned to federal property.</p>	<p>Thank you for your comment. This property's Planned Land Use designation will be reviewed.</p>
<p>This is an innovative way to demonstrate land use changes. I assume an updating procedure will be setup, and limitations for changes or variances within the mapping will make it potentially difficult to show everything in one place. Are there updates for affected surrounding parcels to be notified when a application is sent to make a change?</p>	<p>Thank you for your comment. Public notice is occurring through multiple ways including direct mailing, email, press releases, and social media.</p>
<p>The proposed land uses need further investigation and consideration.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>don,t need it don,t want it I VOTE NO???</p>	<p>Thank you. Your comment is acknowledged.</p>



Comments	Response
<p>I have compared the actual 2009 GDP map, the current zoning map and the 2040 map. It appears that the 2009 actual map shown in the GDP and the current zoning map agree, but the side by side viewer map labeled as 2009 is different from the actual map for 2009. One specific example is the Severna Park business district. Both the 2040 map and the side by side viewer map show it as mixed use residential, while the actual 2009 map and current zoning map show it as commercial, One looking only at the side-by-side viewer would assume that no change is planned for this area, while actually radical change is planned,. Though likely a mistake, this is misleading to the public. I have to question the validity of any results based on erroneous information. supplied to the public.</p>	<p>Thank you. Your comments are acknowledged. The property appears to have been coded as Public Use due to State Assessment information that indicated the parcel was owned by Anne Arundel County Department of Recreation Parks. We have contacted Recreation and Parks who confirmed that the County does not own this property. There could be a few reasons for this ranging from the parcel being deeded to the County before a HOA was formed or a simple mistake on the tax assessment site. The Office of Planning and Zoning agrees that the property should not be coded as a Public Use and has asked if the Association prefers an Open Space Land Use or retaining Low Density Residential for this parcel. Please let us know.</p>
<p>The Land Use Map itself is very helpful. While I don't have overall thoughts worthy of expressing, I plan to submit detailed comments concerning the land-use in which I have a personal interest.</p>	<p>Thank you. Your comment is acknowledged.</p>
<p>the codes used for reference provide you to being able to view areas of interest. this was useful to follow proposals.</p>	<p>Thank you. Your comment is acknowledged.</p>

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-1	8270 Waterford Road	Commercial	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	7	3	0	Protection for Lake Waterford/waterways and concerns with commercial expansion	Low Density Residential	The requested change to Commercial land use is not compatible with the surrounding planned land use of Low Density Residential, nor is it consistent with the Plan2040 Neighborhood Preservation Policy Area.
LUCA-2	220 Shenandoah Avenue	Medium Density Residential	Natural Features	OS	Neighborhood Preservation	Low-Medium Density Residential	1	1	0	No new buildings	Low-Medium Density Residential	The requested change to Medium Density Residential land use is not consistent with the surrounding planned land use and developed density. The recommended Low-Medium Density Residential is compatible with the surrounding planned land use.
LUCA-3	754 Fairhaven Road	Low Density Residential	Rural	RA	Rural and Agricultural	Rural	7	3	0	Requested LU would correct inconsistency between zoning and existing LU (1)	Rural	The requested change to Low Density Residential land use is not consistent with the surrounding planned land use nor the Rural and Agricultural Policy Area.
LUCA-4	1341 Sunrise Beach Road	Commercial	Rural	RLD	Rural and Agricultural	Rural	5	5	1	no additional commercial needed in area; existing vacant commercial space nearby; protect stream/forest	Rural	The requested change to Commercial land use is not consistent with the surrounding planned land use nor the Rural and Agricultural Policy Area. The need for expansion of commercial uses in this community should be discussed during the Region Planning process.
LUCA-5	Evergreen Road	Low-Medium Density Residential, Medium Density Residential	Rural	RLD	Rural and Agricultural	Rural	7	5	2	The MD 3 corridor is overbuilt (4) and has resulted in too much traffic (3). Address school capacity and protect rural areas (2).	Rural	The requested change to Low-Medium/Medium Density Residential land use is not consistent with the Rural and Agricultural Policy Area nor compatible with the surrounding planned land use.
LUCA-6 (withdrawn)												
LUCA-7	224 Light Street Avenue	Medium Density Residential	Low Density Residential, Natural Features	R1	Neighborhood Preservation	Low Density Residential	4	5	1	The area suffers from the surrounding effects of nearby development. The land should be preserved.	Low Density Residential	The requested change to Medium Density Residential land use is not consistent with the surrounding planned land use and nor the Neighborhood Preservation Policy Area.
LUCA-8	901 Bay Front Road	Commercial	Rural	RA	Rural and Agricultural	Rural	6	2	0	This area should stay rural/have no new buildings (2). A "bar or club" would be incompatible with surrounding area (1).	Rural	The requested change to Commercial land use is not consistent with the surrounding planned land use nor the Rural and Agricultural Policy Area and the Resource Sensitive Policy Area, as the site is within the County's adopted Priority Preservation Area.
LUCA-9	No Address Submitted	Commercial	Transportation/Utility, Medium Density Residential	R10	Neighborhood Preservation	Commercial	1	2	0	concerns with past impacts on traffic and the greenway; desire for locally owned stores	Commercial	The requested change to Commercial land use is compatible with the surrounding planned land use and would allow retail or service development to serve surrounding residential areas.
LUCA-10	1962 Fields Road	Low-Medium Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	2	2	0	The area needs more housing; though others said the site would be better suited for a park (2).	Low Density Residential	The requested change to Low-Medium Density Residential land use is not consistent with the Neighborhood Preservation Policy Area. The need for an increased in residential density in this area should be discussed during the Region Plan process.
LUCA-11	8450, 8456, 8458, 8462, 8464 Brock Bridge Road	Medium Density Residential	Low Density Residential	R1	Neighborhood Preservation	Medium Density Residential	12	0	0	Development in this location is supported by its proximity to the rail station (5).	Medium Density Residential	The requested change to Medium Density Residential is consistent with the site's proximity to the Laurel MARC station and is compatible with the surrounding planned land use.
LUCA-12	815 Pasadena Road	Low-Medium Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	6	0	0	Increasing density is not compatible with existing neighborhood environment.	Low Density Residential	The requested change to Low-Medium Density land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding planned land use.
LUCA-13	3424, 3422 Pike Ridge Road	Commercial	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	23	41	0	Support for applicants proposal to develop building for small business office with residence (11). Opposition of expansion of commercial uses in this area (6). 31 commenters recommend change to Mixed Use. 9 Oppose votes	Low Density Residential	The requested change to Commercial land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding existing land use and zoning. Expansion of Commercial in this area should be discussed during the Region Planning process.
LUCA-14	368 North Drive	Maritime	Low-Medium Density Residential, Maritime	MA2, R5	Neighborhood Preservation	Maritime	1	7	0	Mixed support for an all marina land use. There is a preference to keep the property split between marina and residential land uses.	Maritime	The applicant is not requesting a change in planned land use. The current Maritime land use is consistent with the existing zoning, use and Neighborhood Preservation Policy Area; and is compatible with the surrounding planned land use.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-15	1293, 1295 Mayo Ridge Road	High Density Residential or Medium Density Residential	Low-Medium Density Residential, Maritime	MA2, R2	Peninsula	Low Density Residential, Maritime	37	7	1	High density residential not compatible with this area (11).	Low Density Residential, Maritime	The requested change to High Density Residential land use for the area not currently developed for the portion of the site that is a non-marina use is not consistent with the Peninsula Policy Area nor compatible with the surrounding planned land use.
LUCA-16	8410 Brock Bridge Road	High Density Residential, Medium Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	3	126	0	The area needs more housing (12) and is served by public water and sewer (5).	Low Density Residential	The requested change to High Density Residential land use is not consistent with the Neighborhood Preservation Policy Area and existing zoning nor compatible with the adjacent environmentally sensitive Oxbow Natural Area.
LUCA-17	7719 Baltimore Annapolis Blvd	Commercial	Commercial, Medium Density Residential, Government/Institution, Transportation/Utility	C1	Neighborhood Preservation	Commercial	0	3	0	Two comments, both relate to LUCA 71	Commercial	The requested change to Commercial land use is consistent with existing zoning and is compatible with the surrounding planned land use and character along B&A Boulevard.
LUCA-18	331 Gambrells Road	Commercial	Commercial	C3, RLD	Rural and Agricultural	Commercial	0	4	0	There are environmental concerns (2) and previous precedent.	Commercial	The applicant is not requesting a change in planned land use. The current Commercial land use is consistent with the existing zoning and use.
LUCA-19 (withdrawn)												
LUCA-20	3401 Mountain Road	Commercial	Low Density Residential, Transportation/Utility, Commercial	R2	Neighborhood Preservation	Low Density Residential	4	3	0	Traffic concerns; commercial not needed with other vacant commercial spaces nearby	Low Density Residential	The requested change to Commercial land use is not consistent with the residential planned land use along Edwin Raynor Boulevard. It is recommended that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-21	Mountain Road	Commercial	Low-Medium Density Residential	R5	Neighborhood Preservation	Low-Medium Density Residential	3	3	0	Commercial is inconsistent with the area	Low-Medium Density Residential	The requested change to Commercial land use is not consistent with the residential planned land use along Edwin Raynor Boulevard. It is recommended that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-22	424 Broadneck Road	Industrial	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	11	40	2	The property has a 40 year business that is essential to the community and County. There is support to change the land use to industrial (36) help retain the long time business.	Low Density Residential	The requested change to Industrial land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding planned Low Density Residential and Rural and Agricultural land uses. The property has frontage on a road that is not suitable for expansion of industrial uses in this area.
LUCA-23	466 Forelands Road	Rural	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	1	5	0	Proximity to Broad Creek and forested condition merit designation as Rural or Conservation to preserve land	Low Density Residential	The requested change to Rural and Agricultural land use is not consistent with the Neighborhood Preservation Policy Area, the Planned Sewer Service category within the Annapolis Sewer Service Area nor compatible with the surrounding planned land use.
LUCA-24	7346 Furnace Branch Road	Commercial	Medium Density Residential	R5	Neighborhood Preservation	Commercial	0	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the existing use and is compatible with the corridor's retail land uses. Future commercial uses should remain low intensity and in scale with the surrounding area's planned land use.
LUCA-25	292 Charles Hall Road	Low Density Residential	Rural	RLD	Rural and Agricultural	Rural	4	3	0	The area has a density of 1 unit per acre and should have a planned land use that reflects that, though there were environmental concerns (2)	Rural	The requested change to Low Density Residential land use is not consistent with the Rural and Agricultural Policy Area or the Rural Sewer Service category, and is not compatible with the surrounding planned land use.
LUCA-26	611, 613, 615 Ridgely Avenue	Commercial	Low Density Residential	SB, R2 (P163)	Neighborhood Preservation	Change Parcels 156, 157, and 520 to Commercial. Keep Parcel 163 as Low Density Residential	1	1	0	N/A	Change Parcels 156, 157, and 520 to Commercial. Keep Parcel 163 as Low Density Residential	The requested change to Commercial land use for parcels 156, 157, and 520 is consistent with the existing zoning and the small business uses. Future commercial uses should remain low intensity and in scale with the surrounding area's planned land use. It is recommended that Parcel 163 remain Low Density Residential, consistent with planned land use in the Willow Road neighborhood. It is recommended that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-27	607 Ridgely Avenue	Commercial	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	0	1	1	should not be commercial	Low Density Residential	The requested change to Commercial land use is not consistent with the surrounding planned land use in the Willow Road neighborhood. It is recommended that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-28	99 Shelly Road	High Density Residential	Medium Density Residential	C3	Critical Corridor	Low-Medium Density	1	1	0	potential for workforce housing near employment	Low-Medium Density	The requested change to High Density Residential is an intensification of use within the MD 2 corridor. It is recommended to change the planned land use to Low-Medium density, consistent with the proposed surrounding planned land use and that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-29	7170 Baltimore-Annapolis Blvd	Commercial	Medium Density Residential, Commercial	C3, R10, R5	Neighborhood Preservation, Transit-Oriented	Commercial	1	0	0	One comment that this change made sense.	Commercial	The requested change to Commercial land use is consistent with the existing zoning and use and is compatible with the surrounding planned land use.
LUCA-30	7166 Baltimore-Annapolis Blvd	Commercial	Medium Density Residential	R10	Neighborhood Preservation, Transit-Oriented	Commercial	0	0	0	N/A	Commercial	The requested change to Commercial land use is compatible with the surrounding planned land use along B&A Boulevard.
LUCA-31	8004, 8006, 8008, 8010, 8012, 8014 Ritchie Hwy	Low-Medium Density Residential	Low-Medium Density Residential	C1	Critical Corridor	Low-Medium Density Residential	0	2	0	prime location for commercial along highway and near existing infrastructure	Low-Medium Density Residential	The applicant is not requesting a change in planned land use. The existing Low-Medium density residential land use is compatible with the surrounding planned land use. It is recommended that any expansion of Commercial land use within the Mountain Road corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-32	2 Willow Road	Commercial	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	0	1	0	N/A	Low Density Residential	The requested change to Commercial land use would be an expansion of these types of uses within the Neighborhood Preservation Policy Area. It is recommended that any expansion of Commercial land use within the Mountain Road corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-33	200B Dubois Road	Commercial	Low Density Residential, Transportation/Utility	R2	Neighborhood Preservation	Low Density Residential	1	1	0	N/A	Low Density Residential	The requested change to Commercial land use would be an expansion of these types of uses within the Neighborhood Preservation Policy Area. It is recommended that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-34	2976 Solomons Island Road	Commercial	Commercial	C2	Critical Corridor	Commercial	2	0	2	One recommendation for Mixed Use rather than Commercial	Commercial	The applicant is not requesting a change in planned land use. The current Commercial land use is consistent with the existing zoning, use and Critical Corridor Policy Area; and is compatible with the surrounding planned land use.
LUCA-35	712 Central Avenue East	Commercial	Low Density Residential	R1	Peninsula	Low Density Residential	25	3	0	Support for waiting for Region Plan to make determinatin (?). Support for the applicants change to Commercial (1).	Low Density Residential	The requested change to Commercial land use would be an expansion of these types of uses within the Central Avenue corridor. It is recommended that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-36	520 Brock Bridge Road	High Density Residential	High Density Residential	R22	Neighborhood Preservation	High Density Residential	0	0	0	N/A	High Density Residential	The applicant is not requesting a change in planned land use. The current High Density Residential land use is consistent with current zoning.
LUCA-37	1781 Dorsey Road	Industrial	Commercial	C3	Neighborhood Preservation, Transit-Oriented	Mixed Use	2	0	0	The area is not walkable.	Mixed Use	The requested change to Industrial land use is not compatible with the Neighborhood Preservation - Transit-Oriented Policy Area. Mixed-Use is recommended which recognizes the site within close proximity to the Dorsey MARC rail station and the opportunity to create a compact, accessible, walkable environment through Transit-Oriented Development.
LUCA-38	1091 Mt. Zion Marlboro Road	Medium Density Residential	Rural	R5, RA	Rural and Agricultural	Rural	7	2	0	Area should stay rural (1). Good location for expansion of manufactured housing/workforce housing (2).	Rural	The requested change to Medium Density Residential land use is not consistent with the Rural and Agricultural Policy Area and the Resource Sensitive Policy Area, as the site is within the County's adopted Priority Preservation Area.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-39	1451 Furnace Avenue	High Density Residential	Medium Density Residential, Low-Medium Density Residential	R5, R15	Neighborhood Preservation	Low-Medium Density Residential	0	5	1	Good location for workforce housing; surrounding area is single family density; concerns with traffic.	Low-Medium Density Residential	The requested change to High Density Residential land use nor the 2009 GDP designated Medium Density land use for this site are consistent with the Neighborhood Preservation Policy Area, the existing zoning or compatible with the surrounding planned land use. Plan2040 recommends that areas with a density between 2.1 and 5 units per acre be designated as Low-Medium Density Residential.
LUCA-40	Homewood Landing Road	Maritime	Rural, Maritime	RLD	Peninsula	Rural	2	1	0	Should not change this property to maritime. Would like to limit development and protect trees/community.	Rural	The requested change to expand the Maritime land use is not consistent with the Resource Sensitive Policy Area due to the Critical Area Resource Conservation Area designation, nor compatible with the surrounding Rural and Agricultural and Low Density Residential land use.
LUCA-41	4618 South Polling House Road	Low Density Residential	Rural	RA	Rural and Agricultural	Rural	6	0	0	Would allow owner to build one additional home on cleared land without a zoning change (1).	Rural	The requested change to Low Density Residential land use is not consistent with the Rural and Agricultural Policy Area, the Rural Sewer Service Area and the Resource Sensitive Policy Area, as the site is within the County's adopted Priority Preservation Area; nor is it compatible with the surrounding planned land use.
LUCA-42	1254 Ritchie Hwy	Industrial	Low Density Residential, Industrial	R1	Neighborhood Preservation	Commercial	4	9	0	Mixed citizen opinions. Some are against changing the land use because they feel it increases the intensity of the use. Others feel the proposed change is appropriate for the use of the site	Commercial	The requested change to Industrial land use is not consistent with any planned land use designation or zoning categories since it features multiple non-conforming uses. This property is seen as a unique community benefit. Commercial land use is recommended as it best fits the majority of the site's non-conforming uses.
LUCA-43	6205 & 6193 Southern Maryland Blvd	Low Density Residential	Rural	RA	Rural and Agricultural	Rural	7	1	0	Land should stay rural (1). One commenter wouldn't mind houses being built on already-cleared land at a density no greater than 1DU/acre.	Rural	The requested change to Low Density Residential land use is not consistent with the Rural and Agricultural Policy Area, the Rural Sewer Service Area and the Resource Sensitive Policy Area, as the site is within the County's adopted Priority Preservation Area; nor is it compatible with the surrounding planned land use.
LUCA-44	7656 Sandy Farm Road	Commercial	Low Density Residential	C2	Neighborhood Preservation	Commercial	0	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the existing zoning.
LUCA-45	Fairfax Avenue, Baltimore	Industrial, Conservation	Industrial, Medium Density Residential, Natural Features	R10, W2, OS	Neighborhood Preservation	Industrial, Low-Medium Density Residential	0	0	1	applicant's request seems reasonable: maintain natural features in conservation and existin gresidential area in LMD.	Industrial, Low-Medium Density Residential	The requested change to Industrial land use is compatible with the adjacent land uses to the east and south. Small parcels along Fairfax Avenue within the existing residential neighborhood should be Low-Medium Density Residential, consistent with the surrounding neighborhood. During the development of this site, any sensitive areas will be evaluated and protected with a conservation easement.
LUCA-46	7489 Marley Road	Commercial	Medium Density Residential	R5	Neighborhood Preservation	Medium Density Residential	0	0	1	maintain old growth forests	Medium Density Residential	The requested change to Commercial land use is not consistent with the Critical Area designation of Limited Development Area nor compatible with the Resource Sensitive Policy Area, due to the site's historic resource the Marley Neck School.
LUCA-47	8215 Hook Road	Low-Medium Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	3	6	0	more homes are needed in the area; the requested density is consistent with nearby communities	Low Density Residential	The requested change to Low-Medium Density Residential land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding planned land use.
LUCA-48	1460 Dorsey Road	High Density Residential	Industrial	W1	Critical Economic	Industrial	0	2	0	N/A	Industrial	The requested change to High Density Residential land use would impact the County's limited inventory of Industrial land use within the Critical Economic Policy Area.
LUCA-49	Sellner Road	Mixed Use	Mixed Use Employment	W1	Critical Economic, Village Center	Mixed Use	2	0	0	N/A	Mixed Use	The applicant is not requesting a change in planned land use. Mixed-Use land use is consistent with the existing zoning and is compatible with the surrounding planned land use.
LUCA-50	617 & 627 Ridgely Avenue	Commercial	Low Density Residential	SB	Neighborhood Preservation	Commercial	2	0	0	proposed land use is consistent with existing land use and zoning	Commercial	The requested change to Commercial land use is consistent with the site's existing use and with the existing SB zoning. Future commercial uses should remain low intensity and in scale with the surrounding area's planned land use.
LUCA-51	619 Ridgely Avenue 210B Dubois Road	Commercial	Low Density Residential	SB (P154), R2 (P689)	Neighborhood Preservation	Change Parcel 154 to Commercial, Retain Low Density Residential on Parcel 689	1	1	0	N/A	Change Parcel 154 to Commercial, Retain Low Density Residential on Parcel 689	The requested change to Commercial land use is consistent with the site's existing use and with the existing SB zoning. Future commercial uses should remain low intensity and in scale with the surrounding area's planned land use.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-52	901 Bay Ridge Road	Commercial	Commercial, Low Density Residential	C1, R2	Peninsula	Commercial	2	1	0	Property backs to open space, big development (Lidl) planned, stormwater issues (1). Unifying zoning on property is good policy (2).	Commercial	The requested change to Commercial land use is consistent with the existing use of the property and with the surrounding planned land use.
LUCA-53	845 Ritchie Highway	Commercial	Low-Medium Density Residential, Natural Features	R2, OS	Neighborhood Preservation	Low Density Residential	9	20	0	The property should have OS and Natural Features land use to protect the headwaters of Cypress Creek. The intensity of the land use should not be increased.	Low Density Residential	The requested change to Commercial land use is not consistent with the Neighborhood Preservation Policy Area. The 2009 GDP designated Low-Medium Density Residential land use for this site is not consistent with the existing zoning. Plan2040 recommends that areas with a density between 0.2 and 2 units per acre be designated as Low Density Residential. The recommended change to Low Density Residential is consistent with the existing zoning and surrounding planned land use. During the development of this site, any sensitive areas will be evaluated and protected with a conservation easement.
LUCA-54	910 Ritchie Highway	Commercial	Commercial	C3	Neighborhood Preservation	Commercial	2	6	0	Too much traffic along Route 2. The site should be used as access for neighboring sites or as an open space lot (4).	Commercial	The applicant is not requesting a change in planned land use. The existing Commercial land use is consistent with the existing zoning and Neighborhood Preservation Policy Area.
LUCA-55	7143 Matthews Road	Medium Density Residential	Industrial	W1	Neighborhood Preservation	Medium Density Residential	2	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-56	2800 Solomons Island Road, 8, 10, 16 Sunset Drive	Commercial	Low Density Residential, Commercial, Maritime	R1, C2, C4, MC	Critical Corridor	Commercial	1	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the primary commercial zoning and uses within this area and is compatible with the surrounding planned land use.
LUCA-57	7135 Wright Road	Medium Density Residential	Industrial	W1	Neighborhood Preservation	Medium Density Residential	1	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-58	7147 Wright Road	Medium Density Residential	Industrial	W1	Neighborhood Preservation	Medium Density Residential	0	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-59	Wright Road	Medium Density Residential, Natural Features	Industrial, Natural Features	W1, OS	Neighborhood Preservation	Medium Density Residential	0	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-60	Wright Road	Medium Density Residential	Industrial	W1	Neighborhood Preservation	Medium Density Residential	0	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-61	7131 Wright Road	Medium Density Residential	Industrial	W1	Neighborhood Preservation	Medium Density Residential	0	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-62	Wright Road	Medium Density Residential, Natural Features	Industrial, Natural Features	W1, OS	Neighborhood Preservation	Medium Density Residential	0	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-63	814 Camp Meade Road	Industrial	Medium Density Residential	R5	Neighborhood Preservation	Industrial	0	1	0	Linthicum Shipley Improvement Association sent a letter	Industrial	The requested change to Industrial land use is consistent with the surrounding commercial, industrial and transit uses. Rezoning of much of Parcel 600 to the south to C3 by Council Bill 12-11 (Amendment 33) has established Andover Road as a transition between residential and non-residential uses along Camp Meade Road.
LUCA-64	7151 Wright Road	Medium Density Residential	Industrial	W1	Neighborhood Preservation	Medium Density Residential	0	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-65	6025 - 6037 Ritchie Highway	Commercial	Medium Density Residential, High Density Residential, Commercial	C3, R15	Critical Corridor	Commercial	43	17	0	property has been commercial for many years and should continue; concerns for impact on residential areas nearby, including noise impacts, incompatibility of trucking company adjacent to residential, and traffic congestion;	Commercial	The requested change to Commercial land use is consistent with the existing use and is compatible with the surrounding planned land use.
LUCA-66	2056, 2062, 2076, 2078 Generals Highway; 2554, 2566 Housley Road	Commercial	Town Center, Low Density Residential	C2, C3, C4	Town Center	Town Center	1	1	1	Property should not be commercial (2). Property should be commercial and in Parole GMA (1)	Town Center	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Town Center planned land use boundaries, consistent with the site's existing zoning.
LUCA-67	491 College Parkway	Commercial or Medium Density Residential	Low Density Residential, Government/Institution	R1	Neighborhood Preservation	Low Density Residential	11	3	0	Traffic is a major concern at this intersection and along College Parkway. Agrees with the decision to keep the land use residential.	Low Density Residential	The requested change to Commercial or Medium Density Residential land use is not consistent with the Neighborhood Preservation Development Policy Area nor compatible with the surrounding planned land uses. Low Density Residential has been expanded for the entire parcel as the recommended replacement for the Government / Institutional land use (Public Use) is not appropriate for this site.
LUCA-68	8561, 8601 Veterans Highway	Commercial	Mixed-Use Residential, Natural Features, Transportation/Utility	C2, OS	Critical Corridor	Mixed Use	2	21	1	Strong opposition to eliminating the open space land use from this property. The community would like preserve the vegetative buffer.	Mixed Use	The requested change to Commercial land use is consistent with the existing zoning; however, Mixed-Use should be retained until a more comprehensive land use plan is developed for this area with input from the community stakeholders. The existing environmental sensitive features on the property are protected through private property agreements.
LUCA-69	Central Avenue	Commercial	Rural	RA	Critical Corridor	Rural	30	15	0	There is no need for additional Commercial land use with vacant retail nearby.(4). Traffic issues (3). Support for Fire Station at this site (2). Support for residential development of this site (2).	Rural	The requested change to Commercial is not consistent with the current zoning and surrounding planned land use. Discuss further planned land use changes to the site and surrounding area during the Region Planning process.
LUCA-70	8402 Brook Bridge Road	Medium Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	3	1	0	The site is in close proximity to medium density residential and can provide needed housing.	Low Density Residential	The requested change to High Density Residential land use is not consistent with the Neighborhood Preservation Policy Area nor consistent with the existing zoning.
LUCA-71	1130 Pasadena Yacht Yard Rd	Maritime	Low-Medium Density Residential	R5	Neighborhood Preservation	Low-Medium Density Residential	4	60	0	Existing PYY Marina has been in the community for a long time and is a good neighbor; more homes are not needed	Maritime	The requested change to Maritime land use is consistent with the site's existing land use.
LUCA-72	7711 Quarterfield Rd	Commercial	Commercial	C1	Neighborhood Preservation	Commercial	0	1	0	N/A	Commercial	The applicant is not requesting a change in planned land use. Commercial land use is consistent with the existing zoning and is compatible with the surrounding planned land use.
LUCA-73	1712 Crain Hwy	Commercial	Commercial, Medium Density Residential	C3, R5	Critical Corridor	Commercial	0	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the existing use and zoning, and is compatible with the surrounding planned land use.
LUCA-74	Long Hill Road, Pasadena	High Density Residential	High Density Residential	R15	Neighborhood Preservation	High Density Residential	2	4	0	high density housing is environmentally friendly; area schools have capacity; property should be a transition from commercial to low density residential	High Density Residential	The applicant is not requesting a change in planned land use. High Density Residential is consistent with the existing zoning.
LUCA-75	8000 Long Hill Road	Low Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	2	0	0	N/A	Low Density Residential	The applicant is not requesting a change in planned land use. Low-density Residential is consistent with the existing zoning, use, Neighborhood Preservation Policy Area and is compatible with the adjacent planned land use.
LUCA-76	1127 Bragers Road	Low-Medium Density Residential	Rural	RA	Rural and Agricultural	Rural	3	2	0	Concern about environmental impacts	Public Use	The requested Low-Medium Density Residential land use is not consistent with the Rural and Agricultural Policy Area. Given that the County has purchased this property, the Public Use Planned Land Use category is the most appropriate designation.
LUCA-77	1130 Bragers Road	Low-Medium Density Residential	Rural	RA	Rural and Agricultural	Rural	2	6	0	One comment supported the change, while others expressed concern about the environmental impact (2) and traffic and schools.	Rural	The requested change to Low-Medium Density Residential land use is not consistent with Rural and Agricultural Policy Area, the Rural Sewer Service Area nor compatible with the surrounding planned land use.
LUCA-78 (withdrawn)												

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-79	Brandy Farms Lane	Commercial, High Density Residential	Rural	C2, R1D	Critical Corridor	Commercial, Rural	0	19	1	Concerns ranged from traffic (10), stormwater runoff (2), overdevelopment (5), school capacity (2), and general environmental concerns; as well as the need to keep this area rural (5)	Commercial, Rural	The requested change to the portion of the property that is zoned C1 to Commercial land use is consistent with its zoning however, changing the portion that is currently zoned R1D to High Density Residential is an increase in residential density within this corridor. It is recommended that any increases in density within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-80	25 Ritchie Hwy	Commercial	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	3	0	0	No sewer hookup along this section of Ritchie Highway.	Low Density Residential	The requested change to Commercial land use is not consistent with Neighborhood Preservation Policy Area nor compatible with the surrounding planned land use.
LUCA-81	7666 Baltimore-Annapolis Blvd	Industrial	Commercial	C4	Neighborhood Preservation	Industrial	1	0	0	N/A	Industrial	The requested change to Industrial land use is consistent with the existing use.
LUCA-82 ( <i>withdrawn</i> )												
LUCA-83 ( <i>withdrawn</i> )												
LUCA-84	Waugh Chapel Road	Conservation, High Density Residential	Natural Resources, Low Density Residential	OS	Neighborhood Preservation	Low-Medium Density Residential	1	7	0	Concerns included overdevelopment (2), traffic (3), schools (2), and traffic (1)	Low-Medium Density Residential	The requested change to High Density Residential land use is not compatible with the surrounding planned land use. The GDP designated Natural Features designation is not defined for this property. The recommended Low-Medium Density Residential planned land use is compatible with the surrounding planned land use.
LUCA-85	2824 Solomons Island Road	Maritime	Maritime, Transportation/Utility	MC, MA2	Critical Corridor	Maritime	0	0	0	N/A	Maritime	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Maritime planned land use boundaries, consistent with the site's existing zoning and removal of Utility/Transportation as a planned land use category in Plan2040.
LUCA-86	3942 Germantown Road	Maritime	Maritime, Low Density Residential	MA2, R2	Peninsula	Maritime, Low Density Residential	26	6	1	Expansion of marina would have negative impacts on surrounding residential neighborhood (7).	Maritime, Low Density Residential	The requested change to Maritime land use for the entire property would be an expansion of Maritime uses in this predominantly Low Density Residential neighborhood and could be incompatible. It is recommended that any expansion of Maritime land use within this Peninsula Policy Area be discussed during the Region Planning process with input from the community stakeholders.
LUCA-87	3936 Germantown Road	Maritime	Low Density Residential	R2	Peninsula	Low Density Residential	28	5	1	Expansion of marina would have negative impacts on surrounding residential neighborhood (5).	Low Density Residential	The requested change to Maritime land use would be an expansion of Maritime uses in this predominantly Low Density Residential neighborhood and could be incompatible. It is recommended that any expansion of Maritime land use within this Peninsula Policy Area be discussed during the Region Planning process with input from the community stakeholders.
LUCA-88	3930 Germantown Road	Maritime	Maritime, Low Density Residential	MA2, R2	Peninsula	Low Density Residential	27	4	1	Expansion of marina would have negative impacts on surrounding residential neighborhood (7).	Low Density Residential	The requested change to Maritime land use would be an expansion of Maritime uses in this predominantly Low Density Residential neighborhood and could be incompatible. It is recommended that any expansion of Maritime land use within this Peninsula Policy Area be discussed during the Region Planning process with input from the community stakeholders.
LUCA-89	3932 Germantown Road	Maritime	Maritime, Low Density Residential	MB, R2	Peninsula	Maritime	14	19	1	Marina operations pose traffic and public safety concerns on residential road (2). Marina has been here for a long time and issues are with new neighbors (2). Changing designation to all Marina opens doors for future undesirable uses	Maritime	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Maritime planned land use boundaries, consistent with the site's existing zoning.
LUCA-90	1191 Martha Greenleaf Drive	Commercial	Medium Density Residential	C3	Neighborhood Preservation	Commercial	0	12	0	Strong opposition to allow any further commercial development in the Crofton Area. All of the no votes propose residential or open space land uses.	Commercial	The requested change to Commercial land use is consistent with the existing zoning.
LUCA-91	8371 Baltimore Annapolis Blvd	Commercial	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	5	1	0	Additional development would have a negative impact on community and B&A trail.	Low Density Residential	The requested change to Commercial land use would be an expansion of this use in the Neighborhood Preservation Policy Area. It is recommended that expansion of Commercial use in this Neighborhood Preservation Policy Area be discussed during the Region Planning process with input from the community stakeholders.



Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-92	3926 Germantown Road	Maritime	Maritime, Low Density Residential	MA2	Peninsula	Maritime	13	13	0	Expansion of marina would have negative impacts on surrounding residential neighborhood and environment.	Maritime	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Maritime planned land use boundaries, consistent with the site's existing zoning.
LUCA-93	Crain Highway	Commercial	Commercial	C2	Neighborhood Preservation	Commercial	1	0	0	N/A	Commercial	The applicant is not requesting a change in planned land use. Commercial land use is consistent with the existing zoning.
LUCA-94	161 Ritchie Highway	Commercial	Low Density Residential	R1	Neighborhood Preservation, Village Center	Low Density Residential	13	7	0	Upzoning is not appropriate for this location. There is already enough commercial zoning along Ritchie Highway. Concerns about flooding and stormwater. One comment in favor of limited commercial development.	Low Density Residential	The requested change to Commercial land use would be an expansion within this Neighborhood Preservation - Village Center Policy Area. It is recommended that any expansion of Commercial land use within this Village Center be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders. A fire station does not need commercial land use or zoning. The existing R2 zoning permits Volunteer fire stations, per Article 18-4-106 of County Code.
LUCA-95	741 Generals Highway	Commercial	Rural	C1	Rural and Agricultural	Commercial	1	4	1	concerns with overdevelopment and traffic/environmental impacts	Commercial	The requested Commercial land use is consistent with the existing zoning and the retail commercial use; and is compatible with the adjacent planned land use to the north and west.
LUCA-96	747 Generals Highway	Commercial	Rural	RLD	Rural and Agricultural	Rural	6	2	0	retain Rural designation; discuss any commercial expansion during Region Plans; concerns with congestion at intersection	Rural	The requested change to Commercial land use is not consistent with the existing zoning, residential use or Rural and Agricultural Policy Area; and is not compatible with the planned land use of surrounding properties. It is recommended that any expansion of Commercial use be discussed during the Region Planning process with input from the community stakeholders during the Region Planning process.
LUCA-97	751 Generals Highway	Commercial	Rural	RLD	Rural and Agricultural	Rural	8	1	0	retain Rural designation; discuss any commercial expansion during Region Plans; concerns with congestion at intersection	Rural	The requested change to Commercial land use is not consistent with the existing zoning, residential use or Rural and Agricultural Policy Area; and is not compatible with the planned land use of surrounding properties. It is recommended that any expansion of Commercial use be discussed during the Region Planning process with input from the community stakeholders.
LUCA-98	749 Generals Highway	Commercial	Rural	RLD	Rural and Agricultural	Rural	5	1	0	retain Rural designation; discuss any commercial expansion during Region Plans; concerns with congestion at intersection	Rural	The requested change to Commercial land use is not consistent with the existing zoning, residential use or Rural and Agricultural Policy Area; and is not compatible with the planned land use of surrounding properties. It is recommended that any expansion of Commercial use be discussed during the Region Planning process with input from the community stakeholders.
LUCA-99	8275 Baltimore Annapolis Boulevard	Commercial	Low Density Residential	R1, OS	Neighborhood Preservation	Low Density Residential	6	5	0	more commercial not appropriate for area; concerns for environmental impacts	Low Density Residential	The requested change to Commercial land use is not consistent with the existing zoning and use. It is recommended that any expansion of Commercial use within the Neighborhood Preservation Policy Area be discussed during the Region Planning process with input from the community stakeholders.
LUCA-100	1705 Woolford Lane	Low Density Residential	Rural, Natural Features	RA, OS	Rural and Agricultural	Rural	6	2	0	The request makes sense given the surrounding area. Local schools are already overcrowded	Rural	The requested change to Low Density Residential land use is not consistent with the existing use, zoning or Rural and Agricultural Policy Area; nor compatible with the surrounding planned land use.
LUCA-101	1711 Woolford Lane	Low Density Residential	Rural	RA	Rural and Agricultural	Rural	4	2	0	The area is overcrowded and local resources cannot keep up.	Rural	The requested change to Low Density Residential land use is not consistent with the Rural and Agricultural Policy Area nor compatible with the surrounding planned land use.
LUCA-102	912 Crain Highway North	Commercial, Mixed Use	Medium Density Residential	R5	Critical Corridor	Low-Medium Density Residential	0	1	0	corridor is primarily commercial except for this one short section of residential on one side	Low-Medium Density Residential	The requested change to Commercial or Mixed-Use land use could be an intensification of uses in this corridor. It is recommended that any change of use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-103	85 Dover Road	Commercial	Industrial	W1, C4	Critical Corridor	Commercial	0	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the existing use and with surrounding planned land uses to the north, west, and south.
LUCA-104	2623 Riva Road	Town Center	Town Center, Transportation/Utility	W1, C2	Town Center	Town Center	1	0	0	N/A	Town Center	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Town Center planned land use boundaries, consistent with the site's existing zoning and removal of Utility/Transportation as a planned land use category in Plan2040.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-105	304 Harry S. Truman Parkway	Town Center	Town Center	W1, C2	Town Center	Town Center	1	0	1	N/A	Town Center	The applicant is not requesting a change in planned land use. Town Center land use is consistent with the Parole Growth Management Area and is compatible with the Town Center Policy Area.
LUCA-106	808 Bestgate Road	Commercial	Low Density Residential	C2	Neighborhood Preservation	Commercial	2	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the existing zoning and office use.
LUCA-107	7509 Connelley Drive	Industrial	Industrial	W2, W1	Critical Economic	Industrial	0	0	0	N/A	Industrial	The applicant is not requesting a planned land use change. The existing Industrial land use is consistent with the existing zoning, use, Critical Economic Development Policy Area and compatible with the surrounding planned land use.
LUCA-108	7513 Connelley Drive	Industrial	Industrial	W2, W1	Critical Economic	Industrial	0	0	0	N/A	Industrial	The applicant is not requesting a planned land use change. The existing Industrial land use is consistent with the existing zoning, use, Critical Economic Development Policy Area and compatible with the surrounding planned land use.
LUCA-109	7521, 7525 Connelley Drive	Industrial	Industrial	W2, W1	Critical Economic	Industrial	0	0	0	N/A	Industrial	The applicant is not requesting a planned land use change. The existing Industrial land use is consistent with the existing zoning, use, Critical Economic Development Policy Area and compatible with the surrounding planned land use.
LUCA-110	7522, 7526 Connelley Drive	Industrial	Industrial	W2, W1	Critical Economic	Industrial	0	0	0	N/A	Industrial	The applicant is not requesting a planned land use change. The existing Industrial land use is consistent with the existing zoning, use, Critical Economic Development Policy Area and compatible with the surrounding planned land use.
LUCA-111	2600 Cabover Drive	Industrial	Industrial, Commercial	W2, C4	Critical Economic	Industrial	0	0	0	N/A	Industrial	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Industrial planned land use boundaries, consistent with the site's existing zoning.
LUCA-112	7504 Connelley Drive	Industrial	Industrial, Commercial	W2, C4	Critical Economic	Industrial	0	0	0	N/A	Industrial	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Industrial planned land use boundaries, consistent with the site's existing zoning.
LUCA-113	7502 Connelley Drive	Commercial	Industrial, Commercial	W2, C4	Critical Economic	Commercial	0	0	0	N/A	Commercial	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Commercial planned land use boundaries, consistent with the site's existing zoning.
LUCA-114	Cromwell Park Drive	Commercial	Industrial, Commercial	W1, C4	Critical Economic	Commercial	1	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the existing zoning and retail use; and is compatible with the surrounding planned land use.
LUCA-115	1741 Dorsey Road	Commercial	Industrial	C3	Neighborhood Preservation, Transit-Oriented	Commercial	1	1	0	Comment agreed that the proposed land use reflects what the existing use is	Commercial	The requested change to Commercial land use is consistent with the existing zoning and retail use; and is compatible with the surrounding planned land use.
LUCA-116	Waugh Chapel Way	Mixed Use	Natural Features, Rural, Low Density Residential	MXD-R	Critical Corridor	Mixed Use	1	5	0	Comments were focused around the need to protect open space and a definition for mixed use	Mixed Use	The requested change to Mixed-Use land use is consistent with existing zoning, use, Critical Corridor Policy Area; and is compatible with the surrounding planned land use.
LUCA-117	Ft. Smallwood Road	Industrial	Industrial, Medium Density Residential	W3, R5	Critical Economic	Industrial	0	1	0	N/A	Industrial	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing Industrial planned land use boundaries, consistent with the site's existing zoning.
LUCA-118	115 S. Ritchie Highway	Commercial	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	9	4	0	A change to commercial would not be in line with the wooded character of this section of Ritchie Highway. More commercial land uses would lead to more congestion.	Low Density Residential	The requested change to Commercial land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding Low Density Residential planned land use.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-119	245 Herndon Drive	Commercial	Low-Medium Density Residential, High Density Residential	C4	Town Center	Town Center	0	0	0	N/A	Town Center	The change to Town Center land use is compatible with the surrounding planned land uses along the Bestgate corridor and provides public benefit by promoting redevelopment of the underutilized property.
LUCA-120	2957 Jessup Road	Commercial	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	2	8	0	The comments indicated that residential was not appropriate next to a prison, but also that more commercial is not needed in the area	Low Density Residential	The requested change to Commercial land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding planned land use.
LUCA-121	97 Ritchie Highway	Commercial	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	9	1	0	Does not need further commercial development along this section of Ritchie Highway. There were also concerns about stormwater runoff and impacts to a local stream.	Low Density Residential	The requested change to Commercial land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding planned land use.
LUCA-122	161 Ferguson Road	Commercial	Rural	RLD	Neighborhood Preservation	Rural	7	11	0	Mixed comments of support and opposition on the petitioner's request of commercial land use (9) and not on the staff's position. Half were against commercial zoning due to restrictions of the property and neighboring	Rural	The requested change to Commercial land use is not consistent with the Rural and Agricultural Policy Area and the Resource Sensitive Policy Area due to the Critical Area Resource Conservation Area designation; nor is it compatible with the surrounding planned land use.
LUCA-123	1700 Woolford Lane	Low Density Residential	Rural	RA	Rural and Agricultural	Rural	5	2	0	Community cannot handle ore cars in the area. Roads cannot handle more cars.	Rural	The requested change to Low Density Residential land use is not consistent with the Rural and Agricultural Policy Area nor compatible with the surrounding planned land use.
LUCA-124	877 MD Route 3 North	Commercial	Low Density Residential	C1	Critical Corridor	Commercial	2	16	1	Traffic (11) was the overwhelming concern along with overdevelopment (2) and stormwater issues (1). Respondents saw this property as a buffer between MD 3 and the residential community. However, two respondents felt	Commercial	The requested change to Commercial land use is consistent with the existing zoning, and is compatible with adjacent planned land use and frontage on Crain Highway.
LUCA-125	253 Old Mill Bottom Road	Low Density Residential	Rural	RLD	Neighborhood Preservation	Rural	7	3	1	Mixed comments on whether the forested property should be preserved or developed for light commercial or residential development.	Rural	The requested change to Low Density Residential land use is not consistent with the Rural and Agricultural Policy Area nor compatible with the surrounding planned land use.
LUCA-126	Wright Road	Medium Density Residential	Industrial	W1	Neighborhood Preservation	Medium Density Residential	0	0	0	N/A	Medium Density Residential	The requested change to Medium Density land use is consistent with the Neighborhood Preservation Policy area and is compatible with the surrounding planned land use.
LUCA-127	1500 Ritchie Highway	Commercial	Commercial, Low Density Residential	C3, R2	Neighborhood Preservation, Village Center	Commercial, Low Density Residential	23	35	0	Mixed opposition and support for this property. Most of the comments are against any further commercial development along Route 2 and in the Arnold community. There were 8 comments in support of the property and proposed development.	Commercial, Low Density Residential	The requested change to Commercial and Low Density Residential is consistent with the site's zoning and the Policy Area. The applicant is seeking approximately an additional half acre of residential land use to convert to commercial and is not seeking to expand the remainder of the parcel into a commercial land use.
LUCA-128	2893 Jessup Road	Industrial	Small Business, Low Density Residential	SB, R1	Neighborhood Preservation, Village Center	Commercial, Low Density Residential	12	6	0	Residents felt that the area is no longer a residential neighborhood (2), while one resident disagreed and was concerned about commercial creep.	Commercial, Low Density Residential	The requested change to Industrial land use could be an intensification of uses in this Neighborhood Preservation - Village Center Policy Area. It is recommended that any change of use within this Village Center be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-129	3600 Laurel Ft Meade Road	Industrial, Transit Facilities, Mixed Use	Industrial, Natural Features	W1, OS	Critical Economic, Transit-Oriented	Industrial, Mixed Use	0	1	0	The site is anticipated to become a mixed-use development.	Industrial, Mixed Use	The requested change to Mixed-Use, Industrial and Transit is consistent with the Critical Economic -Transit-Oriented Policy Area and is compatible with the surrounding planned land use. It is recommended that the site be split between Mixed-use and Industrial. The Industrial Planned Land Use is to accommodate the existing Laurel Race Track use, which is not a permitted use in current Mixed-Use zoning districts. The Mixed-Use designation is to recognize the site's close proximity to the Laurel Racetrack MARC rail station and the opportunity to create a dense, compact, accessible, walkable environment through Transit-Oriented Development. The Transit Planned Land Use will be discussed during the Region Plan.
LUCA-130	1701 Poplar Ridge Road	Maritime	Maritime, Low Density Residential	MB, R2	Peninsula	Maritime, Low Density Residential	1	2	0	Existing marina is crowded onto a portion of the site and should be allowed to expand	Maritime, Low Density Residential	The requested change to extend Maritime land use planned land use to the full site is not consistent with the Resource Sensitive Policy Area due to the Critical Area Resource Conservation Area designation; and is not compatible with the surrounding low density residential planned land uses.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-131	157 Ritchie Highway	Commercial, Low Density Residential	Commercial, Low Density Residential	C3, R1	Neighborhood Preservation, Village Center	Commercial, Low Density Residential	10	7	0	The area and intersection is already too congested. The neighboring residential homes are negatively impacted by the shopping center development and traffic from the intersection.	Commercial, Low Density Residential	The requested change to Commercial and Low Density Residential is consistent with the site's zoning and the Policy Area.
LUCA-132	627 Ridgely Ave., 216 Dubois Road, 216B Dubois Road	Commercial	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	0	1	0	N/A	Low Density Residential	The requested change to Commercial land use is not appropriate for a site that is accessed by a narrow right-of-way; low density residential is more in line with the surrounding planned land use to the north.
LUCA-133	36, 40 Old South River Road	Commercial	Commercial, Transportation/Utility	C2	Critical Corridor	Commercial	1	0	0	N/A	Commercial	This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing commercial planned land use boundaries, consistent with the site's existing zoning and removal of Utility/Transportation as a planned land use; and compatible with the surrounding planned land uses along the Route 2 corridor.
<i>LUCA-134 (withdrawn)</i>												
LUCA-135	4438 Purple Martins Road	Low Density Residential	Rural	RLD	Neighborhood Preservation	Rural	5	3	0	Desire for no more traffic in area; site has public water/sewer and therefore should not be maintained at RLD	Rural	The requested change to Low Density Residential planned land use is not consistent with the surrounding planned land use for the area.
LUCA-136	33 South River Road	Maritime	Low Density Residential	R1	Critical Corridor	Low Density Residential	10	2	0	Support for water access (3). Concern about too much commercial development and traffic (1)	Low Density Residential	The requested change to Maritime land use would support adjacent marina however, this change would be an intensification of uses within the MD 2 corridor. It is recommended that any change of use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders. Part of the property already supports the marina with paving heading toward boat storage.
LUCA-137	48 South River Road	Maritime	Low Density Residential, Maritime	R1, MB	Critical Corridor	Maritime	10	0	0	Need for more marinas with upland storage	Maritime	This is not a change in land use but a reconciliation between the existing parcel boundaries and the primary Maritime planned land use boundaries, consistent with the site's existing use and zoning.
LUCA-138	12 Sunset Drive	Commercial	Low Density Residential	R1	Critical Corridor	Commercial	0	0	0	N/A	Commercial	The requested change to Commercial land use is consistent with the existing commercial and marine uses fronting Sunset drive.
LUCA-139	846 Shady Oaks Road	Maritime	Low Density Residential	R2	Rural and Agricultural	Low Density Residential	21	0	0	Support for staff recommendation. Marina is compatible with neighboring community, good neighbor at this intensity and has been for years (3). Need to update zoning code to include new zone compatible with this area (1). Marina is already past capacity (1). A range of concerns expressed regarding a potential increase in intensity of use: intermodal conflict/pedestrian safety, traffic, crime, emergency egress, noise/light pollution, decrease in property values.	Low Density Residential	The requested change to Maritime land use is not consistent with prior zoning decisions made by the County nor compatible with the surrounding planned land use. Shady Oaks Manor subdivision was platted in 1947. Marina operations began after the property's purchase on February 15, 1951. From 1952 to December 30, 1971, the site was zoned Heavy Commercial. In 1971, the zoning was changed from Heavy Commercial to R2 residential, although no change in intensity of use was noted at the time. In 1975, an application for rezoning to MC maritime district was filed, as well as an application for a variance to permit the construction of travel lift, bulkheading, and to change the configuration of certain slips (case #120-75 & V-121-75, respectively). Both applications were denied on January 12, 1976. A nonconforming use (1977-0029-N) was registered on September 18, 1977. The use appears to remain largely unchanged over the past 70 years. Additionally, based on a review of aerials, the entire neighborhood remains largely unchanged over the past 40 years. The access roadway is a narrow road through a residential area, providing only one way in and out.
LUCA-140	1421 Mirable Way	Maritime	Maritime, Low Density Residential	R2	Peninsula	Low Density Residential	1	0	0	N/A	Low Density Residential	The requested change to Maritime land use is not compatible with the surrounding Low Density Residential planned land use and is not consistent with prior land use and zoning decisions.
LUCA-141	1257 and 1273 Ritchie Highway	Commercial	Government/Institution, Low-Medium Density Residential	R1	Neighborhood Preservation	Low Density Residential	15	6	0	Wide consensus opposing any further commercial development along this section of Ritchie Highway. Too much congestion and proposed development would negatively impact Dividing Creek. In favor of low density residential (2).	Low Density Residential	The request to change to Commercial land use is not consistent with existing zoning and is not compatible with surrounding land use. Plan2040 recommends that areas designated as Government / Institutional land use on the 2009 GDP Land Use Map and are not Public Use, be designated with a land use compatible with the surrounding planned land use. Low Density Residential is consistent with the existing zoning and surrounding planned land use.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-142	Freshfield Lane	Medium Density Residential	Low Density Residential, Low-Medium Density Residential	R5	Neighborhood Preservation	Low-Medium Density Residential	8	6	0	Supports LMDR Land use. Increased development intensity would negatively impact the local watershed and the headwaters to Forked Creek.	Low-Medium Density Residential	The request to change to Medium Density Residential land use is not consistent with existing zoning, developed density and surrounding planned land use. The recommendation is to change to Low-Medium Density Residential which is more consistent and compatible.
LUCA-143	344 Freshfield Lane	Medium Density Residential	Low Density Residential	R5	Neighborhood Preservation	Low-Medium Density Residential	4	9	0	Increased density would be bad for traffic and locals schools. LMDR land use would be consistent with surrounding land uses.	Low-Medium Density Residential	The request to change to Medium Density Residential land use is not consistent with existing zoning, developed density and surrounding planned land use. The recommendation is to change to Low-Medium Density Residential which is more consistent and compatible.
LUCA-144	350 Freshfield Lane	Medium Density Residential	Low Density Residential, Low-Medium Density Residential	R5	Neighborhood Preservation	Low-Medium Density Residential	4	9	0	Increased density would be bad for traffic and locals schools. LMDR land use would be consistent with surrounding land uses, and historic property	Low-Medium Density Residential	The request to change to Medium Density Residential land use is not consistent with existing zoning, developed density and surrounding planned land use. The recommendation is to change to Low-Medium Density Residential land use which is more consistent and compatible.
<i>LUCA-145 withdrawn</i>												
LUCA-146	330 Highview Road	268: Maritime; 19: Maritime and Low Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	13	2	0	The marina is a great asset as it is, but it already has a large impact. This area should stay LDR. There is sufficient maritime use in this area. Concerns re: traffic, swm, flooding, pollution, impact to wildlife. One vote for maritime states Mixed comments of support and opposition to the petitioner's request for commercial. Some support the idea of Small Business zoning for this property while others do not want to see additional commercial land uses on this	Low Density Residential	The requested change to Maritime land use is not consistent with the Neighborhood Preservation Policy Area and the Resource Sensitive Policy Area, due to the historic asset (Nutwell House) existing on the site and the Critical Area Resource Conservation Area designation.
LUCA-147	236 Ritchie Highway	Commercial	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	11	4	0		Low Density Residential	The requested change to Commercial land use is not consistent with the existing zoning and Neighborhood Preservation Policy Area nor compatible with the surrounding planned land use.
LUCA-148	6070 Dorsey Road	Industrial	Industrial, Natural Features	W1, OS	Critical Economic	Industrial	0	0	0	N/A	Industrial	This is not a change in land use but a reconciliation between the existing parcel boundaries and the Industrial planned land use boundaries, consistent with the site's existing zoning and compatible with the surrounding planned land use.
LUCA-149	Deale Churchton Road	Commercial	Low Density Residential	R2, C3	Neighborhood Preservation	Low Density Residential	7	1	0	Should stay LDR. No demonstrated need for additional Commercial property in Deale. Concerns about runoff, if it were to become commercial.	Low Density Residential	The requested change to Commercial land use is not consistent with the Neighborhood Preservation Policy Area nor compatible with the surrounding planned land use.
LUCA-150	7074 Lake Shore Dr	Maritime	Natural Features	OS	Neighborhood Preservation, Village Center	Rural	5	2	0	Within the Critical Area RCA, much of it is wetlands/groundwater recharge zone, should be preserved as natural habitat. Concerns about flooding due to climate change	Rural	The request to change to Maritime land use is not consistent with the Resource Sensitive Policy Area, due to the Critical Area Resource Conservation Area designation. The recommendation is to change to Rural land use is consistent with the Resource Sensitive Policy Area and the Critical Area designation; and it is compatible with adjacent planned land use and density.
LUCA-151	454 Bay Front Road	Commercial	Rural, Commercial	RA, C1 (partial)	Rural and Agricultural	Retain current land use split (Rural & Commercial)	9	0	0	Should stay mostly rural (2). The fire department wants the land, and some of the property should convert to commercial - only 5 acres (not including FD space), should only include and be west of current commercial structures (1).	Retain Current Land Use Split (Rural & Commercial)	The requested change to Commercial land use is not consistent with the existing zoning, agricultural use, Rural Sewer Service Area, Rural and Agricultural Policy Area, and the Resource Sensitive Policy Area due to the Critical Area Resource Conservation Area designation; nor is it compatible with the surrounding planned land use. A fire station does not need commercial land use or zoning. The existing Rural Agricultural (RA) zoning permits Volunteer fire stations, per Article 18-4-106 of County Code.
LUCA-152	4108 Mountain Road	Commercial	Low Density Residential, Commercial	C2, R2	Neighborhood Preservation	Commercial	1	4	1	Consider maintaining northern portion of site as low density, consistent with adjacent property; concerns for additional traffic and impact on emergency access	Commercial	The requested change to Commercial land use is consistent with the existing use and compatible with the surrounding planned land use, provided that future uses remain low intensity.
LUCA-153	Ritchie Highway	Commercial	Low Density Residential	R2	Neighborhood Preservation	Low Density Residential	19	3	0	Strong opposition to the petitioner's initial request for commercial zoning. Agreement with OPZ to maintain current land use. The property has runoff and flooding issues and increased development would negatively impact the	Low Density Residential	The requested change to Commercial land use is not consistent with the existing zoning nor compatible with the surrounding planned land use.
LUCA-154	315 Brick Church Road	Commercial	Rural	RA	Rural and Agricultural	Rural	4	1	0	South of Rt 214 is for Rural	Rural	The requested change to Commercial land use is not consistent with the existing zoning nor compatible with the surrounding planned land use.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-155	Revell Highway	Low Density Residential	Rural	RLD	Neighborhood Preservation	Rural	7	0	0	Incompatible with surrounding land use. Area covers sensitive environmental areas.	Rural	The requested change to Commercial land use is not consistent with the existing zoning nor compatible with the surrounding planned land use.
LUCA-156	212 Old Mill Bottom Road	Commercial	Rural	RLD	Neighborhood Preservation	Rural	8	0	0	Against commercial land use for the property which is located at a challenging intersection. Traffic and road network concerns with commercial zoning.	Rural	The requested change to Commercial land use is not consistent with the existing zoning nor compatible with the surrounding planned land use.
LUCA-157	2525 Evergreen Road	Commercial	Low Density Residential, Natural Features	C3, OS	Critical Corridor	Commercial	1	8	0	There are concerns about the commercial viability (3), traffic (2), and environmental impacts (3).	Commercial	The requested change to Commercial land use is consistent with the existing zoning, existing land use, and is compatible with the surrounding planned land use.
LUCA-158	Honeylocust Dr Sequoia Lane Buckthorn Drive	Mixed Use	Low Density Residential	MXDR	Critical Corridor	Mixed Use	2	4	0	There needs to be a clear definition of Mixed use and a concern about traffic, while a resident commented that this is consistent with zoning and the use.	Mixed Use	The requested change to Mixed-Use is consistent with the existing zoning, use, and Critical Corridor Policy Area; and is compatible with the surrounding planned land use.
LUCA-159	Witchhazel Circle (various)	Mixed Use	Low Density Residential	MXDR	Critical Corridor	Mixed Use	1	4	0	Concerns about a proposed Mixed Use use were focused on commercial viability (2) and traffic (2).	Mixed Use	The requested change to Mixed-Use is consistent with the existing zoning, use, and Critical Corridor Policy Area; and is compatible with the surrounding planned land use.
LUCA-160	Smooth Alder Street	Mixed Use	Low Density Residential	MXDR	Critical Corridor	Mixed Use	2	2	0	One comment supported the mixed use designation and one comments expressed concern about overdevelopment and traffic.	Mixed Use	The requested change to Mixed-Use is consistent with the existing zoning, use, and Critical Corridor Policy Area; and is compatible with the surrounding planned land use.
LUCA-161	Evergreen Road	Mixed Use	Low Density Residential, Rural, Natural Features	MXDR	Critical Corridor	Mixed Use	3	6	0	Concerns were focused on commercial viability, overdevelopment, and traffic. One respondent suggested Mixed Use be defined.	Mixed Use	The requested change to Mixed-Use is consistent with the existing zoning, use, and Critical Corridor Policy Area; and is compatible with the surrounding planned land use.
LUCA-162	Holland Point Road	Maritime	Low Density Residential	R1	Peninsula	Low Density Residential	1	0	0	N/A	Low Density Residential	The requested change to Maritime is not compatible with the surrounding planned land use, the Plan2040 Peninsula Policy Area or Resource Sensitive Policy Area due to the Critical Area Resource Conservation Area designation.
LUCA-163	Romany Road	Industrial	Low Density Residential	R1	Peninsula	Low Density Residential	5	0	0	character of island is not industrial; reclassify full island as rural	Low Density Residential	The requested change to Industrial land use is not consistent with the Plan2040 Peninsula Policy Area, and is not compatible with the surrounding Low Density Residential planned land use.
LUCA-164	Aberfoyle Road	Maritime	Low Density Residential	R1	Peninsula	Maritime	1	0	0	N/A	Maritime	The requested change to Maritime land use is compatible with the surrounding planned land use and it provides maritime service area for the residential community. Future maritime uses should be limited to low intensity uses serving the immediate community.
LUCA-165	Skippers Row	Maritime	Low Density Residential	R1	Peninsula	Maritime	0	0	0	N/A	Maritime	The requested change to Maritime is compatible with the surrounding planned land use and it provides maritime service area for the residential community. Future maritime uses should be limited to low intensity uses serving the immediate community.
LUCA-166	770 Grain Hwy	Commercial	Commercial	C4	Critical Corridor	Commercial	0	1	0	Concern about overdevelopment and its affect on environmental conditions.	Commercial	This is not a change in land use but a reconciliation between the existing parcel boundaries and the Commercial planned land use boundaries, consistent with the site's existing zoning and Critical Corridor Policy Area; and it is compatible with the surrounding planned land use.
LUCA-167	66 Magothy Beach Rd	Commercial	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	13	0	0	character of area is residential; traffic and stormwater concerns if the site were to become commercial	Low Density Residential	The requested change to Commercial land use is not consistent with the existing zoning, Neighborhood Preservation Policy Area; nor compatible with the surrounding low density residential planned land use.
LUCA-168	210 Hallman Road	Medium Density Residential	Low Density Residential	R1	Neighborhood Preservation	Low Density Residential	8	0	0	Request for Medium residential land se would not be compatible with neighborhood would present traffic and environmental issues.	Low Density Residential	The requested change to Medium Density Residential land use is not consistent with the existing zoning, Neighborhood Preservation Policy Area; nor compatible with the surrounding low density residential planned land use.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-169	5109 Mountain Road	Rural	Low Density Residential	R1	Peninsula	Rural	5	1	0	family has operated many commercial businesses for years with no negative commercial impact	Rural	The requested change to Rural land use is consistent with the Peninsula Development Policy Area and the Resource Sensitive Policy Area due to the Critical Area Resource Conservation Area designation; and it is compatible with the surrounding planned land use.
LUCA-170	8019 Old Jessup Rd 2066 Phillips Road	Industrial	Low Density Residential	R1, W3 (sliver)	Neighborhood Preservation	Industrial	0	0	0	N/A	Industrial	The requested change to Industrial land use is located on the north side of Phillips Road in and industrial area within Anne Arundel and Howard counties. The request is compatible with the adjacent industrial uses north of Phillips Road.
LUCA-171	277 Peninsula Farm Road	Commercial	Low Density Residential	R2	Neighborhood Preservation	Commercial	4	6	2	Concerns that commercial zoning will allow future commercial land uses on the property. A few support LDR (6 votes).	Commercial	The requested change to Commercial land use is consistent with the existing medical office building that provides a community benefit. The change in land use is not expanding additional commercial within the Neighborhood Preservation Policy Area.
LUCA-172	1697-1699 Millersville Road 679 Md Rt 3 North	Commercial	Rural	C2, R1D	Critical Corridor	Commercial	3	65	2	Total comment opposition to commercial due to traffic. The area is congested and this intersection is dangerous. Suggestions for open space or a park for this property or to keep the property rural (49).	Commercial	The requested change to Commercial land use is consistent with the existing zoning and is within the Planned Sewer Service category within the Patuxent Sewer Service Area.
LUCA-173	743 MD 3	Mixed Use	Commercial, Rural	C4	Critical Corridor / Rural and Agricultural	Commercial, Rural	1	26	1	Mixed support for maintaining the current land uses. There is strong support to keep the land uses as they are with heavy emphasis on keeping the rural section rural. There is some opposition to allowing any commercial land uses on Route 3. There is also support for mixed use (2) and commercial (1).	Commercial, Rural	The requested change to Mixed-Use is consistent with the Critical Corridor Policy Area however, the Commercial and Rural land use designations should be retained until a more comprehensive land use plan is developed for the MD 3 corridor during the Region Plan process with input from the community stakeholders.
LUCA-174	708, 710, 713, 714 McKnew Road Crain Hwy Md Rt 3 South 736 Md Rt 3 South	Mixed Use	Commercial, Low Density Residential	C3, R5	Critical Corridor	Commercial along MD 3, Low-Medium Density Residential for rear parcels	1	19	0	Traffic was a significant concern (10), along with overdevelopment (5), school capacity (2), and environmental (2) and stormwater issues (1). However, two residents supported the idea of mixed-use along the MD 3 corridor.	Commercial along MD 3, Low-Medium Density Residential for rear parcels	The requested change to Mixed-Use is consistent with the Critical Corridor Policy Area however, staff recommends changing the C3-Zoned parcel to Commercial and the R5-Zoned parcels to Low-Medium Density to reflect the existing zoning. An evaluation for Mixed-use should occur when a more comprehensive land use plan is developed for the MD 3 corridor during the Region Plan process with input from the community stakeholders.
LUCA-175	MD Rt 3 South	Mixed Use	Low Density Residential	C2	Critical Corridor	Commercial	0	13	0	Traffic was a significant concern (9), along with overdevelopment (2), and environmental (2) issues. However, it was suggested that low density residential would be a better Planned Land Use.	Commercial	The requested change to Mixed-Use is consistent with the Critical Corridor Policy Area however, the Plan2040 recommendation is to change the parcel to Commercial to be consistent with the existing zoning. An evaluation for Mixed-use should occur when a more comprehensive land use plan is developed for the MD 3 corridor during the Region Plan process with input from the community stakeholders.
LUCA-176	Central Avenue-Riva Road	Commercial	Rural	SB	Rural and Agricultural	Commercial	1	15	0	Strong opposition to commercial land use due to the rural character of the community and dangerous intersection with poor sight lines and narrow roads. Too much traffic. Would like to maintain rural land use (9).	Commercial	The requested change to Commercial land use is consistent with current zoning and would match commercial zoning located across Central Avenue.
LUCA-177	Race Road, Jessup	Commercial	Low Density Residential	R1	Neighborhood Preservation, Village Center	Low Density Residential	5	10	0	Comments were generally split where some favored the site being commercial and others indicating a concern that the area is overdeveloped and future development would have an adverse impact on the environment.	Low Density Residential	The current Low Density Residential land use designation should be retained until a more comprehensive land use plan is developed for the Jessup Village Center during the Region Plan process with input from the community stakeholders.
LUCA-178	623 Ridgely Avenue	Commercial	Low Density Residential	C2	Neighborhood Preservation	Commercial	2	2	0	area doesn't need additional commercial; will destroy surroundings; commercial is consistent with zoning and use and is consistent with other commercial uses in the area	Commercial	The requested change to Commercial land use is consistent with the existing zoning and use and is compatible with the surrounding commercial planned land uses to the south along the corridor. Future commercial uses should remain low intensity and in scale with the surrounding area's planned land use.
LUCA-179	820 Bestgate Road	Commercial	Low-Medium Density Residential	R5	Neighborhood Preservation	Commercial	6	0	0	Agree, change is compatible with current use and zoning (5)	Commercial	The requested change to Commercial land use designation is consistent with the site's existing use as a medical office building and is compatible with the surrounding planned land uses along the Bestgate corridor. Future uses on the site should remain low intensity and in scale with the surrounding area's planned land uses.
LUCA-180	814 MD Rt 3 South	Mixed Use	Commercial	C2	Critical Corridor	Commercial	2	17	1	Overdevelopment of commercial (5) and resulting traffic (8) were primary concerns as well as environmental issues (4) and school capacity (2).	Commercial	The requested change to Mixed-Use is not consistent with current zoning. Discuss further planned land use changes to the site/area during the Region Planning process and/or during a master planning process.
LUCA-181	740 MD Rt 3 South	Mixed Use	Commercial	C2	Critical Corridor	Commercial	1	12	0	The comments were split between some expressing support for mixed use along the MD 3 corridor and other feeling mixed use would create overdevelopment (1), traffic (5), and other environmental issues.	Commercial	The requested change to Mixed-Use is consistent with the Critical Corridor Policy Area however, the Commercial land use designation should be retained until a more comprehensive land use plan is developed for the MD 3 corridor during the Region Plan process with input from the community stakeholders.

Comments on LUCA Properties: Plan2040@Home

Application Number	Address of Property	Requested Land Use	2009 Land Use	Existing Zoning	Plan2040 Policy Area + Overlay	Plan2040 Recommended Land Use (in Online Open House)	Support	Oppose	Neutral	Open comment summary. [expand for comment topic counts]	Plan2040 Recommended Land Use (Preliminary Draft)	Staff Justification
LUCA-182	7048 Aviation Blvd	Commercial	Small business	SB	Critical Economic	Commercial	2	0	0	Residents agreed that Commercial zoning is consistent.	Commercial	The requested change to Commercial land use is consistent with current zoning.
LUCA-183	Pt Reserved Parcel 3 Baltimore 21240	Industrial	Mixed Use Transportation	W1	Neighborhood Preservation, Transit-Oriented	Mixed Use	2	1	0	industrial/heavy commercial is more appropriate for site than mixed use; walkability not likely	Mixed Use	The requested change to Industrial land use is not consistent with Transit-Oriented Policy Area, which is targeted for mixed use, walkable development. Discuss further planned land use changes to the site and surrounding area during the Region Planning process.
LUCA-184	600 Ridgely Avenue	Commercial	Low Density Residential	C2, R2	Neighborhood Preservation	Commercial	3	1	0	additional commercial not needed; concerns with traffic; commercial is consistent with zoning and use and is compatible with surroundings	Commercial	The requested change to Commercial land use is consistent with the site's existing use and zoning. Future uses should continue to be low intensity commercial/office uses in scale with the surrounding area's planned land use. Discuss further planned land use changes for the area during the Region Planning process.
LUCA-185	Solley Road	Industrial	Industrial	W1	Neighborhood Preservation	Industrial	0	1	0	concern for environment/waterways	Industrial	The request represents no change in the property's current Land Use designation and is consistent with the site's current planned land use and zoning, and is compatible with the surrounding planned land uses.
LUCA-186	3920 Germantown Road	Maritime	Low Density Residential, Maritime	R2	Peninsula	Low Density Residential	32	9	0	Expansion of the marina would impact the residential neighborhood (5). The marina already operates with split zone; don't remove that, it would harm the business (4)	Low Density Residential	The requested change to Maritime land use would be an expansion of Maritime uses in this predominantly Low Density Residential neighborhood and could be incompatible. It is recommended that any expansion of Maritime land use within this Peninsula Policy Area be discussed during the Region Planning process with input from the community stakeholders.
LUCA-187	2880, 2882, 2886, 2883, 2885, 2888, 2890, 2894 Jessup Road	Commercial (Parcel 265 properties); Industrial (parcels 156, 157)	Small Business, Low Density Residential	SB, R1	Neighborhood Preservation, Village Center	Commercial, Low Density Residential	7	11	0	Results were generally mixed with some support for the split land use reasoning that residential is appropriate while there was also support to commercial and industrial because residential is not compatible with industrial and nearby prison.	Commercial, Low Density Residential	The requested change to Commercial land use is consistent with the existing zoning and use however the request to change the Low Density Residential area to Industrial land use could be an intensification of uses in this Neighborhood Preservation - Village Center Policy Area. It is recommended that any change of use within this Village Center be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
LUCA-188	1046 E. College Pkwy	Commercial	Low Density Residential, Transportation/Utility	R1	Peninsula	Low Density Residential	2	3	0	Most comments suggested commercial has been the primary use for awhile (3) and one commenter suggested that a commercial use would create too much traffic.	Low Density Residential	The requested change to Commercial land use is not consistent with the existing zoning and Peninsula Policy Area; and is not compatible with the surrounding planned land use.
LUCA-189	1021 Skidmore Drive	Commercial	Rural, Natural Features	RA, OS	Peninsula	Rural	4	1	0	All three comments indicated the environmental resources and sensitivity of the site.	Rural	The requested change to Commercial land use is not consistent with current zoning and LDA Critical Area designation; and is not compatible with the surrounding planned land use.



Comments on SR Properties: Plan2040@Home

SR#	Location of Property	GDP2009 Planned Land Use	Plan2040 Development Policy Area & Overlay	Plan2040 Proposed Land Use (in Online Open House)	Public			Public comments summary from website	Plan2040 email comments	Plan2040 Proposed Land Use (Preliminary Draft)	Justification
					Support	Oppose	Neutral				
SR-1	Baltimore-Annapolis Blvd Belle Grove Rd Camp Meade Rd	Commercial, Low-Medium Density Residential	Neighborhood Preservation, Transit Oriented	Mixed-Use	0	0	0	N/A	Questions from property owners regarding implications of change.	Mixed-Use	Designation of Mixed-Use Land Use recognizes the area within close proximity to the North Lanthicum Light Rail Station as an opportunity for creating a walkable, mixed-use environment through Transit Oriented Development.
SR-2	4020 Belle Grove Rd Franklin St Second St	Medium Density Residential	Neighborhood Preservation	Commercial	0	0	0	N/A	For portion on Belle Grove: the unimproved 25'-wide strip between 4020 and 4012 Belle Grove Road should be Industrial because it is used by both 4012 and 4024 Belle Grove in support of industrial activities.	Commercial	The recommended change from Medium Density Residential to Commercial is consistent with the existing use and Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-3	Kramme Avenue	High Density Residential	Neighborhood Preservation	Low-Medium Density Residential	0	0	0	N/A	N/A	Low-Medium Density Residential	The recommended change from High Density Residential to Low-Medium Residential is consistent with the existing use, developed density, Neighborhood Preservation Policy Area and the access point from the Low-Medium Density community; and it is compatible with the surrounding planned land use.
SR-4	Church St	Medium Density Residential / Commercial	Neighborhood Preservation	Low-Medium Density Residential	0	0	0	N/A	N/A	Low-Medium Density Residential	The recommended change from Medium Density Residential and Commercial to Low-Medium Residential aligns with demarcation of the existing use; is consistent with the developed density and the Neighborhood Preservation Policy Area; and it is compatible with surrounding planned land use.
SR-5	519 Koch Rd	High Density Residential	Neighborhood Preservation	Low-Medium Density Residential	0	0	0	N/A	N/A	Low-Medium Density Residential	The recommended change from High Density Residential to Low-Medium Residential aligns with demarcation of existing use; is consistent with the developed density and Neighborhood Preservation Policy Area; and it is compatible with surrounding planned land use.
SR-6	615 Hammonds Ln 625 Hammonds Ln 701 Hammonds Ln	Medium Density Residential	Neighborhood Preservation	Commercial	0	0	0	N/A	N/A	Commercial	The recommended change from Medium Density Residential to Commercial aligns with demarcation of existing commercial uses; is consistent with the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-7	Baltimore-Annapolis Blvd	Commercial	Neighborhood Preservation	Low-Medium Density Residential	0	0	0	N/A	N/A	Low-Medium Density Residential	The recommended change from Commercial to Low-Medium Density Residential is consistent with the existing use, developed density and Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-8	1 Fifth Ave	Commercial	Neighborhood Preservation	Low-Medium Density Residential	0	0	0	N/A	N/A	Low-Medium Density Residential	The recommended change from Commercial to Low-Medium Residential is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-9	500, 600 block Camp Meade 551 First St Shipley Ct 0 Benton Rd 205 Benton Ave 541 First St	Commercial, Low-Medium Density Residential	Neighborhood Preservation, Transit Oriented	Mixed-Use	0	0	0	N/A	Questions from property owners regarding implications of change.	Mixed-Use	Designation of Mixed-Use recognizes the area within close proximity to the Lanthicum Light Rail Station as an opportunity for creating a dense, walkable, mixed-use environment through Transit Oriented Development.
SR-10	1410 Crain Hwy 1412 Crain Hwy	Commercial	Critical Corridor	High Density Residential	0	0	0	N/A	Property owner provided additional information about existing use of property as an active business park.	Commercial	Maintain Planned Land Use from 2009 GDP to be consistent with existing use.
SR-11	Allen Road Harris Heights Ave 0 Open Space Pt Pamrose Pt	High Density Residential	Neighborhood Preservation	Low-Medium Density Residential	1	0	0	N/A	N/A	Low-Medium Density Residential	The recommended change from High Density Residential to Low-Medium Density Residential is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-12	0 Hammonds Ln	Commercial	Critical Corridor, Village Center	High Density Residential	1	1	0	N/A	N/A	High Density Residential	The recommended change from Commercial to High Density Residential is consistent with the existing use and developed density.
SR-13	1700, 1800 block Dorsey Rd 7000 block Forest Ave O'Connor Dr Ohio Avenue	Industrial, Commercial	Neighborhood Preservation, Transit Oriented	Mixed-Use	3	0	0	Area needs indoor aquatic center and park; mixed use is good, area needs economic development, high quality / high density residential, transit stop, and pedestrian improvements	Questions from property owners regarding implications of change.	Mixed-Use	Designation of Mixed-Use Land Use recognizes the area within close proximity to the Dorsey MARG Rail Station as an opportunity for creating a dense, walkable, mixed-use environment through Transit Oriented Development.
SR-14	0 Dorsey Rd	Commercial	Critical Economic	High Density Residential	1	2	0	Additional high density housing not needed; the recommendation for high density housing makes sense	N/A	High Density Residential	The recommended change from Commercial to High Density Residential is consistent with the existing use and developed density.
SR-15	Braden Loop Curtis Way Harvest Ln Hawkins Way Kindred Way Partnership Ln	Commercial	Critical Corridor	High Density Residential	0	0	0	N/A	N/A	High Density Residential	The recommended change from Commercial to High Density Residential is consistent with existing use and developed density.

Comments on SR Properties: Plan2040@Home

SR#	Location of Property	GDP2009 Planned Land Use	Plan2040 Development Policy Area & Overlay	Plan2040 Proposed Land Use (in Online Open House)	Public			Public comments summary from website	Plan2040 email comments	Plan2040 Proposed Land Use (Preliminary Draft)	Justification
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SR-16	619 Greenway Ave	Commercial	Neighborhood Preservation	High Density Residential	0	0	0	N/A	N/A	High Density Residential	The recommended change from Commercial to High Density Residential is consistent with the existing use and developed density.
SR-17	200 8Th Ave 265 8Th Ave 7400 Baltimore-Annapolis Bly 7401 Baltimore-Annapolis Bly 7402 Baltimore-Annapolis Bly 7404 Baltimore-Annapolis Bly	Industrial, Commercial, Mixed-Use, Natural Features	Town Center, Transit Oriented; Neighborhood Preservation, Transit-Oriented	Mixed-Use	2	0	0	N/A	N/A	Mixed-Use	Designation of Mixed-Use recognizes the area within close proximity to the Crownell Light Rail Station as an opportunity for creating a dense, walkable, mixed-use environment through Transit Oriented Development.
SR-18	7693 Baltimore-Annapolis Bly 4 Highland Rd 7 Megurk Dr	Medium Density Residential	Neighborhood Preservation	Commercial	1	1	0	N/A	N/A	Commercial	The recommended change from Medium Density Residential to Commercial aligns with the demarcation of the existing use; is consistent with the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-19	20 Hammarlee Rd	Commercial	Neighborhood Preservation	High Density Residential	1	1	0	N/A	N/A	High Density Residential	The recommended change from Commercial to High Density Residential is consistent with the existing use and developed density.
SR-20	7466 Furnace Branch Rd	Commercial	Neighborhood Preservation	High Density Residential	1	0	0	N/A	N/A	High Density Residential	The recommended change from Commercial to High Density Residential is consistent with the existing use and developed density.
SR-21	2 Megurk Dr	Commercial	Neighborhood Preservation	Low-Medium Density Residential	1	1	0	N/A	N/A	Low-Medium Density Residential	The recommended change from Commercial to Low-Medium Residential is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-22	Fern Hollow Ct Millhouse Dr Moss Brook Ct Shore Forest Dr Solley Rd	Commercial	Neighborhood Preservation	Low-Medium Density Residential	0	1	0	N/A	N/A	Low-Medium Density Residential	The recommended change from Commercial to Low-Medium Residential is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-23	Renfro Ct Renfro Dr	Commercial	Neighborhood Preservation	Medium Density Residential	0	1	0	N/A	N/A	Medium Density Residential	The recommended change from Commercial to Medium Density Residential is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area and it is compatible with the surrounding planned land use.
SR-24	Solley Rd	Industrial	Neighborhood Preservation	Low-Medium Residential	1	1	0	N/A	N/A	Low-Medium Residential	The recommended change from Industrial to Low-Medium Residential is consistent with the existing use and the Neighborhood Preservation Policy Area; and It is compatible with the surrounding planned land use.
SR-25	435 East Stiemly Ave	Medium Density Residential	Neighborhood Preservation	Commercial	0	0	0	N/A	N/A	Commercial	The recommended change from Medium Density Residential to Commercial is consistent with the existing use and Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-26	200 Bar Harbor Rd 202 Bar Harbor Rd	Maritime	Neighborhood Preservation	Low-Medium Density Residential	0	0	0	N/A	N/A	Low-Medium Density Residential	The recommended change from Maritime to Low-Medium Density Residential is consistent with the existing use and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-27	Market Space St Brook Bridge Rd Annapolis St Baltimore St Broadway St Fayette St	Industrial	Critical Economic, Transit-Oriented	Mixed-Use	2	3	0	Comments were generally split between the need for Industrial land and the ability to transition this area to a mixed-use area to support the MARC station.	Letter sent indicating another letter would be sent. (#155)	Mixed-Use	Designation of Mixed-Use recognizes the area within close proximity to the Savage MARC Rail Station as an opportunity for creating a dense, walkable, mixed-use environment through Transit Oriented Development.
SR-28	Brook Bridge Rd	Low Density Residential	Neighborhood Preservation	Commercial	4	4	0	Comments were generally split, with half indicating that commercial is too intense for the area and the other half indicating support	N/A	Commercial	The recommended change from Low Density Residential to Commercial recognizes a change in character in the area; is consistent with existing use; and it is compatible with the surrounding planned land use.
SR-29	7872 Brook Bridge Rd 7878 Brook Bridge Rd 7880 Brook Bridge Rd 7888 Brook Bridge Rd	Low Density Residential	Neighborhood Preservation	Industrial	5	5	0	Comments were generally split, with half indicating that industrial is too intense for the area and the other half indicating support	Commenter argued that Small Business provides a buffer between Industrial and Jessup community. Expressed concern about overdevelopment. (#74)	Industrial	The recommended change from Low Density Residential to Industrial recognizes a change in character in the area and it is compatible with the surrounding planned land use.
SR-30	1307 Crain Hwy	Commercial, High Density Residential	Critical Corridor	Commercial	0	0	0	N/A	N/A	Commercial	The recommended change from High Density Residential and Commercial to Commercial is consistent with the existing use and it is compatible with surrounding planned land use.

Comments on SR Properties: Plan2040@Home

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SR-31	Wolf Run Ln	Commercial	Neighborhood Preservation, Village Center	Medium Density Residential	0	0	1	The commenter expressed concern about safety and congestion.	N/A	Medium Density Residential	The recommended change from Commercial to Medium Density Residential is consistent with the existing use and developed density.
SR-32	8239 Baltimore-Annapolis Biv 8243 Baltimore-Annapolis Biv 8245 Baltimore-Annapolis Biv 8253 Baltimore-Annapolis Biv 8257 Baltimore-Annapolis Biv 8259 Baltimore-Annapolis Biv 8271 Baltimore-Annapolis Biv 8240 Waterford Rd	Low Density Residential / Commercial	Neighborhood Preservation	Commercial	1	13	0	The property drains into the headwaters of Lake Waterford and the Magothy River. Lake Waterford has been closed for water activities due to pollution and allowing Commercial development on the property would exacerbate the problem. (1) One commenter noted that a Commercial use would be more appropriate than the current land use.	Expressed concerns that the original use of the property was Low-Density Residential. Commercial use of the property began illegally and is contributing to pollution. Does not want to see higher density commercial here.	Commercial	The recommended change from Low Density Residential and Commercial to Commercial is consistent with the existing use and is compatible with the surrounding planned land use. The heavy commercial character of this area is not appropriate for residential use.
SR-33	8707 Ft Smallwood Rd 1202 Meadow View Rd	Low-Medium Density Residential	Neighborhood Preservation	Commercial	0	0	0	N/A	N/A	Commercial	The recommended change from Low-Medium Density Residential to Commercial is consistent with existing and is compatible with surrounding planned land use.
SR-34	Leeds Dr Old Crown Dr	Commercial	Neighborhood Preservation	Low-Medium Density Residential	4	0	0	Support for changing land use designation to Low-Density Residential.	N/A	Low-Medium Density Residential	The recommended change from Commercial to Low-Medium Residential is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-35	Yellow Flower Rd	Commercial	Neighborhood Preservation	Medium Density Residential	1	0	0	N/A	N/A	Medium Density Residential	The recommended change from Commercial to Medium Density Residential is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-36	0 Md Rt 177 Mountain Rd Bay Rd Bay Front Dr Bay Front Rd Blue Waters Farm Ln Managan Farm Rd Inkberry Ln	Low Density	Peninsula	Rural	7	3	0	Strongly support the change to Rural. (3) One commenter concerned about bus/mass transit access. (1) Two comments about the property already being approved for a subdivision and a Rural land use designation conflicting with that. (2)	Question whether the change to Rural will impact the ability to sell their lots and/or change the usage requirements	Rural	The recommended change from Low Density Residential to Rural is consistent with the existing use, developed density, Rural Sewer Service Area and Peninsula Policy Area, and is compatible with the surrounding planned land use.
SR-37	Orchard Grove Rd Orchard Tree Rd Piney Orchard Pkwy	Commercial	Neighborhood Preservation	High Density Residential	0	3	1	Some comments were supportive if it included affordable housing, but other commenters expressed concern about schools and traffic.	N/A	High Density Residential	The recommended change from Commercial to High Density Residential is consistent with the existing use and developed density.
SR-38a	1526 Jabez Run 1522 Jabez Run	Rural, Commercial	Rural and Agricultural	Commercial	0	3	1	The two comments focused on the need to protect the environmental resources on the site.	N/A	Commercial	The recommended change from Rural and Commercial to Commercial is consistent with existing use and Rural demarcation exclusive of this limited Commercial node.
SR-38b	1520 Jabez Run	Rural, Industrial	Rural and Agricultural	Industrial	0	2	1	The two comments focused on the need to protect the environmental resources on the site.	N/A	Industrial	The recommended change from Rural and Industrial to Industrial is consistent with the existing use and it is compatible with the adjacent rural demarcation that excludes this limited existing Industrial node.
SR-39	8855 Veterans Hwy	Rural	Rural and Agricultural	Commercial	0	4	0	Too much development and traffic congestion on Route 3.	N/A	Commercial	The recommended change from Rural to Commercial is consistent with the existing use and it is compatible with the adjacent rural demarcation that excludes this limited existing commercial and industrial node.
SR-40	118 Cedar Ct 122 Cedar Rd 213 Hollyberry Rd	Maritime	Neighborhood Preservation	Low-Medium Density Residential	0	20	1	General concerns that additional residential development will impact habitat and increase stormwater runoff. (8) One comment that the decision to change land use designation should wait for the Regional Plan process. One comment that the land use map divides their property into two zones.	N/A	Low-Medium Density Residential	The recommended change from Maritime to Low-Medium Density Residential is consistent with the existing use, Neighborhood Preservation Policy Area and point of access; and it is compatible with the surrounding planned land use.
SR-41	524 Seaward Dr	Maritime	Neighborhood Preservation	Low Density Residential	1	6	0	Comments do not support the change of land use from Maritime to Low-Density Residential. Maritime land use was more compatible with the surrounding area.	N/A	Low Density Residential	The recommended change from Maritime to Low Density Residential is consistent with the existing use and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-42	474 Fair oak Dr	Maritime	Neighborhood Preservation	Low-Medium Density Residential	0	2	0	N/A	N/A	Low-Medium Density Residential	The recommended change from Maritime to Low-Medium Density Residential is consistent with the existing use and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-43	Brandemill Blvd Chapel Lake Dr Main Chapel Way New Market Ln	Commercial	Critical Corridor	Mixed-Use	3	1	0	The commenter expressed concern about more development without first fixing inadequate infrastructure.	Concern about traffic and overdevelopment. (#81)	Mixed-Use	The recommended change from Commercial to Mixed-Use is consistent with the existing Mixed-Use development.
SR-44	515 Ridgely Rd	Low Density Residential	Rural and Agricultural	Maritime	0	1	0	N/A - No comments on the actual request just the process.	N/A	Maritime	The recommended change from Low-Medium Density Residential to Maritime is consistent with the existing use and it is compatible with the surrounding planned land use.

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SR-45	1201 Baltimore-Annapolis Biv	Low Density Residential	Neighborhood Preservation	Industrial	0	6	0	Comments generally do not support the change of land use from Low-Density Residential to Industrial due to the surrounding area being predominantly residential.(5)	N/A	Industrial	The recommended change from Low Density Residential to Industrial is consistent with existing use.
SR-46	Dunberry Dr Kevins Dr Shore Acres Rd Woodberry Dr	Low-Medium Density Residential	Neighborhood Preservation	Low Density Residential	7	1	0	The proposed land use change is more compatible with the surrounding land use. (3) One comment that higher density residential is more appropriate and would reduce urban sprawl.	N/A	Low Density Residential	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with the existing use, developed density, Neighborhood Preservation Policy Area and the access point from the Low Density Residential area; and it is compatible with the surrounding planned land use.
SR-47	Andrew Hill Rd Bay Hills Dr Beasie Ct Doral Ct Jupiter Hills Ct Mashie Ct	High Density Residential	Neighborhood Preservation	Low-Medium Density Residential	11	8	1	The proposed land use change would eliminate accessible housing for lower incomes. (2) The proposed land use change best fits the surrounding land use. (5)	Neither support or oppose the land use designation change but confused about the process and how it will affect current residents.	Low-Medium Density Residential	The recommended change from High Density Residential to Low-Medium Density Residential is consistent with the overall developed density of the Bay Hills neighborhood and the Neighborhood Preservation Policy Area.
SR-48	Amber Creek Rd Foggy Tur Hawk Hollow Dr Hidden Trace Iron Oak Ct Little Pax Run	Commercial, Natural Features	Critical Corridor	Medium Density Residential	0	11	0	Strongly opposed to any further residential development along Route 3. Too much traffic. Keep as much forested land as possible.	Concern about traffic and overdevelopment.	Medium Density Residential	The recommended change from Commercial to Medium Density Residential is consistent with existing use and developed density.
SR-49	Besigate Rd Gate Dr Gate Ct Herndon Dr Parker Dr	Commercial, Low-Medium and High Density Residential	Town Center	Town Center	1	3	0	Keep neighborhood as is (2).	Questions from property owners regarding implications of change.	Town Center	The recommended change from Commercial, Low-Medium and High Density Residential to Town Center is compatible with the surrounding planned land use and provides an opportunity to improve this area on the south side of Besigate Road.
SR-50	Beachfield Rd Black Forest Rd Blue Crab Cove Burley Rd Burley La Burley Rd Cherry Rd Dogwood Ln Edwards Rd Leslie Rd Red Cedar Rd Red Cedar Rd Truxton Rd Whitchall Beach Rd	Low Density Residential	Peninsula	Rural	10	137	1	Many comments opposing the change of land use since the area is already developed with Low-Density Residential. Concerns that a Rural land use designation would limit ability of existing homeowners to make changes to their property and would reduce property values.	Community members strongly expressed the following sentiments: There has not been enough notice of the recommended change, nor enough community engagement. Change to Rural would not reflect the character of the community (mostly ¼ - ½ acre lots). Concerns about the recommended change making it difficult to connect to public water in the future, inability to improve homes because of larger setbacks, negative impacts to property values. Concerns that water/sewer will not be upgraded, leading to negative environmental impacts. It is unclear how this change will impact property values, taxes, ability to renovate/build, additional restrictions on use.	Low Density Residential	Maintain Land Use Designation from 2009 General Development Plan in recognition of existing development. Recommend further evaluation in Region Plan based on classification as a No Public Sewer Service Area, limiting development and redevelopment potential in the Peninsula Policy Area; and compatibility with the surrounding planned land use.
SR-51	Autumn Chase Dr Autumn Chase Cir Autumn Leaf Pl Boyd's Cove Ct Boyd's Cove Dr Cape St John Rd	Low-Medium Density Residential	Neighborhood Preservation	Low Density Residential	2	0	0	N/A	N/A	Low Density Residential	The recommended change from Low-Medium Density Residential to Low Density is consistent with the existing use, developed density and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-52	0 Md 2 2824 Solomons Island Rd 2840 Solomons Island Rd	Maritime	Critical Corridor	Commercial	1	2	0	County needs more maritime, not less	N/A	Commercial	The recommended change from Maritime to Commercial is consistent with the existing use and it is compatible with surrounding planned land use.
SR-53	421 Granville Dr	Low-Medium Density Residential	Neighborhood Preservation	Low Density Residential	0	0	0	N/A	N/A	Low Density Residential	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with the existing use, developed density, Neighborhood Preservation Policy Area and the point of access from the Low Density Residential community; and it is compatible with the surrounding planned land use.
SR-54	1908 Blue Ridge Rd 0 Mayo Rd 153 Mayo Rd 200 Mayo Rd 211 Mayo Rd 0 Potomac Rd 1906 Ridgeville Rd 0 Colony Crossing 301 Gatsby Pl 303 Gatsby Pl 304 Gatsby Pl 3480 Monarch Dr 3482 Monarch Dr	Low-Medium Density Residential	Critical Corridor, Village Center	Commercial	6	4	0	This property is currently residential and property owner and residents opposed the change (3 comments) One commenter stated that the areas has transitioned to Commercial, so the change is appropriate and hopefully can lead to more attractive development.	Property owner provided additional information about existing use, including personal residences.	Commercial (extent of change modified based on public input)	The recommended change from Low-Medium Density Residential to Commercial is consistent with the existing commercial use and it is compatible with the surrounding planned land use.
SR-55	559 Mayo Rd 3575 Muddy Creek Rd 3603 Muddy Creek Rd 3631 Muddy Creek Rd 3635 Muddy Creek Rd	Low Density Residential	Neighborhood Preservation	Low Density Residential	11	5	0	Lower half of property is forested and needs to stay so. Area needs more high density housing. Urban sprawl and rural lands are contributing to pollution.	N/A	Low Density Residential	The recommended change from Rural to Low Density Residential is consistent with the existing use, density and road access within the South River Colony Low Density subdivision, public sewer service availability and the Neighborhood Preservation Policy Area; and it is compatible with surrounding planned land use.
SR-56	559 Mayo Rd 3575 Muddy Creek Rd 3603 Muddy Creek Rd 3631 Muddy Creek Rd 3635 Muddy Creek Rd	Low Density Residential	Rural and Agricultural; Peninsula	Rural	30	1	0	Neighboring property is environmentally sensitive	N/A	Rural	The recommended change from Low Density Residential to Rural is consistent with existing use, Rural and Agricultural Policy Area and Rural Sewer Service Area; and it is compatible with the surrounding planned land use.
SR-57	3608 2Nd Ave 3622 2Nd St 866 Bayview Dr Beach Drive Blvd Branhum Rd Calvert St	Low-Medium Density Residential	Peninsula	Low Density Residential	30	6	0	Most comments focus on limited/no growth on peninsula. One opposed comment states that change would result in change in density in contradiction to provision of sewer and 'would constitute a talking'	Property owner provided additional information about property and potential future use.	Low Density Residential	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with existing use, developed density, Peninsula Policy Area; and it is compatible with the surrounding planned land use.

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SR-58	Beverly Ave Central Ave Daves Rd Mayo Ave Rodgers Rd Rogers Rd	Low-Medium Density Residential	Peninsula	Low Density Residential	33	3	0	Limit development on peninsula because of traffic, environment, and flooding (6).	N/A	Low Density Residential	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with the existing use, developed density and the Peninsula Policy Area; and it is compatible with the surrounding planned land use.
SR-59	Elm St Lakes Rd	Low-Medium Density Residential	Peninsula	Low Density Residential	26	3	1	Limit development on peninsula because of traffic and environment (3).	N/A	Low Density Residential	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with the existing use, developed density and the Peninsula Policy Area; and it is compatible with the surrounding planned land use.
SR-60	4105 Cadle Creek Rd	Industrial, Low Density Residential	Peninsula	Low Density Residential	30	2	0	Limit development on peninsula because of traffic and environment	N/A	Low Density Residential	The recommended change from Industrial and Low Density Residential to Low Density Residential is consistent with the existing use and it is compatible with the surrounding planned land use.
SR-61	Cherry Ln Cherry Point Rd	Low-Medium Density Residential	Neighborhood Preservation	Low Density Residential	5	4	0	Proposed change is inconsistent, will negatively impact properties, and does not reflect opinions of the residents of the area.	N/A	Low Density Residential	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with existing use, developed density and Neighborhood Preservation Policy Area; and it is compatible with surrounding planned land use.
SR-62	911 Mulberry Ln	Industrial, Low-Density	Neighborhood Preservation, Village Center	Low Density Residential	3	0	0	N/A	N/A	Low Density Residential	The recommended change from Low Density and Industrial to Low Density Residential is consistent with the existing use and the Neighborhood Preservation Policy Area; and it is compatible with the surrounding planned land use.
SR-63	1457 Nieman Rd 1459 Nieman Rd	Maritime	Peninsula	Low Density Residential	3	0	0	N/A	N/A	Low Density Residential	The recommended change from Maritime to Low Density Residential is consistent with the existing use and the Peninsula Policy Area; and it is compatible with surrounding planned land use.
SR-64	4812 Atwell Rd 4816 Atwell Rd 4824 Atwell Rd	Industrial, Maritime, Low Density Residential	Peninsula	Low Density Residential	5	0	0	N/A	N/A	Low Density Residential	The recommended change from Low Density Residential, Maritime and Industrial Land Use designations to Low Density Residential is consistent with the existing use and the Peninsula Policy Area; and it is compatible with the surrounding planned land use.
SR-65	5955 Rockhold Creek Rd 5957 Rockhold Creek Rd 5959 Rockhold Creek Rd 5965 Rockhold Creek Rd	Maritime	Rural and Agricultural	Low Density Residential	3	0	0	Good example of designating less intensive land use adjacent to a waterway. Good for water quality. Marina would not be appropriate for this site.	Property owner provided additional information about existing use of property as an active charter boat operation.	Maritime	Maritime Land Use designation retained to align with existing use and zoning.
SR-66	645 Fairhaven Rd	Low Density Residential	Rural and Agricultural	Rural	7	0	0	Do not want development	N/A	Rural	The recommended change from Low Density Residential to Rural is consistent with the existing use, developed density and the Rural and Agricultural Policy Area; and it is compatible with the surrounding planned land use.

Online Open House Requests (OOHR)

<u>Application Number</u>	<u>Address of Property</u> <i>(+ contact info, if)</i>	<u>Requested Land Use</u>	<u>2009 Land Use</u>	<u>Existing Zoning</u>	<u>Plan2040 Policy Area + Overlay</u>	<u>Plan2040 Recommended Land Use</u>	<u>Staff Justification</u>
<b>OOHR-1</b>	Evergreen Road, Gambrills	Rural	Rural and Agricultural	RLD	Rural and Agricultural	Rural	The requested change is consistent with the Plan2040 Development Policy Area of Rural and Agricultural, the current zoning, and is compatible with the surrounding planned land use; however, there is high potential for archaeological resources in this area and the property would require intensive archaeological survey prior to any disturbance for agricultural/mining purposes.
<b>OOHR-2</b>	211 Ritchie Highway, Severna Park	Low - Medium density residential	Low density residential	R2	Neighborhood Preservation	Low density residential	The requested change to Low-Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.
<b>OOHR-3</b>	2640 Evergreen Road, Odenton	Rural	Rural and Agricultural	RLD	Rural and Agricultural	Rural	The requested change is consistent with the Plan2040 Development Policy Area of Rural and Agricultural, the current zoning, and is compatible with the surrounding planned land use.
<b>OOHR-4</b>	Ritchie Highway	Commercial	Commercial, Low - Medium density residential, Natural features, Utility/Transportation	R5, OS, C3	Neighborhood Preservation	Low - Medium density residential	The proposed Plan2040 Low-Medium Residential land use should be retained until a more comprehensive land use plan for this area is developed during the Region Plan process with input from community stakeholders.
<b>OOHR-5</b>	Evergreen Road, Gambrills	Rural	Rural and Agricultural	RA, RLD	Rural and Agricultural	Rural	The requested change is consistent with the Plan2040 Development Policy Area of Rural and Agricultural, the current zoning, and is compatible with the surrounding planned land use.
<b>OOHR-6</b>	217 Ritchie Highway	Low - Medium density residential	Low density residential	R2	Neighborhood Preservation	Low density residential	The requested change to Low-Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.
<b>OOHR-7</b>	223 Ritchie Highway	Low - Medium density residential	Low density residential	R2	Neighborhood Preservation	Low density residential	The requested change to Low-Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.
<b>OOHR-8</b>	8262 Railroad Ave., Millersville	Low - Medium density residential	Low density residential	R1	Neighborhood Preservation	Low density residential	The requested change to Low-Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.
<b>OOHR-9</b>	108 Westley Ave., Severna Park	Low - Medium density residential	Low density residential	R1	Neighborhood Preservation	Low density residential	The requested change to Low-Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.

Online Open House Requests (OOHR)

<u>Application Number</u>	<u>Address of Property</u> <i>(+ contact info, if)</i>	<u>Requested Land Use</u>	<u>2009 Land Use</u>	<u>Existing Zoning</u>	<u>Plan2040 Policy Area + Overlay</u>	<u>Plan2040 Recommended Land Use</u>	<u>Staff Justification</u>
<b>OOHR-10</b>	2129 Moran Drive, Annapolis	Medium density residential	Low density residential, Low - Medium density residential, Natural Features	R1, R5, W1, OS	Neighborhood Preservation	Low density residential	The requested change to Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.
<b>OOHR-11</b>	358 Mountain Road, Pasadena	Commercial	Low - Medium density residential	R5, C4	Neighborhood Preservation	Low - Medium density residential	The requested change to Commercial land use would be consistent with adjacent existing development and an existing open space area would buffer the residential community to the east. However, it is recommended that any expansion of Commercial land use within this corridor be discussed during the Region Planning process when a more comprehensive land use plan is developed with input from the community stakeholders.
<b>OOHR-12</b>	1185 Baltimore-Annapolis Boulevard, Arnold	Industrial	Low density residential, Industrial	R1	Neighborhood Preservation	Low density residential	The requested land use change to Industrial is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area
<b>OOHR-13</b>	8301 Jumpers Hole Road, Millersville	Low - Medium density residential	Low density residential	R1	Neighborhood Preservation	Low density residential	The requested change to Low-Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.
<b>OOHR-14</b>	Evergreen Road, Gambrills	Rural	Rural and Agricultural	RLD, RA	Rural and Agricultural	Rural	The requested change is consistent with the Plan2040 Development Policy Area of Rural and Agricultural, the current zoning, and is compatible with the surrounding planned land use; however, there is high potential for archaeological resources in this area and the property would require intensive archaeological survey prior to any disturbance for agricultural/mining purposes.
<b>OOHR-15</b>	Bestgate Road, Annapolis	Medium density residential	Low density residential, Natural features	R1, OS	Neighborhood Preservation	Low density residential	The requested change to Medium Density Residential is not consistent with the Neighborhood Preservation Policy Area, the surrounding Planned Land Use, or the current zoning of the area.
<b>OOHR-16</b>	7824 Freetown Road, Glen Burnie	Medium density residential	Low - Medium density residential	R5	Neighborhood Preservation	Low - Medium density residential	The requested change to Medium Density Residential is not consistent with the Neighborhood Preservation Policy Area, the surrounding Planned Land Use, or the current zoning of the area.
<b>OOHR-17</b>	Long Hill Road, Pasadena	High density residential	Commercial, High density residential	C4	Critical Corridor	High density residential	The requested change to High Density Residential is consistent with the Critical Corridor Policy Area; and is compatible with the surrounding planned land use and zoning.

Online Open House Requests (OOHR)

<u>Application Number</u>	<u>Address of Property</u> <i>(+ contact info, if)</i>	<u>Requested Land Use</u>	<u>2009 Land Use</u>	<u>Existing Zoning</u>	<u>Plan2040 Policy Area + Overlay</u>	<u>Plan2040 Recommended Land Use</u>	<u>Staff Justification</u>
<b>OOHR-18</b>	8399 Baltimore-Annapolis Boulevard, Pasadena	Low - Medium density residential	Low density residential	R1	Neighborhood Preservation	Low density residential	The requested change to Low-Medium Density Residential land use is not consistent with the surrounding planned land use nor the Neighborhood Preservation Policy Area.
<b>OOHR-19</b>	1037 Skidmore Drive, Annapolis	-	Rural and Agricultural, Natural Features	R1, OS	Peninsula	Rural	Maintain Rural Planned Land Use Designation for consistency with surrounding existing and planned land use, zoning, and to support protection of Critical Areas and environmentally sensitive areas.
<b>OOHR-20</b>	1031 and 1053 Skidmore Drive, Annapolis	Low density residential	Rural and Agricultural, Natural Features	RLD, OS	Peninsula	Rural	Maintain Rural Planned Land Use Designation for consistency with surrounding existing and planned land use, zoning, and to support protection of Critical Areas and environmentally sensitive areas.
<b>OOHR-21</b>	201 Packard Avenue, Glen Burnie	Medium density residential	Medium density residential	R5	Neighborhood Preservation	Low - Medium density residential	The requested change is not consistent with the the current zoning and is consistent with the existing land use of multi-family.
<b>OOHR-22</b>	White Avenue / Maryland Avenue, Linthicum	Mixed Use	Industrial Low Density Residential (Lot 50)	W1 R2 (Lot 50)	Critical Economic	Mixed Use	The requested change to Mixed Use is consistent with the Vision and with the planned land uses along the Nursery Road and Elkridge Landing corridor.
<b>OOHR-23</b>	1007 Main Ave, Linthicum Heights	Transit	Low Density Residential	R2	Critical Economic	Transit	The requested change to Transit is consistent with the property's ownership by the Maryland Aviation Administration and with adjacent planned land use to the west and south.



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-1	Low Density Residential	Y	Public Safety	Compatibility	
LUCA-1	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-1	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-1	Low Density Residential	Y	select	select	
LUCA-1	Low Density Residential	Y	Environment	Stormwater / Flood	Lake Waterford needs the protections to keep it clean.
LUCA-1	Low Density Residential	Y	Environment	select	Up zoning is NOT appropriate!
LUCA-1	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-1	Low Density Residential	Y	Environment	Compatibility	no more commercial along Waterford Road!!
LUCA-1	Low Density Residential	N	Environment	Parks and Trails	
LUCA-1	Low Density Residential	Y	Environment	Compatibility	This area needs a boundary enforced between residential and commercial. This is close to environmentally sensitive land, Waterford Lake and Magoghy River waters. I agree with the county trying to enforce zoning rather than let commercial spread occur.
LUCA-2	Low-Medium Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-2	Low-Medium Density Residential	N	Environment	Stormwater / Flood	No new buildings
LUCA-3	Rural	Y	Compatibility	Traffic	
LUCA-3	Rural	Y	Environment	Stormwater / Flood	
LUCA-3	Rural	N	Environment	Compatibility	
LUCA-3	Rural	Y	Compatibility	Environment	Should stay RURAL
LUCA-3	Rural	Y	Environment	Traffic	
LUCA-3	Rural	N	Compatibility	Environment	
LUCA-3	Rural	Y	Environment	Compatibility	
LUCA-3	Rural	Y	Compatibility	Environment	
LUCA-3	Rural	Y	Environment	Stormwater / Flood	No new buildings
LUCA-3	Rural	N	Compatibility	Compatibility	This is a home on .77 acres in the neighborhood of Queen Anne Hill. The neighborhood consists of 1-2 homes/acre consistent with Low Density Residential. Existing land use will not change, this will simply correct inconsistency between zoning and reality.
LUCA-4	Rural	Y	Public Safety	Environment	Site access is too close to a busy intersection with awkward geometry. There is enough commercial property in the area without adding this. Dense forest next to stream should be preserved as much as possible.
LUCA-4	Rural	Select	select	select	
LUCA-4	Rural	Y	Public Safety	Compatibility	Commercial use on this property would be dangerous at this intersection. .No additional commercial use is needed in Crownsville.
LUCA-4	Rural	Y	Environment	Stormwater / Flood	Although the community wants to see the (long abandoned) WAWA or something similar return, I don't think we need more commercial at this intersection. I want the creek at the eastern boundary protected.
LUCA-4	Rural	Y	Public Safety	Environment	
LUCA-4	Rural	N	Compatibility	Economic / Community Development	Old Wawa space has been sitting empty for several years. Use that as commercial. don't need more commercial.
LUCA-4	Rural	N	Compatibility	Environment	
LUCA-4	Rural	N	Public Safety	Traffic	What a safety hazard this would be. These roads cannot handle a commercial area here.
LUCA-4	Rural	N	Compatibility	Environment	This area needs to be spared from more development. The nature of our community is being compromised and Severn Run and capillary creeks are being impacted. If the old corner Wawa can't find a renter, why do we need more commercial on Generals Highway?

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-4	Rural	Y	Environment	Stormwater / Flood	No new buildings
LUCA-4	Rural	N	Compatibility	Traffic	The old Wawa across the street has been for sale for years. There is already unused commercial space.
LUCA-5	Rural	Y	Compatibility	Traffic	They should have known when they bought (inherited) the property that they could only build one house on it. The only justification they have is they want to make a big profit off land they got cheaply. Please keep this area Rural!
LUCA-5	Rural	U	select	select	This is a test.
LUCA-5	Rural	U	select	select	
LUCA-5	Rural	Y	Environment	Environment	
LUCA-5	Rural	Y	Compatibility	Environment	
LUCA-5	Rural	N	Traffic	Environment	No more density at WAWA intersection with Route 3. The traffic is already congested. Maintain less dense development. Building moratorium suggested/
LUCA-5	Rural	Y	Compatibility	Environment	One residential tract in a rural area will open the door to more land use changes.
LUCA-5	Rural	N	Traffic	School Capacity	We need to fix current infrastructure problems such as traffic and school capacity BEFORE allowing more growth along the Rt. 3 corridor.
LUCA-5	Rural	N	Stormwater / Flood	Traffic	Crofton is overbuilt enough.
LUCA-5	Rural	Y	Compatibility	Stormwater / Flood	Land surrounding the Little Patuxent should be protected as natural rain water absorption areas and should remain consistent with existing rural classification. Infrastructure is absent that would support any upzoning/ increase in density or traffic..
LUCA-5	Rural	N	Compatibility	Traffic	
LUCA-5	Rural	Y	Environment	Compatibility	
LUCA-5	Rural	Y	Environment	Stormwater / Flood	No new buildings
LUCA-5	Rural	N	Compatibility	Environment	Route 3 corridor from 450 North to 175 is already too congested! More dangerous to drive every year! Need to preserve rural areas surrounding Route 3 corridor and Stop more growth along this stretch of road and nearby side roads
LUCA-7	Low Density Residential	Y	Compatibility	Environment	
LUCA-7	Low Density Residential	N	Compatibility	Environment	
LUCA-7	Low Density Residential	Y	Compatibility	Environment	
LUCA-7	Low Density Residential	N	Stormwater / Flood	Environment	The area already suffers from runoff due to construction of the Magothy Gateway Shopping Center across Ritchie Hwy. More building would exacerbate that. GSPC comment.
LUCA-7	Low Density Residential	N	Compatibility	Public Safety	Increasing the density of development in the Severna Park area is not compatible with the existing neighborhood environment. This will bring increased crime, traffic and environmental damage to our town.
LUCA-7	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-7	Low Density Residential	Y	Compatibility	Traffic	
LUCA-7	Low Density Residential	N	Environment	Parks and Trails	
LUCA-7	Low Density Residential	U	Environment	Parks and Trails	Land area is one of few safe havens in region for birds and animals and any development would create environmental issues and severely disrupt the B&A bike trail.
LUCA-7	Low Density Residential	Y	Environment	Stormwater / Flood	i'd really like this area be a preservation land/park/community use, because if trees are removed it would cause flooding. This area has very little entrance area and to put more homes by the B&A bike path creates more flooding on the bike path.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-8	Rural	Y	Compatibility	Environment	
LUCA-8	Rural	Y	Stormwater / Flood	Environment	
LUCA-8	Rural	Y	Environment	Compatibility	
LUCA-8	Rural	Y	Compatibility	Environment	Stay rural
LUCA-8	Rural	N	select	Public Safety	This parcel is directly across from the Wawa parcel that the county wants to use as a park area in front of the new fire station parcel of twelve acres further east on Sunrise Beach Road. A bar or club there is incompatible with the use adjacent thereto.
LUCA-8	Rural	N	Environment	select	
LUCA-8	Rural	Y	Compatibility	Traffic	
LUCA-8	Rural	Y	Environment	Stormwater / Flood	No new buildings
LUCA-9	Commercial	N	Environment	Traffic	This developer has already created a traffic nightmare in this area with "unintelligent" land use and strain on the local infrastructure, The local ecosytem has been obliterated in an area that was ORIGINALLY protected by the county "Greenway Master Plan"
LUCA-9	Commercial	Y	Compatibility	Parks and Trails	
LUCA-9	Commercial	N	Economic / Community Development	select	Please, no chain stores; locally-owned and operated only.
LUCA-10	Low Density Residential	Y	Compatibility	Economic / Community Development	Building of additional low-medium housing density units in the area would be beneficial
LUCA-10	Low Density Residential	N	Compatibility	Economic / Community Development	Greater need for public park and indoor aquatic facility instead of additional housing. This land can be used for that purpose instead.
LUCA-10	Low Density Residential	N	Parks and Trails	select	This area is HIGHLY forested and you should find a different place and smaller place to put higher density housing. Also, the housing that can be seen via the arial view looks pretty dense already. This land should be used as parkland.
LUCA-10	Low Density Residential	Y	select	Compatibility	The surrounding area is changing so fast can't imagine what it will be in 20 years. Would like to be included in the re-zoning at this time.
LUCA-11	Medium Density Residential	Y	Compatibility	Traffic	This is so close to two of the MARC train stations, it only makes sense to do development on this site. Fort Meade is opening up more and more jobs, and the workers will need more affordable housing.
LUCA-11	Medium Density Residential	Y	Compatibility	Traffic	This land development is consistent with the idea of "Smart Development" with the idea of lowering traffic congestion. The CSX railway is under-used for commuting. The racetrack station is practically within walking distance. The savage station 2-miles
LUCA-11	Medium Density Residential	Y	Compatibility	Economic / Community Development	There are good mass transit stations north and south of this location. This would fit in with the existing land use around this area. Growth between Baltimore and Washington is inevitable.
LUCA-11	Medium Density Residential	Y	Compatibility	Traffic	
LUCA-11	Medium Density Residential	Y	Compatibility	Traffic	
LUCA-11	Medium Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-11	Medium Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-11	Medium Density Residential	Y	Compatibility	select	The neighboring properties are zoned at this category. Future development will provide much needed housing in this area.
LUCA-11	Medium Density Residential	Y	select	select	
LUCA-11	Medium Density Residential	Y	select	select	
LUCA-11	Medium Density Residential	Y	Compatibility	select	
LUCA-11	Medium Density Residential	Y	Compatibility	select	Proximity to planned mass transit (MARC) favors medium density residential use here.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-12	Low Density Residential	Y	Compatibility	Environment	
LUCA-12	Low Density Residential	Y	Public Safety	Compatibility	Increasing the density of development in the Severna Park/Pasadena area is not compatible with the existing neighborhood environment. This will bring increased crime, traffic and environmental damage to our town.
LUCA-12	Low Density Residential	Y	select	select	
LUCA-12	Low Density Residential	Y	Compatibility	Environment	
LUCA-12	Low Density Residential	Y	Compatibility	Environment	
LUCA-12	Low Density Residential	Y	Compatibility	Environment	
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	I have spoken with Jessica Haire on this property and agree it should be Mixed Use
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	A change to mixed use for a small business, such as a doctor or dentist office, would be beneficial to the Hazelwood community. This is supported by numerous neighborhood residents.
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	This is a violation of an older residential area of modest, but neat residences. The first step to a domino effect of commercial development on street-more than enough of that in Edgewater. Applicant's property is degraded on purpose to make a point.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	Mixed Use proposed in Land Owner's Application would be most beneficial to the neighborhood and surrounding community and still maintain the character of the neighborhood.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	Land Owner's proposal would be good and useful for neighborhood and surrounding community and would still maintain the look and character of area and neighborhood.
LUCA-13	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	
LUCA-13	Low Density Residential	N	Traffic	Stormwater / Flood	
LUCA-13	Low Density Residential	Y	Environment	Stormwater / Flood	To keep the environmental aspects of the property and prevent stormwater runoff.
LUCA-13	Low Density Residential	Y	Traffic	select	ya start here & then each house down the line will want the same thing. If the owner thinks it can't be sold the way it's zoned, then he needs to lower the price, & his greed.
LUCA-13	Low Density Residential	Y	Traffic	Compatibility	This area already has traffic merging from Rt 2, vehicles turning left and right that are on Pike Ridge. Without creating center lane for turns it would be a traffic nightmare (like Pike Ridge at Rt 214) with unsafe conditions.
LUCA-13	Low Density Residential	Y	Traffic	Stormwater / Flood	
LUCA-13	Low Density Residential	Y	Stormwater / Flood	Compatibility	
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	
LUCA-13	Low Density Residential	N	Compatibility	Environment	
LUCA-13	Low Density Residential	Y	Traffic	Compatibility	People live here, it is not commercial. There is too much traffic, we do not need more commercial development, buildings are abandoned and stand empty. Use what is already there. No waste
LUCA-13	Low Density Residential	Y	Traffic	Compatibility	Upgrading this site is a traffic disaster. Would be just like the merging and right and left turns at Pike Ridge and Rt 214. It's unsafe. The County's Planned Land Use for 2040 is correct.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	The proposal for a small professional business right there in the neighborhood is a GREAT idea. It would be very good for people to have a doctor or dentist office so accessible.
LUCA-13	Low Density Residential	Y	Compatibility	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	The application should be for mixed use. The possibility for a small business, especially a doctor's office, on the corner of Pike Ridge would be a good thing for this area. It would not impact adversely on the area.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	The applicant explained to me what he is proposing for this property. I wholeheartedly agree with the concept of erecting a structure like a house for use as a small business and possibly incorporate a residence as well.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	This property would be put to much better use as a small business. What the land owner has proposed sounds like it would be a wonderful thing for the neighborhood. If a doctor or dentist had an office there it would save people from having to drive far.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	Using this property as a small business would not be detrimental to the neighborhood and would provide more of a benefit to the residents, especially for the people in the retirement building nearby.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	The application presents a reasonable and logical argument for a change in land use. This property is already enclosed by commercial use. An aesthetically pleasing building with a small business would be beneficial.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	A small business on this property would be a good thing for this area, especially if it is a doctor's or dentist's office. It would be much better than that tire store across the street. If built like a house it would fit well into the neighborhood.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	The landowner's proposal for a house with a small business is a good idea for this area. It would keep the look of the residential part and provide a reasonable transition from the heavy commercialized area surrounding it.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	This property is virtually surrounded by commercial businesses. What the landowner is proposing would not adversely affect the area and would, in fact, be beneficial to the residents of the area.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	I am very familiar with this area. A small business on the corner of Pike Ridge and Claiborne would be an improvement for Hazelwood community and might provide a buffer from the heavy commercial adjacent to this property.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	The idea proposed by the landowner is a good one. A small business would not adversely impact the area and would be compatible not only with the residential but also with the surrounding commercial.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	I support the idea of small business on this property. The county has allowed commercial business to surround the corner with no buffer and a small business could provide a transition area and would be more attractive than the existing commercial.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	I am well acquainted with this area. An attractive building such as proposed by the landowner would be a plus in contrast to the huge commercial adjacent and could bring needed benefits to the neighborhood.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	I have read this application and I support the landowners request, except I believe that mixed use would be more appropriate. A small business would be a real benefit for this community and provide needed services.
LUCA-13	Low Density Residential	Y	select	select	
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	I support a change in land use for this property. A small business, especially a doctor, dentist, real estate or insurance agent business would be a useful for the area, much better than the existing ugly businesses surrounding it.
LUCA-13	Low Density Residential	N	Traffic	Compatibility	
LUCA-13	Low Density Residential	N	Compatibility	Traffic	I grew up on Claiborne Road. My parents still live there. Converting that residential lot into a commercial lot would increase traffic through their neighborhood, endangering the current residents and ultimately decreasing their property values.
LUCA-13	Low Density Residential	N	Environment	Traffic	
LUCA-13	Low Density Residential	N	Traffic	Environment	
LUCA-13	Low Density Residential	N	Traffic	Environment	There is already too much commercial development in that area, and there is already too much traffic.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	I am in favor of the landowner's proposed change in land use. There are several commercial businesses surrounding the property and a new house-like building with a small business would be an improvement.
LUCA-13	Low Density Residential	N	select	Economic / Community Development	
LUCA-13	Low Density Residential	Y	Traffic	Compatibility	Allowing commercial development on this already busy intersection will not be safe. Cars merging from Rt 2, cars turning left and right is enough the way it is. thanks
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	Planning would include a small residential-style building used by professional services such as doctor or other healthcare services, beneficial to the surrounding community, particularly the nearby retirement high-rise residential building.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	Residential architecture, professional building beneficial to nearby residents including the nearby retirement building.
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	
LUCA-13	Low Density Residential	N	Compatibility	select	Agree with staff that this should be discussed in regional planning. Slippery slope, as more on this block will request commercial.
LUCA-13	Low Density Residential	N	Compatibility	select	
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	I support a land use change to mixed use for the purpose of placing a community oriented small business in this neighborhood.
LUCA-13	Low Density Residential	N	Economic / Community Development	Compatibility	I support a change in land use to mixed use for the purpose of the land owner's proposed establishment of a small professional business. Such a change would be beneficial for the neighborhood.
LUCA-13	Low Density Residential	Y	select	select	retain rural zoning
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	
LUCA-13	Low Density Residential	Y	Traffic	Compatibility	
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	The request for Commercial use is misleading. The applicant is not suggesting to build a car wash or gas station, but rather a small community oriented business. I think mixed use is more appropriate and see no reason to deny.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	I believe that a small business would be a benefit to the neighborhood. If commenters would actually read the application, it would be clear the land owner's intent is to improve the area and provide a service to the area.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. I support the Staff recommendation. Retain Low density zoning.
LUCA-13	Low Density Residential	N	Economic / Community Development	Economic / Community Development	I support the landowners proposal for a small business
LUCA-13	Low Density Residential	N	Environment	Compatibility	
LUCA-13	Low Density Residential	Y	Compatibility	Compatibility	Environmental Protection is my 3rd Reason for my Opinion. I support the Staff recommendation. I support retaining Low Density Residential zoning for this parcel.
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	The parcel in question is located within a residential subdivision. The proposed reclassification is not compatible with the existing land use.
LUCA-13	Low Density Residential	Y	Compatibility	Traffic	Retain the rural zoning on this parcel located near MD Routes 2 and 214
LUCA-14	Maritime	Y	Economic / Community Development	Compatibility	More water access for the community is good.
LUCA-14	Maritime	N	Environment	Compatibility	In my immediate neighborhood & any more intensive use would adversely affect the Magothy River and Lower Magothy Beach
LUCA-14	Maritime	N	Compatibility	Environment	This property is NOT solely maritime, but a marina zoned MA2 and an R5 property which is used for residential purposes. Maintaining the current maritime/residential use will protect the surrounding neighborhood from further commercial development.
LUCA-14	Maritime	N	Environment	Stormwater / Flood	
LUCA-14	Maritime	N	Compatibility	Traffic	Current land use (part residential, part maritime) should be retained. Our neighborhood does not want more traffic or commercial activity, as the increased Maritime would bring. This is an attempt to rezone, which was formally rejected by the County.
LUCA-14	Maritime	N	Traffic	Compatibility	We would like to keep the mixed use zoning, not allow more expansion, maintain the character of the community and not add to more traffic in the community.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-14	Maritime	N	Compatibility	Traffic	Current land use (part residential, part maritime) should be retained. Making entire property Maritime would increase commercial activity and traffic, -- inconsistent with our neighborhood. This LUCA is an attempt to get support for rezoning
LUCA-14	Maritime	N	Compatibility	select	This marina has always operated in the middle of a residential neighborhood. I believe it is unfair to residents to change any land use designation that might further impact their quiet use of their homes.
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Compatibility	
LUCA-15	Low Density Residential, Maritime	Y	Traffic	Compatibility	
LUCA-15	Low Density Residential, Maritime	Y	Environment	Traffic	high density does not fit the character of the peninsula. we have major traffic issues and environmental concerns. there is also a longer than standard emergency response time.
LUCA-15	Low Density Residential, Maritime	N	Environment	Compatibility	The Peninsula is already over crowded, has a lot of traffic, has only one way in and out of the peninsula and has insufficient storm and water drainage. We have flooding here all the time and with more trees destroyed it is getting worse and worse. Not ok
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Traffic	High density residential is incompatible with the surrounding neighborhood and the transit infrastructure. SIGNIFICANT transportation infrastructure would be needed along the ENTIRE peninsula before any high density is EVER approved.
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Traffic	Between traffic congestion and difficulty of emergency vehicles getting on and off the peninsula, keeping the area low density makes infinite sense.
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Traffic	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Stormwater / Flood	For 30 years we have lived at this address; commute time to the Naval Academy has more than doubled. Traffic, congestion, more building has changed the peninsula dramatically from a quiet, restful place to a busier, more crowded area.
LUCA-15	Low Density Residential, Maritime	Y	Environment	Compatibility	
LUCA-15	Low Density Residential,	Select	select	select	Needs to be LOW density
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	select	Traffic AND Environmental Concerns are ALSO important to make this Low Density Residential Maritime
LUCA-15	Low Density Residential, Maritime	N	select	select	
LUCA-15	Low Density Residential, Maritime	Y	Environment	Compatibility	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Traffic	Mayo Ridge Marina is OK. High density residential is not.
LUCA-15	Low Density Residential, Maritime	Y	Traffic	School Capacity	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Environment	Condos are totally incompatible with current land uses on the Mayo Peninsula. Added traffic would further congest partially failed roads, be detrimental to public safety and add additional environmental insult. Please do not allow!
LUCA-15	Low Density Residential, Maritime	Y	Traffic	School Capacity	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Traffic	Single family homes surround this. There is no public transportation.
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Stormwater / Flood	There is no similar development on the Mayo Peninsula. The application would change the character of the surrounding area.
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	select	
LUCA-15	Low Density Residential, Maritime	Y	Environment	Stormwater / Flood	
LUCA-15	Low Density Residential, Maritime	N	Compatibility	Environment	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Traffic	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-15	Low Density Residential, Maritime	Y	Environment	Compatibility	
LUCA-15	Low Density Residential, Maritime	Y	Environment	Compatibility	
LUCA-15	Low Density Residential,	Y	select	select	
LUCA-15	Low Density Residential,	N	Traffic	School Capacity	
LUCA-15	Low Density Residential, Maritime	Y	select	select	
LUCA-15	Low Density Residential, Maritime	N	Compatibility	Traffic	
LUCA-15	Low Density Residential, Maritime	Y	Traffic	School Capacity	
LUCA-15	Low Density Residential, Maritime	Y	Environment	Compatibility	
LUCA-15	Low Density Residential, Maritime	Y	Traffic	Compatibility	
LUCA-15	Low Density Residential, Maritime	N	Environment	Stormwater / Flood	Agree with staff recommendation, The small maritime zoned portion of the parcel should not dictate future usage, rather the 2 adjacent residential parcels and surrounding community should determine zoning. This lies in the narrowest portion of the peninsu
LUCA-15	Low Density Residential, Maritime	Y	Environment	Compatibility	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Environment	
LUCA-15	Low Density Residential,	Y	select	select	
LUCA-15	Low Density Residential, Maritime	Y	Environment	select	Agree with staff.
LUCA-15	Low Density Residential, Maritime	Y	Environment	Compatibility	I support the Staff recommendation.
LUCA-15	Low Density Residential, Maritime	N	Environment	Traffic	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Public Safety	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Environment	I support the Staff recommendation.
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Environment	The staff has this right and I support their judgement on this. Thank you.
LUCA-15	Low Density Residential, Maritime	Y	Environment	select	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Environment	
LUCA-15	Low Density Residential, Maritime	Y	Compatibility	Environment	
LUCA-16	Low Density Residential	Y	Compatibility	Environment	
LUCA-16	Low Density Residential	N	Economic / Community Development	select	Affordable housing is needed in this area (similar to the community next to it) to help with the demand in the area.
LUCA-16	Low Density Residential	Y	Compatibility	Environment	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.



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Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-16	Low Density Residential	N	Economic / Community Development	Compatibility	The area needs more affordable housing with the increased need for workforce in the area. We need more affordable townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Surrounding area has townhome community already built, I believe that re-zoning this property will provide for more affordable housing especially for employees at Fort Meade
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The land is adjacent to other townhouses communities and no reason this land in particular to be denied the medium density zoning. Also, in my opinion, if the property has public water and sewer, why not changing the zoning and get more taxes?
LUCA-16	Low Density Residential	N	Compatibility	Compatibility	This property is served by public water & sewer, is close to employment centers, and adjoins two existing townhouse communities. so it is ideally suited to provide housing that is convenient to the major employers in this area of the County. Thank You!
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west county area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities. This will serve for more townhouses development as well.
LUCA-16	Low Density Residential	N	Economic / Community Development	Compatibility	We need more townhouses for NSA, Defense, Fort Meade, and other employees to reduce traffic congestion and travel time, also to be compatible with the surrounding area. Thank you
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Townhouses are present on both sides and this will facilitate for people who works in this area to live in a nearby decent houses
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Shortage of housing - additional housing is needed to reduce commute time to major employers such as Fort Meade and NSA. The property is in the vicinity of new housing and has public water and sewer. Additionally, there is no/minimal environmental impact.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This area is near large are employers and would relieve some of the traffic and housing congestion for commuters/residents of the area. It is already near a residential area with good school zones so it will be a good fit for the adjacent community.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	LUCA-11 and the surrounding area, save for LUCA-70, are deemed Residential Medium Density Zoning. Not raising the residential density zoning of LUCA-16 deprives the community of significant economic growth and development, especially following a pandemic.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	1. People coming to work at Ft Meade and NSA need nearby homes and services so as to cut down on commutes and fuel consumption. 2. This area is not adjacent to the natural area; so the proposed action to reduce the density is based on error.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Infrastructure such as sewer and water is already in place nearby, as are other townhomes. Employees of NSA and Ft Meade need more nearby housing to cut down on traffic. And the land is NOT adjacent to the Oxbow nature area. Please help those who serve us
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	more houses are needed
LUCA-16	Low Density Residential	N	Compatibility	Compatibility	more houses are needed
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Need of additional housing to reduce commute
LUCA-16	Low Density Residential	N	Economic / Community Development	Compatibility	The area can sustain the medium density residential and will add more local tax revenue and economical boost.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The neighborhood evolved from low density to much higher density and it will benefit the local community economically.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This area will be a perfect addition to the nearby adjacent residential areas on both sides. It will provide houses for employees of NSA / Fort Meade and other work areas around. Will definitely reduce commute distance to these surrounding job sites

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Economic / Community Development	Compatibility	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this area as it is very close to Fort Meade.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer. There is no environmentally sensitive features and adjoined townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	Y	Compatibility	Economic / Community Development	This property represents a key opportunity for redevelopment into a medium density residential site. It will provide much needed attainable housing. The proximity to open space will create a great amenity for the site and not negatively impact Oxbox.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	e need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	land use & zoning to allow a townhouse community on this property is compatible with the existing adjacent townhouse communities of spring creek and fieldstone

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	we need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Medea & others defense facilities
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	town houses will be compatible with the area needs.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer and is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	I believe that this area will best used as townhomes to provide affordable housing for employees of Fort Meade. This is also compatible with the adjacent lots that already have Townhomes built on them
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Compatibility	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning. Th
LUCA-16	Low Density Residential	N	select	Compatibility	The County staff justification is factually in This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning.
LUCA-16	Low Density Residential	N	Compatibility	Compatibility	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	We need additional housing in this west County area to reduce commute times and traffic congestion to NSA, Fort Meade and other defense facilities.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	The County staff justification is factually in error. This property is not adjacent to the Oxbox Natural Area. It is located to the west, across Brock Bridge Road and separated from the Oxbox area by townhouses and higher density residential zoning.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Opportunity to grow , better service and better community
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water & sewer, no environmentally sensitive features & adjoins townhomes& additional housing in this west County area to reduce commute times & traffic congestion to NSA
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is served by public water and sewer, is close to employment centers and adjoins two existing townhouse communities. This makes it ideally suited to provide housing that is convenient to the major employers in this area of the County.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.  Land use and zoning to a
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.  Land use and zoning to a
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.  Land use and zoning to a
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.  Land use and zoning to a
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.  Land use and zoning to a
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This property is adjoined by townhouse developments on two sides and well suited to provide housing for employees of NSA, Ft. Meade and major private employers located nearby and reduce commute distances and traffic congestion.  Land use and zoning to a
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Medium Density Residential is the correct land use given that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property is compatible with the existing, adjacent townhouse communities of Spring Creek and Fieldstone.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-16	Low Density Residential	N	Economic / Community Development	Compatibility	
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Being adjacent on both sides to townhouse developments and having public water and sewage makes this an ideal spot for building additional townhouses in an area with a need for more residential sites.
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	Land use and zoning to allow a townhouse community on this property
LUCA-16	Low Density Residential	N	Compatibility	Economic / Community Development	This land has adjacent townhouse developments on both sides. Additionally, Medium Density Residential is the correct land knowing that this property has public water and sewer, no environmentally sensitive features and adjoins townhomes.
LUCA-17	Commercial	N	Economic / Community Development	Environment	Since acquiring the marina, PYY has kept the marina clean, is civic minded and respectful of their neighbors and is a tremendous and valuable asset to the Chesapeake Bay community. That area is already overbuilt with homes. Save our Bay assets!!!!

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-17	Commercial	N	Economic / Community Development	Environment	PYY has been a great supporter of the community and water life for years now. I do not want the marina to go away. It's a great part of the neighborhood.
LUCA-17	Commercial	N	Economic / Community Development	Compatibility	
LUCA-18	Commercial	N	Environment	Traffic	Owners have, for years, acted illegally (cutting down forested area) and against previous rulings. Neighbors repeatedly protested this issue, yet the owners continue to ram this thru. Owners promised no size increase then quietly petitioned increase, etc
LUCA-18	Commercial	N	Environment	Compatibility	The owner of this property has requested many times that the RLD portion of this parcel be changed to C3. The County Council put this zoning of RLD intentionally and it was not a mistake. The zoning of this portion was also upheld by a hearing last year
LUCA-18	Commercial	N	Environment	Economic / Community Development	
LUCA-18	Commercial	N	Compatibility	Environment	We are rapidly losing the rural nature of our community. There are also issues of storm water and environmental protection. Furthermore, locals are concerned about overdevelopment regarding more wells and septic.
LUCA-20	Low Density Residential	Y	Compatibility	Environment	
LUCA-20	Low Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-20	Low Density Residential	Y	Compatibility	Traffic	
LUCA-20	Low Density Residential	N	Traffic	Environment	
LUCA-20	Low Density Residential	N	Traffic	Environment	I live in the Deerfield Community. Entering and exiting our neighborhood is very challenging. There are no additional commercial properties that would improve quality of life/services that are not already available near by. A lot of vacant comm. bldgs.
LUCA-20	Low Density Residential	N	Compatibility	Stormwater / Flood	
LUCA-20	Low Density Residential	Y	select	select	
LUCA-21	Low-Medium Density Residential	Y	Compatibility	Environment	
LUCA-21	Low-Medium Density Residential	N	Economic / Community Development	Compatibility	
LUCA-21	Low-Medium Density Residential	Y	Compatibility	Traffic	
LUCA-21	Low-Medium Density Residential	N	Compatibility	Traffic	Commercial zoning is not consistent with the existing community of Deerfield. Property from Mountain Rd and Edwin Raynor to Magothy Bridge and Mountain Rd includes a residential neighborhood, a church, and elementary school. No commercial entities wanted.
LUCA-21	Low-Medium Density Residential	N	Traffic	Compatibility	
LUCA-21	Low-Medium Density Residential	Y	Traffic	Public Safety	
LUCA-22	Low Density Residential	N	Compatibility	Traffic	
LUCA-22	Low Density Residential	Y	Environment	Compatibility	
LUCA-22	Low Density Residential	Y	Compatibility	Traffic	Proposed use is not consistent with surrounding land use. Increased use will burden the rural road. Current zoning exceptions are sufficient for the current use.
LUCA-22	Low Density Residential	Y	Compatibility	Traffic	
LUCA-22	Low Density Residential	Y	Compatibility	select	Living on the Broadneck Peninsula for over 50 years, I support conservative land use and want to ensure that there is consistent protection for the communities that are next to/nearby this property on Broadneck Road. It is not suitable for industrial use.
LUCA-22	Low Density Residential	N	Economic / Community Development	Compatibility	Chesapeake Charter Inc has been servicing the area and providing jobs for locals for over 30 years

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-22	Low Density Residential	Y	Compatibility	Environment	Had the County not approved the new residential development next to the Bus transportation yard, I might have been inclined to support the Land Use Change Request to industrial, but that would now be incompatible with the neighboring area.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	Existing use for close to 40 years compatible with the county road shop across the street. This is an essential public service that saves taxpayers money by being located in the middle of the service area.
LUCA-22	Low Density Residential	N	Economic / Community Development	Compatibility	Live in Bay Hills Community. The buses serve my community and provide jobs for several of my neighbors.
LUCA-22	Low Density Residential	Y	Compatibility	Traffic	
LUCA-22	Low Density Residential	Y	Compatibility	Traffic	
LUCA-22	Low Density Residential	N	Compatibility	Public Safety	The current use has been there for 40 years as has the county roads operation next door. Also, the bus company always provided great service and support to the community, and disrupting their operation would cause harm to the the community as a whole.
LUCA-22	Low Density Residential	N	Compatibility	Traffic	Current use been there the last 40 years - the bus company has always been a part of the community and has our full support to remain right where it is.
LUCA-22	Low Density Residential	Y	Environment	Compatibility	
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	The property has been industrial for a long time. I was surprised to see new residential go up next door. I think it is important to keep some land as industrial. I also think it is important to grandfather in some uses that have been there for a while.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	Bus company been there close to 40 years Compatible with the county road shop across the street .this is an essential public service that save tax payers money by being local in the middle of a service area.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	The well established business has been in the existing location for almost 40 years & has been providing service to all the surrounding community's & is located directly across the street from the Anne Arundel County road operations office building & shop
LUCA-22	Low Density Residential	Select	select	select	The school bus business on Broadneck Rd. has been there for 40 years...LITERALLY across the street from an industrial county public works facility! Please allow it to remain for all they do for our children and our community. Patrick Gonzales
LUCA-22	Low Density Residential	N	select	select	
LUCA-22	Low Density Residential	N	Compatibility	select	This bus company has always provided service and support to the community and the current use has been there for more then 38 years as has the county roads operating next door... There for I strongly support this change..
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	With the AA Road Operations across the street, it's been industrial for years, traffic control to enter Bay Dale is in place, the residential population is already custom and the closeness of Rt 50 makes the zoning change uncomplicated.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	This area has County and private business support that is compatible with our community and has been there for 40 years.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-22	Low Density Residential	N	School Capacity	Economic / Community Development	I grew up and still live in this area and this school bus company provides a great service to our community. I myself rode their busses and plan on having my children do so as well.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	This road has been in existence for 40 plus years - with multiple service lines residing on this road - ie Bus Service Company and also a government entity ( County Roads Maintenance Dispatch ) - these services are impactful to the community.
LUCA-22	Low Density Residential	N	select	select	current occupant has been there for over 40 years, as has the county roads operation next door. The bus company has always provided service and support to the community.



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	That property and the county roads property have been in use for such a long time, its not fair the try to change it
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	Chesapeake Charter has provided a valuable service to this community from this location for 40 years. County Public Works maintains an operation across the street on Broadneck Rd. It would be a disservice to the community if they needed to relocate.
LUCA-22	Low Density Residential	N	School Capacity	Economic / Community Development	I grew up 2 minutes from this property. I grew up riding these school buses to and from school everyday and I always felt very safe and the buses were always clean. The activities going on there have never negatively effected me with noise or traffic.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-22	Low Density Residential	N	School Capacity	Economic / Community Development	I grew up in this area and rode the bus daily. Riding the school bus was a very important experience as a school aged child, and additionally this bus company provides an incredible service to the schools by providing transportation
LUCA-22	Low Density Residential	N	School Capacity	Economic / Community Development	
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-22	Low Density Residential	Select	select	select	I disagree with the proposed plan, think designation should be industrial, my reasoning is school capacity is already way to high .
LUCA-22	Low Density Residential	Y	Environment	Traffic	
LUCA-22	Low Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-22	Low Density Residential	Y	Compatibility	Traffic	Industrial is not an appropriate use in the broadneck peninsula. There is not adequate demand for the change, and there are more suitable/less impactful areas where this could be developed.
LUCA-22	Low Density Residential	N	School Capacity	Economic / Community Development	I have lived in the area my entire life and grew up riding the school bus to school every day. This location supports our local school bus service that is an invaluable resource to our kids and community and the designations should not be switched.
LUCA-22	Low Density Residential	N	School Capacity	Economic / Community Development	I grew up in the area, riding the school bus during my k-12 years. Chesapeake Charter, Inc provides a high quality service to the community and promotes further economic growth for our residents.
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	I strongly support the use of this area as Industrial. The close proximity of the bus lots to the school is ideal - to provide every day transportation as well as any emergency transportation.
LUCA-22	Low Density Residential	N	Compatibility	Compatibility	Chesapeake Charter has been in this area for 40 yrs. Anne Arundel County Traffic Maintenance is directly across from Chesapeake Charter. John Lonergan is a great asset to this community.
LUCA-22	Low Density Residential	N	select	select	
LUCA-22	Low Density Residential	N	Compatibility	Economic / Community Development	We are in support of the requested change
LUCA-22	Low Density Residential	N	Compatibility	Environment	it been there over 40 year and county road operation operate next door
LUCA-22	Low Density Residential	N	Compatibility	Compatibility	
LUCA-22	Low Density Residential	N	Compatibility	School Capacity	The current business on this property has been a part of the community for years, is next to a county roads operation center. He is the bus company used by the schools and are business leaders. The have been there 40 years, WE DO NOT NEED MORE HOMES here
LUCA-22	Low Density Residential	N	Compatibility	select	The bus company has provided services & support to the broadneck area for 40 years, and the same for County roads operations next door.
LUCA-22	Low Density Residential	N	Compatibility	School Capacity	The bus company has been in business in the area for 40 year at its current location as has the County roads operation across the street. The is a benefit to the broadneck area.
LUCA-22	Low Density Residential	N	Compatibility	Compatibility	
LUCA-22	Low Density Residential	N	Compatibility	School Capacity	the county roads operation is directly in eye sight of the bus company which has been at 424 broadneck rd for 40 years. for all of that time the bus company has provided service and support to our community"yes our household fully supports this change

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-22	Low Density Residential	N	Compatibility	Compatibility	This is industrial.
LUCA-23	Low Density Residential	N	Environment	Compatibility	I agree with the property owner request that the parcel should not to converted to residential land use. With its proximity to broad creek, conservation of the forested land is needed.
LUCA-23	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-23	Low Density Residential	N	Environment	Stormwater / Flood	Should be conservation land - Rural
LUCA-23	Low Density Residential	Y	Environment	Stormwater / Flood	
LUCA-23	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-23	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-25	Rural	Y	Environment	Stormwater / Flood	
LUCA-25	Rural	Y	Compatibility	select	Private landowner; as long as it's not commercial use we should allow folks to use their land.
LUCA-25	Rural	N	Compatibility	Environment	The land map in this area shows a RLD zoning but clearly the residences hold approx. 1 acre per home. This would make the use R1 which is consistent with this area. This area has no impact to the environment nor storm water run off which is stated by p&z.
LUCA-25	Rural	Y	Stormwater / Flood	Environment	
LUCA-25	Rural	N	Environment	School Capacity	
LUCA-25	Rural	Y	Environment	Traffic	We need to protect Jabez Branch and not upzone any of these properties. Conservation zoning is preferable.
LUCA-25	Rural	N	Environment	Stormwater / Flood	This seems like a likely environmental issue for our fragile local creeks/branches/runs. Also, isn't the entrance and exit going to impact an already difficult intersection between RTE 3, HWY 32, and I-97?
LUCA-26	Change parcels 150, 157, and 520 to Commercial. Keep Parcel 163 as Low Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-26	Change Parcels 150, 157, and 520 to Commercial. Keep Parcel 163 as Low Density Residential	N	Compatibility	Traffic	
LUCA-27	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-27	Low Density Residential	Select	Environment	Traffic	Should not be commercial!
LUCA-28	Low-Medium Density	N	Economic / Community Development	Compatibility	lots of employment close by and multi fam would provide the right housing at right price point for the jobs.multi fam would supply more R/E tax . access can be from Shelly Rd new work force housing just built nearby but filled fast need more here.
LUCA-28	Low-Medium Density	Y	Economic / Community Development	Compatibility	This only make sense considering the surrounding area... Please let us know when and if there is going to be further conversation so that we might join if possible, Thanks
LUCA-29	Commercial	Y	Economic / Community Development	Compatibility	This makes good sense for this area....please let us know if there is going to be further discussion so we can join if possible.
LUCA-31	Low-Medium Density Residential	N	Compatibility	Economic / Community Development	Frontage on busy AACo Rd; near existing commercial/infrastructure; prime redev. opportunity w/ strong ability to mitigate environ. impact; increased prop. tax revenue to AACo.
LUCA-31	Low-Medium Density Residential	N	Traffic	Environment	
LUCA-32	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-33	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-33	Low Density Residential	Y	Compatibility	select	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-34	Commercial	U	Compatibility	Economic / Community Development	
LUCA-34	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-34	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-34	Commercial	Select	Compatibility	Traffic	
LUCA-35	Low Density Residential	Y	Compatibility	Compatibility	
LUCA-35	Low Density Residential	Y	Compatibility	Traffic	
LUCA-35	Low Density Residential	Y	Traffic	Traffic	
LUCA-35	Low Density Residential	Y	Compatibility	Traffic	
LUCA-35	Low Density Residential	Y	Traffic	select	expansion into "Commercial" land use within this corridor should be discussed during the Region Planning process w/ the community in greater awareness than this GDP process allows
LUCA-35	Low Density Residential	Y	Economic / Community Development	Environment	Wait for approved land use plan.
LUCA-35	Low Density Residential	Y	Stormwater / Flood	Traffic	
LUCA-35	Low Density Residential	N	Economic / Community Development	Compatibility	The application seems reasonable to me and would not impact traffic flow onto the Peninsula significantly. He is an established business that is looking to grow.
LUCA-35	Low Density Residential	N	Environment	Traffic	
LUCA-35	Low Density Residential	Y	Traffic	Environment	
LUCA-35	Low Density Residential	Y	Compatibility	select	
LUCA-35	Low Density Residential	Y	select	select	
LUCA-35	Low Density Residential	Y	Traffic	Compatibility	
LUCA-35	Low Density Residential	Y	Compatibility	Traffic	
LUCA-35	Low Density Residential	N	Compatibility	Traffic	Agree with staff that regional planning should decide this parcel's zoning outcome. Also, the pending widening of 214 adjacent this parcel should be factored into the potential upzoning.
LUCA-35	Low Density Residential	Y	Traffic	Compatibility	
LUCA-35	Low Density Residential	Y	Traffic	Compatibility	
LUCA-35	Low Density Residential	Y	select	select	
LUCA-35	Low Density Residential	Y	Environment	Traffic	
LUCA-35	Low Density Residential	Y	Compatibility	Traffic	
LUCA-35	Low Density Residential	Y	Traffic	Environment	Support staff recommendation
LUCA-35	Low Density Residential	Y	Traffic	Environment	I support the Staff recommendation.
LUCA-35	Low Density Residential	Y	Traffic	Public Safety	
LUCA-35	Low Density Residential	Y	Compatibility	Traffic	I support the Staff recommendation.
LUCA-35	Low Density Residential	Y	Compatibility	Traffic	The staff has this right and I support their judgement on this. Thank you.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-35	Low Density Residential	Y	Compatibility	select	
LUCA-35	Low Density Residential	Y	Traffic	Compatibility	With the exception of the parcel to the east, all the surrounding land uses are residential.
LUCA-35	Low Density Residential	Y	Traffic	Public Safety	
LUCA-37	Mixed Use	Y	Economic / Community Development	Traffic	
LUCA-37	Mixed Use	Y	Compatibility	Economic / Community Development	This road is NOT Industrial. If you are attempting "walkability" on Dorsey Road, you have a LONG way to go. This location is also a mile from Chesapeake Science Point School.
LUCA-38	Rural	Y	Compatibility	Environment	
LUCA-38	Rural	Y	Environment	Stormwater / Flood	
LUCA-38	Rural	Y	Environment	select	
LUCA-38	Rural	Y	Traffic	Environment	This area should stay rural. We are known to have beautiful rural areas and we should keep it this way. Almost everything around us is already too built up.
LUCA-38	Rural	N	Compatibility	Economic / Community Development	This property is immediately adjacent to an established manufactured housing community owned and operated by the applicant and is well suited to provide additional workforce housing which is greatly needed in the County.
LUCA-38	Rural	N	Compatibility	Economic / Community Development	There is ongoing pressure to find locations for workforce housing in AACo. This is a reasonable location since there is adjacent WFH little community resistance.
LUCA-38	Rural	Y	Compatibility	Environment	
LUCA-38	Rural	Y	Environment	select	
LUCA-38	Rural	Y	Compatibility	Environment	
LUCA-39	Low-Medium Density Residential	N	Compatibility	Economic / Community Development	Great location for workforce housing, as it adjoins an existing apartment complex and a portion of the property is currently zoned R-15. The R-5 portion is institutional land use which can be redeveloped for workforce housing.
LUCA-39	Low-Medium Density Residential	Select	select	select	In Point Pleasant area a lot of homes have big lots. Why is that 5 years ago a couple of us home owners tried density change and were turned down. No big developer comes with big money and wants same thing??? Hmmm. So "we" are against this and we'll fight
LUCA-39	Low-Medium Density	N	Compatibility	Compatibility	
LUCA-39	Low-Medium Density Residential	N	Public Safety	Environment	Besides apartments on Furnace Ave all are single family homes. Biggest problem in our community are the apartments. Adding high density would just amplify this problem. Keep our neighborhood low density, and preserve Marley Creek it's bad enough.thank you
LUCA-39	Low-Medium Density Residential	N	Environment	Traffic	
LUCA-39	Low-Medium Density Residential	N	Traffic	School Capacity	There are already too many houses and apartments over in that area creating enough congestion, we don't need anymore. I live on Margate and we have a ton of traffic and this will only create more of a headache.
LUCA-40	Rural	Y	Compatibility	Environment	I agree that this should not be changed from rural to maritime
LUCA-40	Rural	Y	Environment	Compatibility	The proposed land use change would allow the removal of a heavily forested area and the expansion of the maritime business would bring even more traffic into a quiet residential area with very narrow roads.
LUCA-40	Rural	N	Compatibility	Compatibility	This is a successful and well run marina that provides a much needed service to the boat owners in the community.
LUCA-41	Rural	Y	Compatibility	Environment	
LUCA-41	Rural	Y	Compatibility	Environment	would allow for the building of one home inside the current property of the land owner on already cleared land without requiring a zone change.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-41	Rural	Y	Economic / Community Development	Compatibility	
LUCA-41	Rural	Y	Compatibility	Environment	
LUCA-41	Rural	Y	Compatibility	Environment	
LUCA-41	Rural	Y	Environment	Compatibility	
LUCA-42	Commercial	N	Traffic	Traffic	Exceptions made to current land use have at least some restraining power. Granting upgraded land use opens new and more intense options for development and the opportunity to ask for more exceptions for more intense use.
LUCA-42	Commercial	N	Stormwater / Flood	Traffic	
LUCA-42	Commercial	N	Environment	Stormwater / Flood	
LUCA-42	Commercial	N	Compatibility	Traffic	
LUCA-42	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-42	Commercial	Y	Compatibility	Economic / Community Development	As Board Chair of the Providence Center, I concur that the rezoning is fully compatible with our organization vision and mission.
LUCA-42	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-42	Commercial	Y	Compatibility	select	
LUCA-42	Commercial	N	Traffic	Compatibility	Designated area should be Small Business District to fit in with surrounding area and lessen traffic impact on Ritchie Hwy. Commenting on behalf of GSPC
LUCA-42	Commercial	N	Compatibility	Traffic	The application states, " It is only because the facility was intended to be utilized as a non-profit service provider that the property was allowed to develop in a manner inconsistent with the property's R1 zoning classification, additional comments sent
LUCA-42	Commercial	N	Traffic	Environment	No more commercial and certainly no industrial!!
LUCA-42	Commercial	N	Compatibility	Traffic	There is a shortage of light industrial zoned land in the Severna Park/Arnold area. There is no need for commercial development along this stretch of Ritchie, as there are commercial notes at Jones Station Road and Arnold Road..
LUCA-42	Commercial	N	Compatibility	Environment	The application stated, It is only because the facility was intended to be utilized as a non-profit service provider that the property was allowed to develop in a manner inconsistent with the property's R1 zoning application. Why magnify the inconsistency?
LUCA-43	Rural	Y	Compatibility	Environment	
LUCA-43	Rural	Y	Compatibility	Stormwater / Flood	I would agree to allow for building homes on the land which is already cleared of trees with the provision that it is one house per 2 acres.
LUCA-43	Rural	Y	Environment	select	
LUCA-43	Rural	Y	Compatibility	Environment	Needs to stay rural!
LUCA-43	Rural	Y	Compatibility	Environment	
LUCA-43	Rural	Y	Compatibility	Environment	
LUCA-43	Rural	N	Environment	select	
LUCA-43	Rural	Y	Environment	Compatibility	
LUCA-45	Industrial, Low-Medium Density Residential	U	select	select	landowner request seems reasonable - natural features onsite should be designated as conservation; existing residential area designated as res. low medium density, and other areas designated as industrial if appropriate

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-46	Medium Density Residential	U	Traffic	Parks and Trails	Please leave pockets of old growth woods, half acre to one acre sections for some wild life, buffer zones and a place to enjoy nature.
LUCA-47	Low Density Residential	N	Environment	Traffic	Stop destroying our land.
LUCA-47	Low Density Residential	Y	Compatibility	Environment	
LUCA-47	Low Density Residential	N	Environment	Traffic	
LUCA-47	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-47	Low Density Residential	N	Compatibility	select	We need more high quality single family housing in this area of the County. The request to slightly increase the density to Low-Medium density residential will help support the new housing needs in the County. I support the request for low-med density.
LUCA-47	Low Density Residential	N	select	select	I am in support of this logical request for a slight increase in density. This property should be zoned for low-medium residential or medium residential. Thank you.
LUCA-47	Low Density Residential	N	select	select	The request for low-medium density is practical and is consistent with nearby communities under development in this neighborhood. The request will help meet the goals of providing high quality housing in proximity to major employment centers.
LUCA-47	Low Density Residential	N	Economic / Community Development	Compatibility	There is R5 and R15 zoning just west of the subject property. The Wades Grant subdivision is under construction to the west/south of this property. This is a great site for more homes and will provide quality housing options for families in AACO.
LUCA-47	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-48	Industrial	N	Economic / Community Development	Compatibility	
LUCA-48	Industrial	N	Compatibility	select	
LUCA-49	Mixed Use	Y	Compatibility	Traffic	
LUCA-49	Mixed Use	Y	Compatibility	select	
LUCA-50	Commercial	Y	Compatibility	select	
LUCA-50	Commercial	Y	Economic / Community Development	select	Proposed designation consistent with existing land use and zoning
LUCA-51	Change Parcel 124 to Commercial, Retain Low Density Residential on	Y	Economic / Community Development	Compatibility	
LUCA-51	Change Parcel 124 to Commercial, Retain Low Density Residential on Parcel 688	N	Traffic	Traffic	
LUCA-52	Commercial	N	Environment	Compatibility	several months ago, i took the time to submit feedback on this and it concerns me that my comments seemed to have not been recorded. this abuts in the back 'open space', surrounded by city jurisd. with big development planned (Lidol) SW runoff issues
LUCA-52	Commercial	Y	Compatibility	Economic / Community Development	Property is split zoned w/C1 front and R2 back. Not appropriate or feasible to develop a single family home on landlocked R2 land behind a comm. property. Goal is to upgrade old strip commercial bldg to match neighboring properties but need unified zoning
LUCA-52	Commercial	Y	Compatibility	select	It is good public policy to unify zoning on parcels. This area of Bay Ridge is redeveloping-Starbucks, Lidl, new assisted living. Unified zoning would encourage redeveloping this parcel in a manner consistent with environmental goals and policies.
LUCA-53	Low-Density Residential	N	Environment	Compatibility	This parcel contains the majority of the headwaters of the Cypress Creek and, as such, the OS zoning on the property should not be removed or converted. The health of the creek is essential to the well-being and character of the community.
LUCA-53	Low-Density Residential	Y	Compatibility	Environment	The LUCA-53 proposal to change to Commercial should be denied. However keeping this low density residential is not realistic with the environmental overlays, Cypress Creek, and the lack of safe access.
LUCA-53	Low-Density Residential	N	Environment	Parks and Trails	With such limited access to water for recreation in Anne Arundel County, this location appears to be ideal for conservation and a small public kayak launching site.
LUCA-53	Low-Density Residential	N	Compatibility	Economic / Community Development	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-53	Low-Density Residential	N	Environment	Environment	This land is the last line of defense for the headwaters of Cypress Creek. They should be protected to the maximum expenditure possible. If that is not possible, restricted low density residential is the next best option.
LUCA-53	Low-Density Residential	Y	Compatibility	Environment	
LUCA-53	Low-Density Residential	Y	Compatibility	Stormwater / Flood	Portions of property that are OS should be maintained as OS & not changed to low-density housing.
LUCA-53	Low-Density Residential	Y	Compatibility	Environment	
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	However, we do support the existing community of Manhattan Beach being a low density residential area as outlined in the 2040 plan.
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	Protect the precious section of Cypress Creek before it becomes as dead as the County let Cattail Creek become!
LUCA-53	Low-Density Residential	Y	Compatibility	select	This area should not be up zoned.
LUCA-53	Low-Density Residential	Y	Environment	Compatibility	Natural features on sit need to be protected and adverse impacts to Cypress Creek and associated wetlands and buffers avoided.
LUCA-53	Low-Density Residential	N	select	Environment	If the land truly cannot be used for residential due to its' size and shape, the county should use the opportunity to create more conservation space.
LUCA-53	Low-Density Residential	N	Traffic	Environment	
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	We're on a penninsula and water has to go somewhere. With the existing "nothing" currently there, I still see water pooling up and sometimes threatening to spill over onto 2 during heavy rain. ANY hard surface construction on this area is a terrible idea.
LUCA-53	Low-Density Residential	N	Compatibility	select	
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	
LUCA-53	Low-Density Residential	N	School Capacity	Traffic	This is incredibly dishonest. The mixed use residential designation farther north is changed from 2009. It should be solely commercial. It is not even possible to comment on this change so I am putting it here.
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	
LUCA-53	Low-Density Residential	Y	Traffic	Environment	Including a statement about deferring changes in land use to the Region Planning process weakens the justification, particularly since this statement appears in only a handful of applications. We don't need more development along Ritchie Highway!
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	Protection for Cypress Creek and preservation of natural features. Commenting for GSPC
LUCA-53	Low-Density Residential	N	Environment	Traffic	I do not agree with increasing the commercial footprint of LUCA-53 nor with a residential designation. This region should be kept forested and protect both the non-tidal and tidal portions of Cypress Creek. That would support environmental goals of AACo.
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	Any development in this area would degrade Cypress Creek.
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	Absolutely NO MORE commercial in the Cypress Creek headwaters!!! Protect the creek!!!
LUCA-53	Low-Density Residential	N	Environment	Stormwater / Flood	
LUCA-53	Low-Density Residential	Y	select	select	This stretch of Rt2 is already incredibly congested especially at rush hour. Additional commercial development will impact traffic safety and increase congestion even further. A reduction of quality of life for commuters and possibly property values.
LUCA-53	Low-Density Residential	N	Stormwater / Flood	Environment	
LUCA-53	Low-Density Residential	Y	Environment	select	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-54	Commercial	N	Compatibility	Traffic	Allowing more access onto Rt 2 is not compatible with moving traffic in the congested area. it should be consolidated and provided access through exiting entrances and other roads. on surrounding properties.
LUCA-54	Commercial	N	Compatibility	Traffic	
LUCA-54	Commercial	N	Stormwater / Flood	Environment	
LUCA-54	Commercial	N	Environment	Stormwater / Flood	
LUCA-54	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-54	Commercial	Y	Compatibility	select	
LUCA-54	Commercial	N	Traffic	Environment	There is TOO MUCH commercial ALREADY!!!
LUCA-54	Commercial	N	Traffic	select	I suspect the reason that nobody has bought this property and tried to develop it is that it would be very difficult to do, given the terrain. Open Space is a more suitable designation.
LUCA-55	Medium Density Residential	Y	Economic / Community Development	select	
LUCA-55	Medium Density Residential	Y	Compatibility	Environment	
LUCA-56	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-57	Medium Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-63	Industrial	N	Compatibility	Public Safety	I am the VP of Linthicum Shipley Improvement Association (LSIA). LSIA previously formally opposed this change and sent a detailed letter for its reasoning. There are not enough characters available to document opposition. Contact: plessnerlaw@gmail.com
LUCA-65	Commercial	Y	Compatibility	select	buffer to stream needs to be protected
LUCA-65	Commercial	N	Compatibility	Compatibility	I am worried about noise, traffic, smells, and devaluation of my property because of it. It seems a bit selfishly opportunistic to take advantage of the new community construction clearing out the trees. It takes from the community without giving back.
LUCA-65	Commercial	N	Compatibility	Compatibility	Reasons why I disagree:  * I purchased my home to live in a residential community not commercial.  * Medical reasons: Respiratory, Hearing loss due to increase in Loud noise, Children's Health  *Traffic Congestion  *Decrease Property Value
LUCA-65	Commercial	N	Compatibility	Compatibility	
LUCA-65	Commercial	N	Compatibility	Compatibility	There is no reason for a trucking company to conduct business in a residential area. They can lease space in an industrial area. I did not purchase a brand new home to have a trucking company in my backyard.
LUCA-65	Commercial	N	Compatibility	Compatibility	The company is already conducting business, I don't see the need for the expansion. I spent a lot of money to purchase my new home and I did not sign up to have a trucking business in my back yard. This is NOT acceptable and I DO NOT agree with this.
LUCA-65	Commercial	N	Compatibility	Compatibility	This poses a potential danger to our neighborhood children as well as excessive noise in a residential area.
LUCA-65	Commercial	N	Compatibility	Compatibility	
LUCA-65	Commercial	N	Compatibility	Compatibility	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-65	Commercial	N	Compatibility	Compatibility	
LUCA-65	Commercial	N	Compatibility	Environment	I purchased my home in a residential area not a commercial area. This will bring down the property value of my home. This will bring additional noise to the area as well as traffic. This could also bring health issues.
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	It would remove the wooded area as a safety concern (homeless encampments, etc.) and help improve traffic flow off Ritchie Highway. Since the highway is there the noise level is already higher there, so I don't think property values would be affected.
LUCA-65	Commercial	N	Compatibility	Compatibility	This plan will effect many residents in the newly developed Cedar Hill Community.
LUCA-65	Commercial	N	Compatibility	Compatibility	
LUCA-65	Commercial	Y	Compatibility	select	
LUCA-65	Commercial	Y	Compatibility	Compatibility	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Economic / Community Development	Compatibility	
LUCA-65	Commercial	Y	Compatibility	Compatibility	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	N	Compatibility	Economic / Community Development	App. has omissions and misrepresentations. Now site is zoned residential NOT commercial. 2009 GDP classifies the property as residential not COM. Zoning Office, Bd of Appeals & Circuit Ct have confirmed split use,300' commercial & rest residential.
LUCA-65	Commercial	Y	Traffic	Compatibility	It has been commercial forever. And its already way to congested residential wise!!
LUCA-65	Commercial	Y	Compatibility	Traffic	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	This land has been commercial use property since 1952. I agree it should continue to be commercial property.
LUCA-65	Commercial	Y	Compatibility	Traffic	
LUCA-65	Commercial	Y	Compatibility	Traffic	
LUCA-65	Commercial	Y	Traffic	Compatibility	
LUCA-65	Commercial	Y	Compatibility	select	
LUCA-65	Commercial	Y	Compatibility	select	I own the property directly in front (Marvin's Mufflers). This whole section of Ritchie Hwy has been commercial for decades.
LUCA-65	Commercial	Y	Compatibility	Compatibility	
LUCA-65	Commercial	Y	Compatibility	select	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Compatibility	select	I run Murph's Liquors next to this property. It's always been commercial.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-65	Commercial	Y	Compatibility	select	
LUCA-65	Commercial	Y	Compatibility	select	property well kept and other commercial business shares surrounding lot
LUCA-65	Commercial	Y	Compatibility	Compatibility	
LUCA-65	Commercial	Y	Traffic	Compatibility	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Economic / Community Development	Compatibility	
LUCA-65	Commercial	Y	Traffic	Public Safety	This has been commercial property for a very very long time. It is not in the best interest of the neighborhood to change this zoning.
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Traffic	Economic / Community Development	
LUCA-65	Commercial	Y	Traffic	Compatibility	
LUCA-65	Commercial	Y	Compatibility	Traffic	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Economic / Community Development	Compatibility	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Compatibility	Public Safety	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-65	Commercial	Y	Compatibility	select	
LUCA-65	Commercial	Y	Compatibility	select	
LUCA-65	Commercial	Y	Compatibility	Traffic	
LUCA-65	Commercial	N	Compatibility	Compatibility	
LUCA-65	Commercial	N	Compatibility	Compatibility	
LUCA-65	Commercial	Y	Compatibility	select	
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	This is a Woman Owned Small Business enterprise providing jobs for local residents. It operates with the highest standards and cares about our community. And has done so for many years. Big corporations should not be allowed to steal our home grown jobs.
LUCA-65	Commercial	Y	Compatibility	Economic / Community Development	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-65	Commercial	N	Compatibility	Compatibility	Prefer residential
LUCA-65	Commercial	N	Compatibility	Compatibility	
LUCA-66	Town Center	Y	Public Safety	Environment	I agree that LUCA-66 should not be commercial. I live right next to the parcel and enjoy the surrounding trees and nature. I would like a sidewalk installed, so residents can safely walk from Stone Point Dr to highway 178.
LUCA-66	Town Center	N	Environment	Public Safety	Should not be commercial
LUCA-66	Town Center	U	Compatibility	Economic / Community Development	While Town Center designation may work, commercial is more consistent with the neighborhood. The Property should be within the Parole Growth Management Area.
LUCA-67	Low Density Residential	Y	Traffic	Compatibility	More development on College parkway will make traffic congestion worse. It would be best if this were converted to Government use and added Arnold Park.
LUCA-67	Low Density Residential	Y	Traffic	Compatibility	
LUCA-67	Low Density Residential	Y	Compatibility	Environment	
LUCA-67	Low Density Residential	Y	Compatibility	Environment	
LUCA-67	Low Density Residential	N	Traffic	Traffic	I don't want to see any more development on the Broadneck Peninsula -- there's enough traffic already, the schools are overcrowded, etc.
LUCA-67	Low Density Residential	Y	Traffic	Environment	
LUCA-67	Low Density Residential	Y	Compatibility	Traffic	
LUCA-67	Low Density Residential	N	Compatibility	Economic / Community Development	Light commercial or medium density residential would be appropriate at this location which is at a signalized intersection. Either of those designations would be beneficial to the community as compared to the current long term use.
LUCA-67	Low Density Residential	Y	Stormwater / Flood	Compatibility	
LUCA-67	Low Density Residential	Y	Compatibility	Traffic	Any change will create more traffic, one of the worst intersections on College Pkwy. LDR consistent with surrounding area and proposed policy area.
LUCA-67	Low Density Residential	Y	Environment	Traffic	
LUCA-67	Low Density Residential	N	Compatibility	Environment	
LUCA-67	Low Density Residential	Y	Compatibility	Traffic	
LUCA-67	Low Density Residential	Y	select	select	At this busy intersection, Low Density Residential is appropriate.
LUCA-68	Mixed Use	N	Environment	Compatibility	The 2009 map of this property, and the Commercial area across Benfield Blvd to the south show a more accurate representation of the existing and future planned land uses, particularly the green areas on the south and east sides, than the 2040 map.
LUCA-68	Mixed Use	N	Compatibility	Economic / Community Development	I am not commenting on the LUCA-68 property. I am commenting on the increased commercial area given to the property between the Crain-West community and Veterans. We have lost a residential designation that used to exist. Also some green buffer area.
LUCA-68	Mixed Use	N	Compatibility	Stormwater / Flood	comments on illegal change without community input to buffer between hila rd and benfield blvd that changed to commercial, property was in covenant over 20 yrs and now there is an illegal change that was made ,will fight this change .
LUCA-68	Mixed Use	N	Environment	Compatibility	The existing trees were saved as part of a wooded buffer 4,000 ft long for both sides of Benfield Blvd in 1988. The property was bought with a buffer and should remain Mixed Use and Natural Features. No cause to change Land Use or Zoning
LUCA-68	Mixed Use	N	Environment	Stormwater / Flood	This land use change will negatively affect the natural features that surrounding communities who have fought to protect open space.It will also negatively impact the wetlands area of Bear Branch with run-off and sediment into the Severn River.
LUCA-68	Mixed Use	N	Environment	Stormwater / Flood	This Land Use Change will negatively affect the natural features that surrounding communities who have fought to protect as Open Space. It will also negatively impact the wetlands area of Bear Branch with run-off and sediment into the Severn River.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-68	Mixed Use	Y	Compatibility	Public Safety	The area surrounding Bear Branch on both sides of Benfield Blvd should remain conservation area (solid dark green). Agree with the comments on staff datasheet. There should be no entrance/exit between this parcel and Benfield Blvd for safety.
LUCA-68	Mixed Use	N	Traffic	Environment	
LUCA-68	Mixed Use	N	Environment	Stormwater / Flood	The Land Use Change will negatively affect the natural features that surrounding communities who have fought to protect as Open Space. It will also negatively impact the westlands area of Bear Branch with run-off and sediment in the Severn River.
LUCA-68	Mixed Use	N	Stormwater / Flood	Environment	Any construction here will have a negative impact on the Severn River and the streams that feed it.
LUCA-68	Mixed Use	N	Economic / Community Development	Compatibility	This corridor lacks amenities and there is significant demand for high impact commercial uses near exists for I-97. Tax revenue and needs of other nearby residents and business should more than make-up for costs to better engineer this corner and traffic.
LUCA-68	Mixed Use	N	Stormwater / Flood	Traffic	The proposed land use would negatively impact the natural features of the "Severna Park Gateway" that nearby communities have sought to preserve over the years. Commercialization of the area is likely to increase stormwater run-off into Bear Branch.
LUCA-68	Mixed Use	N	Environment	Stormwater / Flood	The land use change will negatively effect the natural features that surrounding communities who have fought to protect as Open Space. It will also negatively impact the wetlands area of Bear Branch with run-off and sediment into the Severn River.
LUCA-68	Mixed Use	U	Compatibility	Economic / Community Development	This Property is the subject of a piecemeal rezoning request. The Court remanded to Board of Appeals; decision is pending. A portion is zoned open space, which is not appropriate-lack of environmental features. Commercial is consistent with neighborhood.
LUCA-68	Mixed Use	Y	Economic / Community Development	Compatibility	Any natural areas on the site need to be protected
LUCA-68	Mixed Use	N	Traffic	Environment	As a resident of Severna Park who drives past this area every day, I do not want this location turned into a commercial lot. Recognizing that residential options are not likely, this should be turned into conservation.
LUCA-68	Mixed Use	N	select	select	This land use change will negatively affect natural features that surrounding communities who have fought to protect as Open Space. Its will also negatively impact the wetlands are of Bear Branch with run-off and sediment into the Severn River
LUCA-68	Mixed Use	N	Environment	Stormwater / Flood	This land use change will negatively effect the natural features and open space that surrounding communities that have fought to protect. It will also negatively effect the wetlands area of Bear Branch with sediment and run-off into the Severn River.
LUCA-68	Mixed Use	N	Environment	Stormwater / Flood	This land use change will negatively affect the natural features of our community as well as those nearby by increasing run-off to the Bear Branch and subsequently to the Severn River.
LUCA-68	Mixed Use	N	select	Environment	This land use change will negatively affect the natural features that have been negotiated and reserved as Open Space. It will negatively impact the Bear Branch wetlands area with run-off /sediment that would flow into the Severn River (& Chespk. Bay).
LUCA-68	Mixed Use	N	Compatibility	Public Safety	There is a zoned open space strip along the roadways of Benfield and Veteran's that is currently under appeal by the community. The owner would like it zoned commercial, despite the obvious safety concerns with putting a road there.
LUCA-68	Mixed Use	N	Environment	Traffic	There is plenty of commercial or mixed used properties many are no utilized in the area. The area should remain open space.
LUCA-68	Mixed Use	N	Environment	Traffic	
LUCA-68	Mixed Use	N	Environment	Stormwater / Flood	On behalf of the Shipley's Choice Homeowners Association, I have submitted an email (plan2040@aaccounty.org) with detailed comments regarding our opposition to the proposed land use designation of these properties.
LUCA-69	Rural	Y	Compatibility	Environment	
LUCA-69	Rural	Y	Compatibility	Public Safety	This property was rural when purchased. Adjacent to dense forest.Only motivation for upzoning is so a rich developer can make tons of money off of cheap rural land. Traffic in this area is already crazy, with lots of fatal accidents at/near Route 2&214.
LUCA-69	Rural	Y	Compatibility	Environment	This Property is south of RT214 which needs to remain Rural.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-69	Rural	N	Economic / Community Development	Compatibility	The request is to change the designation to Commercial, not to Industrial. There is a type-o in the staff description of the request.
LUCA-69	Rural	Y	Compatibility	Environment	
LUCA-69	Rural	N	Public Safety	Economic / Community Development	This and the lot next to it are prime real estate for the new fire station and other public buildings given their proximity two major thoroughfares.
LUCA-69	Rural	Y	Compatibility	select	This corridor is Commercial. Additionally, the corner of Central Ave. & Route 2 is SUPPOSED to become the new Fire Station site, which would get the present Fire Station OUT of a neighborhood and to a more appropriate Commercial site along a major road.
LUCA-69	Rural	Y	Compatibility	Economic / Community Development	Too much vacant commercial property already in Edgewater. No evidence that a proposed project in that location would be commercially viable in view of the many closed-up or vacant businesses currently present.
LUCA-69	Rural	N	Compatibility	Economic / Community Development	
LUCA-69	Rural	Y	Environment	Parks and Trails	
LUCA-69	Rural	N	Environment	Economic / Community Development	Traffic, storm water runoff, etc!
LUCA-69	Rural	N	Compatibility	Parks and Trails	
LUCA-69	Rural	Y	Environment	Stormwater / Flood	Would like to maintain the environmental features of this site.
LUCA-69	Rural	Y	Compatibility	Public Safety	there is no benefit to the community by changing this property from rural to commercial especially when taking into account that the commercial space in the community has a high vacancy rate and is and has been under utilized.
LUCA-69	Rural	N	Economic / Community Development	Compatibility	Commercial was requested by the property owner, but high or medium residential, mixed use may be appropriate at this highly trafficked intersection. It is not rural any longer. Staff mistakenly referred to industrial - that is not the request.
LUCA-69	Rural	Y	Traffic	Environment	There is so much EMPTY VACANT retail space along Rt 214 in the Kmart shopping center, vacant banks, unused old Giant food store why would we need all those trees cut down to make room for more commercial development?????
LUCA-69	Rural	Y	Traffic	Environment	
LUCA-69	Rural	Y	Stormwater / Flood	Traffic	
LUCA-69	Rural	Y	Traffic	Environment	Development south of the south river should be discouraged.
LUCA-69	Rural	N	Compatibility	Environment	
LUCA-69	Rural	Y	Traffic	Compatibility	this is a high traffic high speed road with residential homes and is already very prone to accidents. the traffic is full of commuters which drive 50 and over, before and after this address are homes and neighborhoods. and part of the South R. watershed
LUCA-69	Rural	Y	Environment	Compatibility	Honestly, with all the empty retail space on Route 2 WHY would it make sense for more trees to be cut down for more commercial development? Reuse the existing, VACANT paved areas.
LUCA-69	Rural	Y	Environment	Stormwater / Flood	
LUCA-69	Rural	Y	Environment	Stormwater / Flood	
LUCA-69	Rural	N	Compatibility	Economic / Community Development	My property line is the back property line of this property, and is zoned R-1. I have resided here since 1966, and believe multi-family residential would be a good transition use with surrounding single family and commercial development.
LUCA-69	Rural	Y	select	select	
LUCA-69	Rural	N	Traffic	Public Safety	
LUCA-69	Rural	N	Environment	Compatibility	Converting this space from rural to commercial would have a negative impact on the environment in many ways. Increased traffic/pollution, displaced wildlife, etc.
LUCA-69	Rural	N	Environment	Traffic	
LUCA-69	Rural	N	Traffic	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-69	Rural	Y	Traffic	Environment	
LUCA-69	Rural	N	Environment	Traffic	I oppose Commercial use of that property.
LUCA-69	Rural	Y	Traffic	Environment	
LUCA-69	Rural	Y	Environment	Compatibility	The county gets this one right. There is so much EMPTY retail space on Rt 2 right now. Redevelop the existing VACANT bldgs. Please don't cut down all those trees for more of what we don't use know. Thanks
LUCA-69	Rural	N	Compatibility	Traffic	
LUCA-69	Rural	Y	select	select	
LUCA-69	Rural	Y	Traffic	Compatibility	
LUCA-69	Rural	Y	Compatibility	Environment	
LUCA-69	Rural	N	Compatibility	Economic / Community Development	Property is surrounded by a high speed state rd., single family residential, commercial and retail developments. High density residential / mixed use zoning would be a very appropriate transitional designation for Luca 69 property.
LUCA-69	Rural	Y	Compatibility	Traffic	Retain rural
LUCA-69	Rural	Y	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. I support the Staff recommendation. Retain Rural zoning.
LUCA-69	Rural	Y	Compatibility	Traffic	Environmental Protection is my 3rd Reason for my Opinion. I support the Staff recommendation. I support retaining Rural zoning for this parcel.
LUCA-69	Rural	Y	Compatibility	Traffic	
LUCA-69	Rural	Y	Compatibility	Traffic	
LUCA-69	Rural	Y	Compatibility	Public Safety	tormwater Runoff and Flooding, Environmental Protection, Traffic Congestion,
LUCA-70	Low Density Residential	Y	Environment	Compatibility	
LUCA-70	Low Density Residential	Y	Environment	Compatibility	
LUCA-70	Low Density Residential	N	Economic / Community Development	Compatibility	The site borders a heavily trafficked railroad, which will need buffering. Adjacent parcels are designated medium residential. Low density residential designation is out of character for the community.
LUCA-70	Low Density Residential	Y	Compatibility	Economic / Community Development	This property represents a key opportunity for redevelopment into a medium density residential site. It will provide much needed attainable housing. The proximity to open space will create a great amenity for the site and not negatively impact Oxbow.
LUCA-71	Low-Medium Density Residential	N	Compatibility	Economic / Community Development	The non-conforming use needs to be corrected since it has been a Marina. Marinas are in short supply in the Pasadena Area and they play an important role in our community. Plus it is a short distance from a major commercial state road for access.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY provides an essential service to the residents in this area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY provides an essential service to the residents in this area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY Marine are wonderful people and good neighbors and part of the community. The marina is well run, clean, and quiet. PYY provides an essential service to the residents in this area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	Pasadena Yacht Yard and PYY provide a great service to the community. Commercial businesses have been pushed away from the waterfront for years which has created problems for boat owners to find dockage and service. PYY is the only option on Rock Creek.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY is an active member of the community and is well run marina.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I've known these folks who operate the PYY marina and they are good neighbors and part of the community. The marina is well run, clean, quiet and a good neighbor. I like the marina and do not want houses there.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY Marina is an excellent asset to the community. The marina is ran by good people who keep the area clean, quiet, and well maintained.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	This Marina is historical to Pasadena, it's been here since the 50's. PYY is a great company and highly involved in the community. More, not less, marinas are needed in the Pasadena Area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	Love the marina, do not more houses!
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I believe this long term maritime use area should remain as maritime designated area. -- mark
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I've stored multiple boats at that site for 13 plus years during the winter and delighted when the folks that established PYY took ownership. The owners are community and environmentally oriented and provide outstanding service to the boating community.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I love PYY marine and their involvement in the community. There are plenty of homes in the area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	We have enough homes in the area, the marina is a good and compatible use. The marina is well run, clean, quiet and a good neighbor.
LUCA-71	Low-Medium Density Residential	Y	Traffic	Stormwater / Flood	I have lived in Pasadena for over 40 years and the area is already too traffic congested for any further development. The environmental impact of all of these changes for the Bay have been terrible. Runoff is a terrible problem.
LUCA-71	Low-Medium Density Residential	Y	Stormwater / Flood	Environment	Pasadena does not need any more construction It would be best to keep what we have the way that it is. We should be looking at slowing down new growth and fixing up what we already have.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	1/ Anne Arundel County is a thriving maritime community and should be supported. 2/ The owners are very supportive of the community and offer respect their neighbors. They should be supported as well.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	We have enough homes in the area, the marina is a very good and compatible use.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY provides an essential service to the residents in the area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	There are diminishing water access for boater as Marinas are rezoned, or in this case not give the opportunity to be properly zoned which limits access to resources needed by a marina. PYY is a good neighbor to this community.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	This area needs the Marina to provide services and water access to the area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Economic / Community Development	
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Public Safety	It serves the local Rock Creek boating community very well. Ive been using this marina for my boating needs, gas, repairs, etc for over 15 years. It is a historic business. I've never noticed any problems with the property. Don't let DEVELOPERS win !!
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I've known these folks who operate the PYY marina and they are good neighbors and part of the community. I like the marina and do not want houses there. I keep my boat there and do not want the marina to go away.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I own a home that is 1 mile from PYY Marina in Pasadena. My boat is kept and serviced at the Marina. I also purchase my gas here. As a resident of Pasadena, the Marina is a huge convenience for my family and I.
LUCA-71	Low-Medium Density Residential	N	Environment	Economic / Community Development	I am a residential home owner in Pasadena. I own a boat that is kept year long at PYY Marina. I live one mile away and this marina is convenient for my family and I. The marina is well maintained. I do not want anymore houses in the local community.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I like the marina and do not want any houses there. PYY provides an essential services for me and residents in this area. I know these guys at PYY and they run a clean and quiet marina. Making PYY remain a residential zoning makes no sense.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I've known these folks who operate the PYY marina and they are good neighbors and part of the community.  I keep my boat there and do not want the marina to go away.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I have had my boat repaired at this marina. They do excellent work and should be allowed to make improvements. The yard could provide more year-round jobs with an indoor facility replacing the house on the property.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	My daughter works at PYY Marine. This is a great business for the community. They have great people working there and customers love them.
LUCA-71	Low-Medium Density Residential	N	School Capacity	Traffic	The area schools and surrounding roads are at or over capacity. Switching from maritime to residential will continue to over crowd schools. A marina generates minimal traffic. A new residential development will generate additional rush hour traffic.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY Marine establishment is friendly and safe and provides it's neighbors and surrounding communities with excellent boating services. In order for them to grow and expand their services, their zoning would need to be changed.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	The Marina is well run, clean, quiet and a good neighbor
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	select	The marina is well run, clean, quiet and a good neighbor.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY provides an essential service to the residents in this area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	PYY Marine is an asset to our community. Their future plans can only better our community and the surrounding area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I know the people at PYY and they are providing a great service for the community. One of the most community oriented businesses in AACo.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	Great community oriented company in Pasadena. I know the folks at PYY, great people.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	☑PYY provides an essential service to the residents in this area.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	The marina has existed for many years and I live on Rock Creek. I keep my boat there and use their services. These are good people and work hard for their community. We certainly don't want to see it replaced with more homes.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I've bought fuel & essential maintenance services for all my boats at this location for years. The marina is very well run, clean, respectful of surroundings, quiet & a good neighbor. It makes better sense designated as maritime land use, not residential.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I have slipped my boat there in the past and now I buy gas there. I don't want it to go away.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I am employed at PYY Marine and I truly enjoy working here and know of all the great things we do for the communities
LUCA-71	Low-Medium Density Residential	Y	Compatibility	Environment	Being a resident of Pasadena my whole life I have seen the negative environmental impact that big boats have had on our surroundings. Their fuel, paint, motor emissions and more are destroying our bay. Please stop this madness. Help the bay not big busine
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Economic / Community Development	
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	Best Marina in town!!
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I love this place. I take my boat there
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Traffic	This property has been used as maritime for years, and no additional housing on the creek would be beneficial for environmental reasons, school capacity reasons, traffic reasons, or economic development reasons.
LUCA-71	Low-Medium Density Residential	Y	Traffic	Stormwater / Flood	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	The folks who operate the PYY marina are great neighbors and and have been part of the community for years.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I like the marina and the last thing we need in this neighborhood is more homes plus PYY is one of the few service marinas in this area
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	We use PYY to have our boat serviced when needed and got to know the people that operate it. They are good people and neighbors and do a lot of work for the local communities.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	We have enough homes in the area. The marina provides an essential service to the residents in this area.
LUCA-71	Low-Medium Density Residential	N	Environment	Environment	We have enough homes in the area, the marina is a good and compatible use.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	I have lived here in AACO 27 years and have business dealings with PYY Marine.They are fair and good business folks that support the communities in AACO. I've kept my boat there for years now and do not want the marina to go away.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	This property has been utilized as a marina on Rock Creek for 50+ years so Maritime is a more suitable land designation. The non-conforming status continues to be a show stopper for financing associated with any improvements.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	The Marina is unique due to its location in Rock Creek which is a natural cove ' Hurricane hole' . Providing protection for boats during Major coastal storms. Also providing on site gas and Mechanic services.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	select	pyy marine continues to demonstrate that they act in the best interest of the community by NOT turning the marina into another development. pyy marine has a great reputation as a small business & they continue to support local non-profit groups.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	<input checked="" type="checkbox"/> I've known these folks who operate the PYY marina and they are good neighbors and part of the community. <input checked="" type="checkbox"/> I like the marina and do not want houses there. <input checked="" type="checkbox"/> I keep my boat there and do not want the marina to go away. <input checked="" type="checkbox"/> We have enough homes in the area
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	
LUCA-71	Low-Medium Density Residential	N	select	Economic / Community Development	I'm a supporter of the marina and do not want housing there. Its a great marina.
LUCA-71	Low-Medium Density Residential	N	Economic / Community Development	Environment	This property has been has served as a maritime facility of decades and should have the full capacity of serving the community as a maritime facility. It will never be able to have potential as an R-5 property as it is in the critical area.
LUCA-72	Commercial	N	Environment	Traffic	
LUCA-74	High Density Residential	N	Economic / Community Development	Environment	I feel that PYY Marine is a great asset to the Pasadena community and they have all the right ideas on improving the great waterways in the area
LUCA-74	High Density Residential	N	Compatibility	Traffic	This property should be a transition zone between commercial and low density residential. High Density residential is out of character with the surrounding community.
LUCA-74	High Density Residential	N	Traffic	Environment	
LUCA-74	High Density Residential	Y	Economic / Community Development	Environment	Contrary to popular belief, having a fair share of high-density housing helps the environment because it reduces urban sprawl and conserves green spaces. Further, Chesapeake HS has abundant school capacity.
LUCA-74	High Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-74	High Density Residential	N	Compatibility	Environment	
LUCA-75	Low Density Residential	Y	Compatibility	Environment	
LUCA-75	Low Density Residential	Y	Compatibility	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-76	Rural	Y	Compatibility	Environment	
LUCA-76	Rural	N	Compatibility	Environment	Keep the area near the wetlands free from development! There will be so much pollution from the building and that will impact the area too much.
LUCA-76	Rural	N	Traffic	Parks and Trails	
LUCA-76	Rural	Y	Environment	Compatibility	
LUCA-76	Rural	Y	Environment	Traffic	We have to stop impacting the Patuxent and allowing sprawl development.
LUCA-77	Rural	N	Compatibility	Compatibility	
LUCA-77	Rural	Y	Compatibility	Environment	
LUCA-77	Rural	N	Compatibility	Environment	Keep the area near the wetlands free from development! There will be so much pollution from the building and that will impact the area too much.
LUCA-77	Rural	N	Traffic	Parks and Trails	
LUCA-77	Rural	N	Compatibility	School Capacity	this property is between the Two Rivers community and a proposed school site. It will have access to public utilities. Med-density for this property is simply smart growth.
LUCA-77	Rural	Y	Environment	Compatibility	
LUCA-77	Rural	N	Traffic	School Capacity	We need to fix current infrastructure problems such as traffic and school capacity BEFORE allowing more growth along the Rt. 3 corridor.
LUCA-77	Rural	N	Environment	Traffic	We have to stop impacting the Patuxent and allowing sprawl development.
LUCA-79	Commercial, Rural	Select	select	select	
LUCA-79	Commercial, Rural	N	Traffic	Environment	The rural nature of this area is being replaced by overdevelopment leading to traffic problems and stormwater issues all to the detriment of the community. RLD zoning should not be rezoned to higher density.
LUCA-79	Commercial, Rural	N	Traffic	Environment	No one would want to live on highway 3, it's too big and noisy. Keep the green open space.
LUCA-79	Commercial, Rural	N	Compatibility	Economic / Community Development	
LUCA-79	Commercial, Rural	N	Compatibility	Economic / Community Development	
LUCA-79	Commercial, Rural	N	Traffic	School Capacity	Same reasons as above; they are proposing more residential development in areas that can't support it. Will the developer be responsible for widening the roads to handle the additional traffic in the area?
LUCA-79	Commercial, Rural	N	Traffic	Compatibility	Property needs to stay as is-no more residential or expanding the commercial. Traffic is already bad along this corridor.
LUCA-79	Commercial, Rural	N	Compatibility	Traffic	
LUCA-79	Commercial, Rural	N	Compatibility	Traffic	Increase in intensity based on proximity to approved develop land results is the mechanism by which sprawl spreads.
LUCA-79	Commercial, Rural	N	Traffic	Stormwater / Flood	This corner is known for high traffic congestion due to the 3 to 2 lane reduction on Rt 3, causing backups during rush hour. Adding commercial zoning will impact this further, not to mention the known stormwater runoff issues.
LUCA-79	Commercial, Rural	N	Traffic	Traffic	
LUCA-79	Commercial, Rural	N	Compatibility	Economic / Community Development	high density residential land use for the rear portion of this property would prevent future development/sprawl and help alleviate the need for housing in this community. Rural land use against commercial doesn't allow for any buffer HRD is a great buffer
LUCA-79	Commercial, Rural	N	Compatibility	Traffic	Keep rural part rural for consistency with surroundings to east, CSAP, & 2009 GDP. No high density development along Rt 3 until traffic issues are resolved. No more development of any kind on LUCA79 until public input in Regional Plan process.
LUCA-79	Commercial, Rural	N	Traffic	Environment	Let's not turn this part of the county into another Waldorf.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-79	Commercial, Rural	N	Compatibility	Environment	This area of GREEN as it exists provides a buffer, regeneration of air, capture of runoff, etc.If change is necessary., build a public use park that contributes to a healthy environment and doesn't cause additional traffic issues on route 3.
LUCA-79	Commercial, Rural	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and nearby streets.
LUCA-79	Commercial, Rural	N	Traffic	School Capacity	We need to fix current infrastructure problems such as traffic and school capacity BEFORE allowing more growth along the Rt. 3 corridor.
LUCA-79	Commercial, Rural	N	Traffic	Environment	Route 3 in Crofton is congested enough.
LUCA-79	Commercial, Rural	N	Traffic	Environment	Another reason for my opinion:overcrowded schools. This area cannot take the traffic. Many of us live here because we love the rural feel of this area. this will destroy it. Environmental impact and wildlife will be destroyed
LUCA-79	Commercial, Rural	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-80	Low Density Residential	Y	Compatibility	Traffic	
LUCA-80	Low Density Residential	Y	Compatibility	Public Safety	
LUCA-80	Low Density Residential	Y	Stormwater / Flood	Compatibility	this area is wooded and removal of trees and nonporous surfaces would cause more flooding. There is no sewer hookup along that side of Ritchie Hwy and they rely on septic systems.
LUCA-81	Industrial	Y	Compatibility	select	
LUCA-84	Low-Medium Density Residential	N	Environment	Traffic	Traffic is bad enough on Waugh Chapel blvd, we don't need more houses there.
LUCA-84	Low-Medium Density Residential	N	School Capacity	Environment	I don't like the idea of adding 17 acres worth of housing here; however, if it were going to happen, it should be low income housing. It's walking distance to shopping for folks that don't have access to cars; but kiddos could use the bus to school.
LUCA-84	Low-Medium Density Residential	N	Traffic	Environment	There is already too much traffic in this area, partially because we have such high-density housing and a boom in commercial development. Some land should be left undeveloped to assist with conservation and water drainage.
LUCA-84	Low-Medium Density Residential	Y	Economic / Community Development	Compatibility	
LUCA-84	Low-Medium Density Residential	N	Compatibility	Environment	This property is in close proximity to Dairy Farm. Given the encroachment of urban development to south of property, limited density along the remaining sides of property will better protect the natural and agricultural resources on the property.
LUCA-84	Low-Medium Density Residential	N	Environment	Environment	
LUCA-84	Low-Medium Density Residential	N	Environment	Traffic	I was not able to put another reason for my opinion: overcrowded schools. Please do not take another area and make it high residential. Horrible for environment - the traffic and schools cannot take it.
LUCA-84	Low-Medium Density Residential	N	Traffic	School Capacity	Our schools cannot support more children. Our roads cannot handle more cars.
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	
LUCA-86	Maritime, Low Density Residential	Y	Traffic	Environment	
LUCA-86	Maritime, Low Density Residential	N	Environment	Compatibility	
LUCA-86	Maritime, Low Density Residential	Y	Environment	Traffic	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Environment	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	This site already has too much commercial (maritime) development for this small, residential community. The owner, over the years and usually without authority has greatly exceeded the carrying capacity of the area for traffic, noise, excessive lighting.
LUCA-86	Maritime, Low Density Residential	Y	Stormwater / Flood	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Economic / Community Development	This property keeps growing into the residential area. It is a huge operation and continues to enlarge its footprint in a residential area.
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Environment	Agree with staff. Change to further maritime use is not satisfactory with regard to the existing residential use of the area. The existing maritime use has already expanded too much. Change would make it worse. There would be more runoff also.
LUCA-86	Maritime, Low Density Residential	N	Environment	Compatibility	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	select	
LUCA-86	Maritime, Low Density Residential	Y	Traffic	Compatibility	
LUCA-86	Maritime, Low Density Residential	N	Traffic	Environment	This was a quiet residential area. Rhode River Marina runs large vehicles at high speeds up and down Germantown Rd endangering the health and safety of neighbors. Allowing an expansion of this property will only exacerbate these problems.
LUCA-86	Maritime, Low Density Residential	Select	select	select	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Environment	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	This site should remain primarily residential, rather than allowing further expansion of this large commercial marina with associated noise, stormwater runoff, and added traffic on a narrow neighborhood street without sidewalks.
LUCA-86	Maritime, Low Density Residential	N	Compatibility	Traffic	Allowing Rhode river marina to expand into a portion of a residential property will have a negative impact upon the community. Any increase in marina activities causes reduced quality of life for residents, more dangerous traffic, and environmental harm!
LUCA-86	Maritime, Low Density Residential	Y	Environment	Compatibility	
LUCA-86	Maritime, Low Density Residential	N	select	select	I owe 9 property on GERMANTOWN road so I should have 9 votes as a land owner to add to your list
LUCA-86	Maritime, Low Density Residential	N	Environment	Stormwater / Flood	Agree with staff.
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Environment	
LUCA-86	Maritime, Low Density Residential	Y	Environment	Compatibility	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Environment	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	select	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Public Safety	Support staff recommendation
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	To increase the marina area directly impacts the livability of the neighborhood. Two other marinas exist in the immediate area (Holly Hill and Blue Water).
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	My 3rd reason for my Opinion is Environmental Protection. This marina operator has had numerous violations.  I support the Staff recommendation.
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	I support the Staff recommendation.
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	select	The staff has this right and I support their judgement on this. Thank you.
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	select	
LUCA-86	Maritime, Low Density Residential	Y	Compatibility	select	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-86	Maritime, Low Density Residential	Y	Compatibility	Traffic	
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	
LUCA-87	Low Density Residential	Y	Traffic	Environment	
LUCA-87	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-87	Low Density Residential	Y	Environment	Compatibility	
LUCA-87	Low Density Residential	Y	Compatibility	Environment	
LUCA-87	Low Density Residential	Y	Stormwater / Flood	Environment	
LUCA-87	Low Density Residential	Y	Compatibility	Economic / Community Development	The basic surrounding area was residential and this encroaches on it.
LUCA-87	Low Density Residential	Select	Compatibility	Environment	Agree with staff. Change to further maritime use is not satisfactory with regard to the existing residential use of the area. The existing maritime use has already expanded too much. Change would make it worse. There would be more runoff also
LUCA-87	Low Density Residential	N	Environment	Compatibility	
LUCA-87	Low Density Residential	Y	Traffic	Compatibility	
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	
LUCA-87	Low Density Residential	N	Public Safety	Environment	This was a quiet residential area. Rhode River Marina runs large vehicles at high speeds up and down Germantown Rd endangering the health and safety of neighbors. Allowing an expansion of this property will only exacerbate these problems.
LUCA-87	Low Density Residential	Y	select	select	
LUCA-87	Low Density Residential	Y	select	select	
LUCA-87	Low Density Residential	Y	Compatibility	Environment	
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	This site should remain primarily residential, rather than allowing further expansion of this large commercial marina with associated noise, stormwater runoff, and added traffic on a narrow neighborhood street without sidewalks.
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	Any expansion of Rhode river marina will adversely effect the community on Germantown rd. Noise, dangerous traffic, and environmental harm will continue to get worse as this cancer-like marina is allowed to consume its surroundings.
LUCA-87	Low Density Residential	Y	Environment	Compatibility	
LUCA-87	Low Density Residential	N	select	select	I owe 9 property on GERMANTOWN road so I should have 9 votes as a land owe to add to your list
LUCA-87	Low Density Residential	N	Environment	Stormwater / Flood	Agree with staff.
LUCA-87	Low Density Residential	Y	Compatibility	Environment	
LUCA-87	Low Density Residential	Y	Compatibility	Environment	
LUCA-87	Low Density Residential	Y	select	select	
LUCA-87	Low Density Residential	Y	Compatibility	Environment	
LUCA-87	Low Density Residential	Y	Compatibility	select	
LUCA-87	Low Density Residential	Y	Compatibility	Environment	Support staff position
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	To increase the marina area directly impacts the livability of the neighborhood. Two other marinas exist in the immediate area (Holly Hill and Blue Water).

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	My 3rd reason for my Opinion is Environmental Protection. This marina operator has had numerous violations.  I support the Staff recommendation.
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	I support the Staff recommendation.
LUCA-87	Low Density Residential	Y	Compatibility	select	The staff has this right and I support their judgement on this. Thank you.
LUCA-87	Low Density Residential	Y	Compatibility	select	
LUCA-87	Low Density Residential	Y	Compatibility	select	
LUCA-87	Low Density Residential	Y	Compatibility	Traffic	
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	
LUCA-88	Low Density Residential	Y	Traffic	Environment	
LUCA-88	Low Density Residential	N	Environment	Traffic	
LUCA-88	Low Density Residential	Select	Environment	Compatibility	
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	same comment as for LUCA-86
LUCA-88	Low Density Residential	Y	Stormwater / Flood	Environment	
LUCA-88	Low Density Residential	Y	Compatibility	select	
LUCA-88	Low Density Residential	Y	Compatibility	Environment	Agree with staff. Change to further maritime use is not satisfactory with regard to the existing residential use of the area. The existing maritime use has already expanded too much. Change would make it worse. There would be more runoff also
LUCA-88	Low Density Residential	Y	Environment	Compatibility	
LUCA-88	Low Density Residential	N	Environment	Compatibility	
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	
LUCA-88	Low Density Residential	Y	Traffic	Environment	This was a quiet residential area. Rhode River Marina and its clients run large vehicles at high speeds up and down Germantown Rd endangering the health and safety of neighbors. Allowing an expansion of this property will only exacerbate these problems.
LUCA-88	Low Density Residential	Y	select	select	
LUCA-88	Low Density Residential	Y	Compatibility	Environment	
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	This site should remain primarily residential, rather than allowing further expansion of this large commercial marina with associated noise, stormwater runoff, and added traffic on a narrow neighborhood street without sidewalks.
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	Rhode river marina has already caused enough harm to the residents of Germantown rd.. It should not be allowed to expand and further harm this community.
LUCA-88	Low Density Residential	N	Environment	Stormwater / Flood	Agree with staff. Maritime expansion is upzoning and opens potential for exaggerated land value and undesirable future development.
LUCA-88	Low Density Residential	Y	Compatibility	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-88	Low Density Residential	Y	Environment	Compatibility	
LUCA-88	Low Density Residential	Y	select	select	
LUCA-88	Low Density Residential	N	select	select	
LUCA-88	Low Density Residential	Y	Compatibility	Environment	
LUCA-88	Low Density Residential	Y	Compatibility	Public Safety	Support staff recommendations
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	To increase the marina area directly impacts the livability of the neighborhood. Two other marinas exist in the immediate area (Holly Hill and Blue Water).
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	My 3rd reason for my Opinion is Environmental Protection. This marina operator has had numerous violations. I support the Staff recommendation.
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	I support the Staff recommendation.
LUCA-88	Low Density Residential	Y	Compatibility	select	The staff has this right and I support their judgement on this. Thank you.
LUCA-88	Low Density Residential	Y	Compatibility	select	
LUCA-88	Low Density Residential	Y	Compatibility	select	
LUCA-88	Low Density Residential	Y	Compatibility	Traffic	
LUCA-89	Maritime	Y	Compatibility	Traffic	
LUCA-89	Maritime	Y	Compatibility	select	
LUCA-89	Maritime	U	select	select	
LUCA-89	Maritime	Y	Environment	Compatibility	
LUCA-89	Maritime	Y	Compatibility	select	
LUCA-89	Maritime	Y	Environment	Compatibility	
LUCA-89	Maritime	N	Environment	Compatibility	
LUCA-89	Maritime	Y	Stormwater / Flood	Traffic	
LUCA-89	Maritime	N	Compatibility	Traffic	This property is located on a small, residential road. Currently the traffic, large trucks with trailers, and speeding that occurs from traffic going to the marina is unsafe. If they are allowed to change the zoning their operations will only increase.
LUCA-89	Maritime	Y	Public Safety	Traffic	Rhode River Marina runs large vehicles at high speeds up and down Germantown Rd endangering the health and safety of neighbors. Road is also in poor shape from heavy traffic. Allowing an expansion of this property will only exacerbate these problems.
LUCA-89	Maritime	N	select	select	
LUCA-89	Maritime	Y	Compatibility	select	
LUCA-89	Maritime	N	Compatibility	Traffic	The current maritime use & zoning has evolved over the years due to pre-emptive action by the owner to expand a small, neighborhood marina into a large commercial establishment over strong neighborhood objections, creating a fait accompli.
LUCA-89	Maritime	Y	Environment	Compatibility	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-89	Maritime	N	select	select	There is no reason that this property cannot get its use corrected this property has been a marina for over a 100 yers
LUCA-89	Maritime	N	select	select	This change has no more impact on the commmunity we liver here to we give a lot of respect to are neighbors the are next to us
LUCA-89	Maritime	N	select	select	We liver here to for 40 plus years and this marina has had no accidents or incidents that has affected this community except a few jealous people that has just mover in from the city
LUCA-89	Maritime	N	select	select	I owe 9 property on GERMANTOWN road so I should have 9 vots as a land owe to add to your list
LUCA-89	Maritime	N	Traffic	Compatibility	
LUCA-89	Maritime	N	Compatibility	Stormwater / Flood	This is splitting hairs to potentially increase the value of the property at resale. The marina exists and is not hindered by MB/residential zoning. Changing to all MB or M opens the door for many potentially undesirable future uses.
LUCA-89	Maritime	Y	Compatibility	Environment	
LUCA-89	Maritime	N	Stormwater / Flood	select	
LUCA-89	Maritime	N	Compatibility	Environment	
LUCA-89	Maritime	Y	select	select	
LUCA-89	Maritime	N	Compatibility	Traffic	
LUCA-89	Maritime	N	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. Does not have the infrastructure to support this change.The marina is already intensely developed and has numerous environmental violations.The marina has outgrown surrounding neighborhood.
LUCA-89	Maritime	N	select	Compatibility	
LUCA-89	Maritime	N	Traffic	Compatibility	
LUCA-89	Maritime	N	Compatibility	Traffic	Environmental Protection is the reason for my 3rd Opinion. This marina is not a good neighbor and has had numerous environmental violations.
LUCA-89	Maritime	N	Compatibility	Stormwater / Flood	Environmental Protection Traffic Congestion Public Safety
LUCA-89	Maritime	Y	Compatibility	select	The staff has this right and I support their judgement on this. Thank you.
LUCA-89	Maritime	Y	Compatibility	select	
LUCA-89	Maritime	Y	select	select	
LUCA-89	Maritime	N	Compatibility	Traffic	
LUCA-90	Commercial	N	Compatibility	Traffic	The upzoning of this property to commercial was not in keeping with the surrounding area. While commercial properties exist across the street the properties that are immediately adjacent are residential; this awkward commercial property would harm them.
LUCA-90	Commercial	N	Compatibility	Traffic	Crofton does not need more deforestation. Nor do we need another convenience store. Nor do we want more traffic in an already overburdened area.
LUCA-90	Commercial	N	Compatibility	Traffic	
LUCA-90	Commercial	N	Compatibility	Traffic	the area around LUCA-90 is already heavily commercialized; there are 3 (three) stoplights within two blocks of each other. we do not need one more convenience store.
LUCA-90	Commercial	N	Traffic	Environment	This area already has too much traffic and congestion. Better traffic management must be in place before further commercial development.
LUCA-90	Commercial	N	Compatibility	Traffic	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-90	Commercial	N	Compatibility	Traffic	Do not want or need more commercial encroachment up from Route 3.
LUCA-90	Commercial	N	Traffic	Compatibility	424 is a relatively narrow secondary road and should not be developed as if it is part of the Route 3 corridor, which is, itself, a traffic boondoggle even at non-peak hours.
LUCA-90	Commercial	N	Compatibility	Traffic	The nature of the intersection on Martha Greenleaf/Rt424 is a snarl and would be moreso if further developed for comm. Add'l ingress and egress would invite risk to drivers. Use of a buffer zone between the existing residences and commercial would be good
LUCA-90	Commercial	N	Traffic	Environment	No more over development that is not supported by an infrastructure.
LUCA-90	Commercial	N	Traffic	Public Safety	No need for more commercial land in the county.
LUCA-90	Commercial	N	Traffic	Compatibility	Plenty of unused commercial already in this area. No need to build more.
LUCA-91	Low Density Residential	Y	Compatibility	Environment	
LUCA-91	Low Density Residential	N	Compatibility	select	
LUCA-91	Low Density Residential	Y	Traffic	Public Safety	Increasing the commercial area here would increase traffic hazards in an area that is already plagued by accidents.
LUCA-91	Low Density Residential	Y	Traffic	Environment	
LUCA-91	Low Density Residential	Y	Traffic	Environment	B&A is always busy at this location and at times is congested. Additional development will increase safety hazards. Runoff to the Magothy is already heavy in this area AND the road currently floods at Ullman during heavy rains.
LUCA-91	Low Density Residential	Y	Compatibility	Traffic	
LUCA-92	Maritime	Y	Compatibility	Traffic	
LUCA-92	Maritime	Y	Compatibility	select	
LUCA-92	Maritime	Y	Compatibility	Environment	
LUCA-92	Maritime	Y	Environment	Compatibility	
LUCA-92	Maritime	N	Environment	Compatibility	
LUCA-92	Maritime	Y	Stormwater / Flood	Traffic	
LUCA-92	Maritime	Y	Stormwater / Flood	Traffic	
LUCA-92	Maritime	Y	Traffic	Environment	Marina runs large vehicles at high speeds up and down Germantown Rd endangering health and safety of neighbors. Excessive boat traffic in and out of this creek is also hazardous. Allowing an expansion of this property will only exacerbate these problems.
LUCA-92	Maritime	N	select	select	
LUCA-92	Maritime	Y	Compatibility	select	
LUCA-92	Maritime	N	Traffic	Compatibility	The current maritime use & zoning has evolved over the years due to pre-emptive action by the owner to expand a small, neighborhood marina into a large commercial establishment over strong neighborhood objections, creating a fait accompli.
LUCA-92	Maritime	N	Traffic	Environment	A marina of this size is detrimental to a peaceful community. The quality of life has been negatively impacted over the past few decades by this aggressive and intrusive business.
LUCA-92	Maritime	Y	Environment	Traffic	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-92	Maritime	N	select	select	I owe 9 property on GERMANTOWN road so I should have 9 votes as a land owe to add to your list
LUCA-92	Maritime	Y	Compatibility	Compatibility	
LUCA-92	Maritime	N	Environment	select	
LUCA-92	Maritime	N	Traffic	Environment	
LUCA-92	Maritime	Y	select	select	
LUCA-92	Maritime	N	Compatibility	Traffic	
LUCA-92	Maritime	N	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. Does not have the infrastructure to support this change.The marina is already intensely developed and has numerous environmental violations.The marina has outgrown surrounding neighborhood.
LUCA-92	Maritime	N	Traffic	Compatibility	
LUCA-92	Maritime	N	Compatibility	Traffic	Environmental Protection is the reason for my 3rd Opinion. This marina is not a good neighbor and has had numerous environmental violations.
LUCA-92	Maritime	N	Compatibility	Stormwater / Flood	Environmental Protection Traffic Congestion, Public Safety
LUCA-92	Maritime	Y	Compatibility	select	
LUCA-92	Maritime	Y	Compatibility	select	
LUCA-92	Maritime	N	Compatibility	Stormwater / Flood	Environmental Protection,Traffic Congestion, Public Safety
LUCA-93	Commercial	Y	Compatibility	Compatibility	
LUCA-94	Low Density Residential	Y	Compatibility	Environment	
LUCA-94	Low Density Residential	N	Traffic	Environment	
LUCA-94	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-94	Low Density Residential	N	Economic / Community Development	Compatibility	
LUCA-94	Low Density Residential	Y	Environment	Stormwater / Flood	The County should rebuild the fire station where it is and not expand commercial area at all. Old Man Creek does not need more stormwater from impervious commercial development.
LUCA-94	Low Density Residential	Y	Traffic	select	Upzoning is not appropriate for this area. Traffic is already unbearable in this area, and there would be significant environmental impact.
LUCA-94	Low Density Residential	N	Traffic	Environment	
LUCA-94	Low Density Residential	Y	Traffic	select	
LUCA-94	Low Density Residential	Y	Traffic	Environment	Including a statement about deferring changes in land use to the Region Planning process weakens the recommendation, particularly since this statement appears in only a handful of justifications. We don't need more development along Ritchie Highway!
LUCA-94	Low Density Residential	N	Compatibility	Public Safety	
LUCA-94	Low Density Residential	Y	Compatibility	Traffic	
LUCA-94	Low Density Residential	N	Environment	Traffic	This is the location of a Volunteer Fire Department. This is the headwaters of Old Man Creek and does not need commercial development anymore then a Fire Department needs commercial development.
LUCA-94	Low Density Residential	Y	Traffic	Environment	No more commercial on this section of Ritchie Hwy. The intersection is a disaster!! Do not add any more impervious to the headwaters of Old Man Creek !!!

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-94	Low Density Residential	Y	select	select	The development of the Rt2-Magothy Bridge intersection has long ago created dangerous situations and congestion that could reduce property values and tax base in surrounding areas. Also, daily quality of life has already been diminished.
LUCA-94	Low Density Residential	Y	Traffic	Compatibility	
LUCA-94	Low Density Residential	Y	Traffic	Environment	
LUCA-94	Low Density Residential	Y	Traffic	Environment	Since a fire station already fits the current zoning, there is no need to expand the area to include commercial activities at the detriment to the environment and water runoff and increased traffic congestion.
LUCA-94	Low Density Residential	N	Compatibility	Economic / Community Development	The other three corners of this intersection are commercially zoned. This corner should be similarly zoned. Limited commercial development on this site could serve the needs of the local community.
LUCA-94	Low Density Residential	N	Compatibility	Economic / Community Development	If the Earleigh Heights First Department could use their land for commercial purposes, they would generate much needed revenue. This is already a commercial note and the expansion would be appropriate.
LUCA-94	Low Density Residential	Y	Traffic	Stormwater / Flood	if more in hard surface it would create more flooding. and would impact the families living in that area.
LUCA-95	Commercial	N	Compatibility	Environment	
LUCA-95	Commercial	Y	Compatibility	Economic / Community Development	Concur with staff analysis
LUCA-95	Commercial	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
LUCA-95	Commercial	N	Traffic	Compatibility	
LUCA-95	Commercial	N	Traffic	Environment	I have been a resident for 60 years. I am extremely against all of the development. The traffic is terrible (often gridlocked) which affects all of us. The environmental impact is terrible. There needs to be studies and the traffic problems fixed first!
LUCA-95	Commercial	U	Compatibility	Economic / Community Development	I understand that some development is going to happen & the Veterans Highway corridor seems like the lesser of other evils. But, it needs to be done with sensitivity toward runoff into our local creeks and also toward our neighbors well/septic concerns.
LUCA-96	Rural	Y	Compatibility	Environment	
LUCA-96	Rural	Y	Compatibility	Environment	Agree with staff. Any expansion of Commercial use be discussed during the Region Planning process with input from the community stakeholders.
LUCA-96	Rural	Y	Environment	Compatibility	concur with staff analysis
LUCA-96	Rural	Y	Compatibility	Traffic	
LUCA-96	Rural	Y	Compatibility	Environment	Support retaining rural land use as recommended by staff
LUCA-96	Rural	N	Traffic	Environment	This plot of land is near a complicated intersection. Introducing more entries and exits in this location would only serve to make the congestion worse than it is.
LUCA-96	Rural	N	Environment	Traffic	
LUCA-96	Rural	Y	Compatibility	Environment	The Veterans Highway development needs to end at Generals Highway. This is the appropriate cutoff point.
LUCA-97	Rural	Y	Compatibility	Environment	
LUCA-97	Rural	Y	Compatibility	Environment	any expansion of Commercial use be discussed during the Region Planning process with input from the community stakeholders.
LUCA-97	Rural	Y	Environment	Compatibility	Concur wrh staff analysis
LUCA-97	Rural	Y	Compatibility	Environment	Support retaining rural land use as recommended by staff

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-97	Rural	Y	Compatibility	Traffic	
LUCA-97	Rural	Y	Traffic	Environment	
LUCA-97	Rural	Y	Compatibility	Environment	
LUCA-97	Rural	N	Environment	Traffic	
LUCA-97	Rural	Y	Compatibility	Environment	The Veterans Highway development needs to end somewhere. This is the appropriate location.
LUCA-98	Rural	Y	Compatibility	Environment	Agree with staff comments. Any expansion of Commercial use be discussed during the Region Planning process with input from the community stakeholders.
LUCA-98	Rural	Y	Compatibility	Traffic	Support rural land use.
LUCA-98	Rural	Y	Compatibility	Environment	Support retaining rural land use as recommended by staff
LUCA-98	Rural	Y	Traffic	Environment	
LUCA-98	Rural	Y	Compatibility	Environment	The Veterans Highway development needs to end somewhere. This is the appropriate location.
LUCA-98	Rural	N	Environment	Traffic	
LUCA-99	Low Density Residential	N	Compatibility	Traffic	This property is directly next to Lake Waterford and is in a low density residential zoned area. This should remain low density and not be a setup to drive additional commercial businesses in this geography.
LUCA-99	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-99	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-99	Low Density Residential	Y	Environment	Stormwater / Flood	The County park does NOT need commercial development in this area - what a terrible idea!!
LUCA-99	Low Density Residential	Y	Environment	Parks and Trails	This area borders a park. Change to commercial zoning should not be permitted.
LUCA-99	Low Density Residential	Y	Compatibility	Environment	
LUCA-99	Low Density Residential	N	Environment	Stormwater / Flood	We do not need further commercial development around the already very environmentally stressed Lake Watford and associated tributaries, that ultimately lead to the Maggoty.
LUCA-99	Low Density Residential	N	Stormwater / Flood	Environment	Commercial or residential this close to the headwaters of the Magothy would not be good for the River.
LUCA-99	Low Density Residential	Y	Environment	Stormwater / Flood	No more commercial and no more impervious in this watershed. Protect Lake Waterford!!
LUCA-99	Low Density Residential	N	Environment	Compatibility	Purchase land adjacent to Lake Waterford Park.
LUCA-99	Low Density Residential	Y	Environment	Compatibility	This area abuts Waterford Park which feeds into the Magothy. Waterford Lake is already in danger. This area has commercial seeping into it and the zoning needs to be enforced, not changed.
LUCA-100	Rural	N	Traffic	Environment	
LUCA-100	Rural	Y	Compatibility	Environment	
LUCA-100	Rural	Y	Environment	Compatibility	
LUCA-100	Rural	Y	Compatibility	Environment	
LUCA-100	Rural	Y	Environment	select	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-100	Rural	Y	Economic / Community Development	Compatibility	This only makes sense considering the surrounding area. Please let me know when there may be a discussion so we can join if possible.
LUCA-100	Rural	Y	Environment	Compatibility	
LUCA-100	Rural	N	School Capacity	Environment	Schools can't handle the number of kids already. Then when you have people renting basements to families in single family homes area, the overcrowding of schools is even more of a problem.
LUCA-101	Rural	N	Compatibility	Traffic	
LUCA-101	Rural	Y	Environment	Compatibility	
LUCA-101	Rural	Y	Compatibility	Environment	
LUCA-101	Rural	Y	Environment	select	
LUCA-101	Rural	Y	Environment	Compatibility	
LUCA-101	Rural	N	Traffic	School Capacity	This area is overcrowded. Roads can't handle it. Police and first responders can't handle the increase in crime and accidents. Schools overcapacity. Roads flood. 20+ years 450 continues to flood and building does NOT help.
LUCA-102	Low-Medium Density Residential	N	Compatibility	Traffic	1. Area mentioned in Datasheet is wrong. 2. On a 3 miles (15,840 ft x 2 sides) long Commercial Corridor both sides and only One Side 1400 L Ft is residential. 3. The Professionals of AA County, should suggest improve life of residents & income of County.
LUCA-104	Town Center	Y	Compatibility	Economic / Community Development	
LUCA-105	Town Center	Y	Compatibility	select	
LUCA-105	Town Center	Select	select	select	
LUCA-106	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-106	Commercial	Y	Compatibility	select	
LUCA-114	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-115	Commercial	N	Economic / Community Development	Traffic	
LUCA-115	Commercial	Y	Compatibility	Economic / Community Development	This looks like it was just a previous oversight that the entire parcel was not zoned Commercial. There is already a commercial building on it.
LUCA-116	Mixed Use	N	Environment	Economic / Community Development	it is inappropriate to change the land use of a parcel to match the adjacent one; this process will transform all the remaining open space into new fast-food joints and short-lived commercial enterprises. look at the empty storefronts out there.
LUCA-116	Mixed Use	N	Traffic	Economic / Community Development	Need clear definition of each mixed used category and what will be permitted. Not all commercial development is equal with respect to economic, community and environmental impacts.
LUCA-116	Mixed Use	N	School Capacity	Traffic	
LUCA-116	Mixed Use	N	Environment	Traffic	Undeveloped portion should remain so. No to mixed use or more development. No to using CMA to justify upping intensity. Mixed use, the CMA, and more development must all be justified to public in Regional Plan process.
LUCA-116	Mixed Use	Y	Compatibility	Economic / Community Development	Natural Features on the site must be protected
LUCA-116	Mixed Use	N	Environment	select	
LUCA-117	Industrial	N	Compatibility	Economic / Community Development	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-118	Low Density Residential	Y	Environment	select	
LUCA-118	Low Density Residential	N	Environment	Traffic	
LUCA-118	Low Density Residential	N	Economic / Community Development	Compatibility	
LUCA-118	Low Density Residential	Y	Compatibility	Environment	
LUCA-118	Low Density Residential	N	Traffic	Environment	
LUCA-118	Low Density Residential	Y	Compatibility	Traffic	Many homes in the area and extending the commercial businesses would not be in keeping with the character of keeping Ritchie Hwy wooded along the sides of the roadways.
LUCA-118	Low Density Residential	N	Traffic	Compatibility	As a passing commuter I have NO desire for more congestion in this area and would not be induced to stop for anything commercial here. I just want to get to work w/o more congestion.
LUCA-118	Low Density Residential	Y	Compatibility	Traffic	
LUCA-118	Low Density Residential	Y	select	select	
LUCA-118	Low Density Residential	Y	Compatibility	Traffic	
LUCA-118	Low Density Residential	Y	Compatibility	Environment	
LUCA-118	Low Density Residential	Y	Traffic	Environment	
LUCA-118	Low Density Residential	Y	Traffic	Stormwater / Flood	
LUCA-120	Low Density Residential	Y	Compatibility	Traffic	
LUCA-120	Low Density Residential	Y	Economic / Community Development	Compatibility	Agree with this
LUCA-120	Low Density Residential	N	Economic / Community Development	Compatibility	The property is currently being used for commercial sales and abuts institutional uses to the south and nonconforming commercial uses to the east. Existing residential designation is an artifice and should be changed.
LUCA-120	Low Density Residential	N	Public Safety	Compatibility	No property that backs to a Prison should EVER be considered for any type of Residential. Labeling this ANY type of residential would be irresponsible on the part of Anne Arundel County.
LUCA-120	Low Density Residential	N	Compatibility	Environment	STOP Big Corporate GREED NOW. Enough is enough!!!!
LUCA-120	Low Density Residential	N	Compatibility	Compatibility	Commercial land use is NOT compatible: Single Homes being fixed up across the street. New home just built across the street. Two homes just built about 600 feet to the West. 70 homes under construction. Want high quality community like south county
LUCA-120	Low Density Residential	N	Compatibility	Traffic	I would site all reasons in the given choices. Just because the County has allowed this business to operate does not justify the current illegal use. This property is surrounded by single family homes.
LUCA-120	Low Density Residential	N	Compatibility	select	Commercial designation is inappropriate to put next to a daycare. The surrounding area is mostly low density housing .
LUCA-120	Low Density Residential	N	Environment	Environment	
LUCA-120	Low Density Residential	N	Environment	select	
LUCA-121	Low Density Residential	Y	Compatibility	Environment	
LUCA-121	Low Density Residential	Y	Compatibility	select	
LUCA-121	Low Density Residential	N	Traffic	Environment	
LUCA-121	Low Density Residential	Y	Compatibility	Traffic	Potential for more water runoff on the west side of Ritchie Hwy. Traffic issues also.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-121	Low Density Residential	Y	Traffic	Compatibility	We do not need further commercial development along this stretch of a very congested road. The fact a previous home based business operated here does not justify a now commercial designation.
LUCA-121	Low Density Residential	Y	Compatibility	Traffic	
LUCA-121	Low Density Residential	Y	select	select	
LUCA-121	Low Density Residential	Y	Compatibility	Traffic	
LUCA-121	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-121	Low Density Residential	Y	Stormwater / Flood	select	this is also an area that would create flood to stream nearby
LUCA-122	Rural	N	Stormwater / Flood	Compatibility	
LUCA-122	Rural	Y	Compatibility	Environment	Concern about stormwater run-off and incompatibility with surrounding land use. Fragmentation of land use designation in this area is not desirable. Commentary on this designation is confusing. Some people don't understand they are comm. on Staff rec.
LUCA-122	Rural	Y	Compatibility	Environment	
LUCA-122	Rural	N	Compatibility	Economic / Community Development	I support the applicant's request for a commercial land use designation. The property is not suitable for residential land use due to it's proximity to Rte 50. It is consistent with surrounding commercial land uses and should be a commercial land use.
LUCA-122	Rural	Y	Environment	Compatibility	Almost all of the reasons listed in the application to justify a change to land use existed when the applicant purchased the parcel and in some cases they are greatly overstated
LUCA-122	Rural	Y	Stormwater / Flood	Environment	
LUCA-122	Rural	N	Compatibility	Environment	Commercial zoning will help alleviate the overflow parking from the neighboring car dealer. The property borders a major access road over a major highway. State Highway Administration land and a gun club borders the land.
LUCA-122	Rural	Y	Compatibility	Traffic	
LUCA-122	Rural	Y	Environment	Compatibility	
LUCA-122	Rural	N	Compatibility	Traffic	We are opposed to the draft map, and in favor of commercial zoning. This would help alleviate the parking issues we have on Ferguson Road and offer more parking for both customers and employees and safer situations for deliveries.
LUCA-122	Rural	N	Compatibility	Economic / Community Development	
LUCA-122	Rural	N	Compatibility	Economic / Community Development	I believe commercial use of this property will relieve parking overflow from the neighboring car dealerships and and the property borders an access road from the major highway thereby making it unsuitable for residential use.
LUCA-122	Rural	N	Compatibility	Economic / Community Development	State highway Administration land and a nearby gun club make this unsuitable for residential use rezoning would alleviate parking at the nearby dealerships.
LUCA-122	Rural	N	Compatibility	Economic / Community Development	The parcel is located on an access road to a major highway, neighbors an active gun club and state highway land and its nearest neighbors are multiple commercial properties. Regardless of zoning, half the parcel cannot be developed and part already is.
LUCA-122	Rural	N	Economic / Community Development	Compatibility	Contrary to BCC's statements, the Critical Area will overlap a small fraction of the parcel. There is an existing forest conservation easement, which ensures that half of the land will not be developed, hence the concerns from the BCC are exaggerated.
LUCA-122	Rural	Y	Compatibility	Traffic	
LUCA-122	Rural	N	Compatibility	Economic / Community Development	
LUCA-122	Rural	N	Compatibility	School Capacity	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-123	Rural	N	Compatibility	Traffic	
LUCA-123	Rural	Y	Environment	Traffic	
LUCA-123	Rural	Y	Environment	Environment	
LUCA-123	Rural	Y	Compatibility	Environment	
LUCA-123	Rural	Y	Compatibility	Environment	
LUCA-123	Rural	Y	Environment	Compatibility	
LUCA-123	Rural	N	Traffic	Environment	We cannot handle more homes in this area. The schools are over capacity and we know that developers and schools system do not work together for building smart communities. Our roads cannot handle any more cars.
LUCA-124	Commercial	N	Compatibility	Traffic	Traffic is already horrible!
LUCA-124	Commercial	N	Traffic	Stormwater / Flood	Right now this property is a perfect buffer between RT 3 north and an existing housing development. To add another commercial development would alter the quality of life for residents of this community. It is also going to affect the storm water run off
LUCA-124	Commercial	N	Traffic	Public Safety	Traffic, traffic, traffic--it's already overloaded and even if you say it's compatible with what is around it, it's too much commercial in an already congested area.
LUCA-124	Commercial	N	Traffic	Stormwater / Flood	
LUCA-124	Commercial	N	Environment	Traffic	it is inappropriate to change the land use of a parcel to match the adjacent one; this process will transform all the remaining open space into new fast-food joints and short-lived commercial enterprises. look at the empty storefronts out there.
LUCA-124	Commercial	U	Compatibility	Traffic	don't need more residential on Rte 3.
LUCA-124	Commercial	N	Traffic	Environment	Route 3 does not need any additional commercial development. The existing roads cannot support the volume of traffic as it is. It is a very dangerous road with so many exits and entrances and multiple lanes.
LUCA-124	Commercial	Y	Compatibility	Economic / Community Development	This is the best use for this highway parcel
LUCA-124	Commercial	Y	Compatibility	select	100% support
LUCA-124	Commercial	N	Traffic	Public Safety	With the senior care facility under development across from St Stephens Church Rd, additional traffic impact is not yet realized for this busy intersection. Adding commercial zoning can lead to add'l traffic impact Rt 3 at the lane reduction bottleneck.
LUCA-124	Commercial	N	Traffic	Environment	Oppose development here. One of the last forest remnants along Rt 3 should be preserved as per FCA. Development would increase traffic and accidents, especially with direct egress on Rt 3 near intersection.
LUCA-124	Commercial	N	Traffic	Compatibility	Borders on residential neighborhood and want to keep that feel. Intersection very busy. Do not need more traffic.
LUCA-124	Commercial	N	Traffic	Environment	Intense commercial development along Crain highway has led to a longitudinal series of businesses that can only be accessed by car. Entry and exit onto Crain Highway has created inordinate traffic congestion. Lack of green space and buffer = noise.
LUCA-124	Commercial	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
LUCA-124	Commercial	N	Traffic	Public Safety	We need to fix current traffic problems such as BEFORE encouraging more traffic along the Rt. 3 corridor.
LUCA-124	Commercial	N	Compatibility	Traffic	Must every natural drainage area in this county be paved? This plot directly borders a community of homes and acts as a natural buffer to the high volume of cars that transit Rt 3. Consider leaving it as is. Upzoning will dump more traffic on St. SC Rd.
LUCA-124	Commercial	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-124	Commercial	N	Traffic	Public Safety	Development at this site will create more traffic in an area that always backs up. I've seen so many cars trying to cross to either get to Crofton or Waugh Chapel. Development will make this more dangerous.



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-124	Commercial	N	Traffic	Public Safety	This area is congested enough. Traffic is thick and people drive aggressively enough.
LUCA-125	Rural	Y	Compatibility	Environment	
LUCA-125	Rural	Y	Compatibility	Environment	Fragmentation of land use is undesirable in this area. Forest cover should be preserved.
LUCA-125	Rural	N	Economic / Community Development	Compatibility	The property is located adjacent to low density, so fits the surrounding area. More housing is desperately needed in the area and low density residential zoning would allow for additional needed housing to be built.
LUCA-125	Rural	Y	Compatibility	Environment	I have concerns about preserving the forest on the parcel which is part of an 85+ acre contiguous forest. It also appears that undocumented wetland may exist on the eastern area of the parcel.
LUCA-125	Rural	Select	select	select	
LUCA-125	Rural	N	Environment	Stormwater / Flood	
LUCA-125	Rural	N	Compatibility	Traffic	Proximity to low density and commercial areas makes this property same. They are too similar to be treated so differently.
LUCA-125	Rural	Y	Compatibility	Environment	
LUCA-125	Rural	Y	Traffic	Public Safety	Additional subdivision of this property may impact traffic on Old Mill Bottom Road.
LUCA-125	Rural	Y	Environment	Compatibility	fine as-is.
LUCA-125	Rural	Y	Compatibility	Environment	
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	Traffic	Expanding commercial into residential areas is potentially locking in use that may need to change if there is a proper restructuring in the Arnold area. This area is a bottleneck for Rt 2 traffic. Adding more commercial traffic will only make it worse.
LUCA-127	Commercial, Low Density Residential	N	Traffic	Public Safety	There is enough traffic congestion in this area already! To add the retail congestion brought by a Chic-fil-A will only make things worse in this area. Please retain the Forest Conservation designation for this parcel!
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Traffic	
LUCA-127	Commercial, Low Density Residential	Y	Environment	Traffic	No more commercial expansion along Ritchie Highway!! It is way OVER BUILT and is a traffic nightmare!!! We want TREES not asphalt!!
LUCA-127	Commercial, Low Density Residential	Y	Traffic	Economic / Community Development	This area already has too much traffic and congestion. Upzoning is not appropriate.
LUCA-127	Commercial, Low Density Residential	Y	Economic / Community Development	select	
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	Rt 2 does not need any additional commercial development - especially that far south where traffic backs up due to congestion on the 50 bridge.
LUCA-127	Commercial, Low Density Residential	Y	Traffic	Stormwater / Flood	
LUCA-127	Commercial, Low Density Residential	Y	Economic / Community Development	select	
LUCA-127	Commercial, Low Density Residential	N	Economic / Community Development	Compatibility	This property is a commercial intersection & appropriate location to accommodate commercial development to serve the greater Arnold community...commercial land use will better accommodate onsite stormwater mgmt & reduce congestion [parking onsite]
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Traffic	The uses need to remain compatible with the established residential. The noise from a fast food drive-thru is not compatible with residential. The traffic backing up on Arnold Road is already doubled with the addition of CVS. Please no Chick FilA!
LUCA-127	Commercial, Low Density Residential	Y	Traffic	Environment	Including a statement about deferring changes in land use to the Region Planning process weakens the justification, particularly since this statement appears in only a handful of applications. We don't need more development along Ritchie Highway!
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	The property is a commercial intersection and appropriate location to accommodate commercial development to serve the greater Arnold community!

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	The property is a commercial intersection and appropriate location to accommodate commercial development to serve the greater Arnold community.
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	select	Absolutely in favor of this proposal.
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	select	This would help with the congestion in the Severna Park area with the Flow of traffic
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	select	
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	select	This would be a nice addition to the area
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	This request is for only a 1/2 acre of additional commercial zoning. The current residentially zoned portion under forest conservation protection on the property will not be changed and serves as a buffer to the residential communities back from Ritchie.
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	The forest conservation buffer to the community will be maintained.
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	It takes quite a while for me to drive to the Chick-fil-A in Severna Park because it is out of my way. I would like to have one closer to me in Arnold.
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	I love Chick-fil-a and I don't want to have to go to Annapolis to get it. I sometimes have to go north and I always stop at the Severna park chick fil a. They run things so well and their staff is so curtious. I would love that owner to have one here!
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	I would love to have a Chick-fil-a here!
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	I feel like this should be a place that we can develop our community with stores and resturants and food places so that we don't have to go to Annapolis.
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	I would love to have more fastfood options in arnold.
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	Environment	APC STRONGLY opposes changing the entire property to Commercial. Please see additional comments submitted. Land Use should not be changed to accommodate future business. Use the commercial space already designated and work with the parameters.
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Traffic	
LUCA-127	Commercial, Low Density Residential	N	Economic / Community Development	Compatibility	Retain commercial and expand as appropriate. The wait for a sector plan is unreasonable when this is a logical decision.
LUCA-127	Commercial, Low Density Residential	Y	Environment	Traffic	Commercial development is strangling Arnold and Severna Park!! There is already way more commercial development than anyone wants or needs. Repurpose the vacant commercial sites that are becoming useless eyesores!!!
LUCA-127	Commercial, Low Density Residential	N	Traffic	Environment	Our community has been adversely affected by the dramatic increase in housing. Traffic at the corner of Arnold Road and Route 2 can be a nightmare. This i a residential area, not a commercial zone.
LUCA-127	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Bring it on! It's a really small part they're asking to be re-zoned, which would allow them to make the parking and drivethru lines big enough to keep traffic from backing up on 2.
LUCA-127	Commercial, Low Density Residential	N	Traffic	Public Safety	I have lived in Pines on the Severn for 25 years. The traffic on Rt 2 has increased every year. Drivers regularly cut through Pines/Winchester to avoid Rt 2. It is dangerous to bike, walk or even drive slowly. Please do not add more commerce!

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	Environment	
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	The property is a commercial intersection and appropriate location to accommodate commercial development to serve the greater Arnold community, with the forest conservation buffer to the nearby community will be maintained.
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	the area of route 2 and arnold road has been overrun with congestion since the addition of over 60 new homes less than 1 mile away. The new school is already over capacity only 2 years in. No need for more....
LUCA-127	Commercial, Low Density Residential	Y	select	select	This intersection
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	Traffic	This residential land provides a forested buffer for noise and air pollution between existing homes and Rt 2 / Commercial zones.  Added traffic at the Arnold Rd light beyond capacity, and potential for accidents on Rt 2 as traffic backs onto hwy.
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	I live in Pines on the Severn and we already experience a dangerous parade of cars through our neighborhood to cut through when traffic backs up at the light at Arnold Rd. From what I see at other Chick-fil-As in the area, the cars are lined up on highways
LUCA-127	Commercial, Low Density Residential	N	Traffic	Parks and Trails	The intersection at Arnold Road and Rt. 2 is already congested for residents who live behind this area. We'll never get anywhere!
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	The neighborhood is mainly low density residential - having a drive-thru of this type is not compatible with the flow of the community. Traffic is already heavy and this will increase it greatly. NOT OKAY
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	There are 8 Chick-Fil-As within 10 miles. Traffic congestion at this point is terrible as cars merge. Cars would sit in line to enter the parking lot. LUCA-127 should be rejected or, at least, a traffic study conducted.
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	This is a residential area - stop building
LUCA-127	Commercial, Low Density Residential	Y	Compatibility	Environment	
LUCA-127	Commercial, Low Density Residential	Y	Traffic	Public Safety	This is a dangerous traffic area already where 3 lanes merge into 2 after a traffic light. Combine that with more traffic for another business and the already congested wait to get to rt50 and it spells danger.
LUCA-127	Commercial, Low Density Residential	Y	select	select	I worry about the potential for commercial creep and more traffic near this very busy intersection, and where Arnold Road is quite narrow on the west side of Route 2.
LUCA-127	Commercial, Low Density Residential	N	Compatibility	Traffic	This crowded commercial area can not support additional traffic from the proposed commercial property. The streets are already congested and it's also adjacent to a bike/hiker trail.
LUCA-127	Commercial, Low Density Residential	N	select	Traffic	Ritchie highway is one of the worst bottlenecks in AACo. No additional changes in zoning should be permitted! Please keep your campin promise, Executive Pittman!
LUCA-127	Commercial, Low Density Residential	Y	Traffic	Environment	Severn Way, Ridgeway and Old River have become the main road and it's causing destruction to the roads because of use and because of speeding, numerous animals have been killed.
LUCA-127	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Chick-fil-A is about community. We will not only bring jobs to your community, but more of a family environment. Our restaurants provide a place to eat for all as well as a warm, family environment.
LUCA-127	Commercial, Low Density Residential	N	Traffic	Public Safety	This is a terrible proposal. Traffic congestion at this location is already at unacceptable levels. A Chick-fil-A at this location will add huge volume and adversely affect public safety. This intersection doesn't need more commercial development!
LUCA-127	Commercial, Low Density Residential	N	Traffic	Compatibility	Please don't allow this to happen. It would create even more traffic problems than what we already have. At the very least, a study should be done to determine the traffic impact. Nothing else should be built until something can be done to address traffic
LUCA-127	Commercial, Low Density Residential	N	Traffic	Environment	This would create congestion in an area where there is already significant congestion getting in and out of the shopping area / residential neighborhood. It is too close to the walking trails.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-127	Commercial, Low Density Residential	N	Traffic	Public Safety	All the Chick-fil-a restaurants in the area get very crowded at certain times of the day. I'm concerned that customer traffic will back up into Route 2, just as it does at the Chick-fil-a in Severna Park.
LUCA-127	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	I think it is a great idea and a great job opportunity for the community
LUCA-128	Commercial, Low Density Residential	Y	Compatibility	Traffic	
LUCA-128	Commercial, Low Density Residential	N	Compatibility	Traffic	This area is no longer a small residential neighborhood. We are one small dot of residences standing in the path of major development. The industrial zoning would compensate the owners for putting up with the congestion/expansion.
LUCA-128	Commercial, Low Density Residential	N	Compatibility	select	I agree with the owner's request for a change. Jessup Road has become a highway since the last comprehensive plan; it is no longer a little country road.
LUCA-128	Commercial, Low Density Residential	N	Compatibility	Traffic	I live on 175 further west - a nice residential area threatened by creeping commercialization. This property is owned by a developer and has a historic home. He has demonstrated no respect for two other historic homes - more bad to come..
LUCA-128	Commercial, Low Density Residential	N	Environment	Stormwater / Flood	STOP THE GREED OF BIG DEVELOPERS!!! Enough is enough,
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Please advise when discussions take place so that I can be part of the discussion.
LUCA-128	Commercial, Low Density Residential	Y	Compatibility	select	
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Please advise when discussions will take place for this application - i want to be notified. Thanks!
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	I would like to be included when this comes up for discussion. Thanks
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Very interested in seeing this proceed.
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	I approve of this rezoning having a vested interest in the property. please let us know of further developments.
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Would like to be included in discussions for this application. Please
LUCA-128	Commercial, Low Density Residential	N	Compatibility	select	The surrounding area is currently low density housing. It would also be inappropriate to have industrial zoned property next to an elementary school.
LUCA-128	Commercial, Low Density Residential	Y	Compatibility	Economic / Community Development	This is a great proposed change to the area. Trust it goes through.
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Please notify me if any discussions or meetings take place regarding this. I would like to attend.
LUCA-128	Commercial, Low Density Residential	N	Environment	select	
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	This would provide a positive move forward for this area.
LUCA-128	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	I fully support this proposal and feel it would benefit the county and the immediate community
LUCA-129	Industrial, Mixed Use	N	Compatibility	Economic / Community Development	The MARC station is in both Counties. The entire site will be redeveloped by the MD Stadium Authority so it should be designated as Mixed use as to maximize the opportunity for Transit-Oriented Development and provide consistent planning as a whole.
LUCA-130	Maritime, Low Density Residential	Y	Environment	select	Agree with County reasoning
LUCA-130	Maritime, Low Density Residential	N	Environment	Environment	
LUCA-130	Maritime, Low Density Residential	N	Environment	Compatibility	The waterfront of the property is over built. The existing marina is in the narrow part of the creek and should be allowed to expand.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-131	Commercial, Low Density Residential	N	Compatibility	Environment	
LUCA-131	Commercial, Low Density Residential	N	Traffic	Public Safety	
LUCA-131	Commercial, Low Density Residential	Y	Compatibility	select	Agree with County reasoning
LUCA-131	Commercial, Low Density Residential	Y	Environment	Compatibility	This commercial site is way too big as it is and should NOT be expanded into the back yards of the families that already live in the surrounding area!!
LUCA-131	Commercial, Low Density Residential	Y	Traffic	Environment	This area is already too congested and traffic has increased significantly. Upzoning is not appropriate.
LUCA-131	Commercial, Low Density Residential	N	Traffic	Environment	
LUCA-131	Commercial, Low Density Residential	Y	Environment	Traffic	
LUCA-131	Commercial, Low Density Residential	Y	Traffic	Environment	Including a statement about deferring changes in land use to the Region Planning process weakens the recommendation, particularly since this statement appears in only a handful of applications. We don't need more development along Ritchie Highway!
LUCA-131	Commercial, Low Density Residential	Y	Compatibility	Stormwater / Flood	The neighboring homes currently suffer from noise, traffic, water runoff from the shopping center.
LUCA-131	Commercial, Low Density Residential	Y	Compatibility	Traffic	
LUCA-131	Commercial, Low Density Residential	N	Environment	Traffic	The new shopping center already provides significant infringement into the community interns of the removal of previously forested area, increased payment, and increased congestion at this intersection. These do not help meet environmental goals in AACo.
LUCA-131	Commercial, Low Density Residential	N	Environment	Compatibility	Protect the existing homeowners from this onerous overbuilt commercial monstrosity! The homeowners in the area have been living here for generations and had the horrible Harris Teeter complex dropped into their backyards! Enough of this social injustice!
LUCA-131	Commercial, Low Density Residential	Y	Compatibility	Traffic	There is no need to make this intersection more congested.
LUCA-131	Commercial, Low Density Residential	N	Traffic	Stormwater / Flood	
LUCA-131	Commercial, Low Density Residential	N	Compatibility	Environment	
LUCA-131	Commercial, Low Density Residential	Y	Traffic	Environment	The intersection of Rt2&Magothy Bridge Road is already a danger with unclear road markings, unexpected bike paths&unsafe pedestrian walk lights, in addition to emergency vehicle traffic in&out of Earleigh Heights VF Station.
LUCA-131	Commercial, Low Density Residential	Y	Traffic	Stormwater / Flood	
LUCA-132	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-133	Commercial	Y	select	select	
LUCA-135	Rural	N	Compatibility	Traffic	We really don't need even more traffic in this area. --mark
LUCA-135	Rural	N	Compatibility	Economic / Community Development	Its part of sharonville, not off of fort smallwood. It has pub water/sewer. There is no reason to keep this as RLD
LUCA-135	Rural	Y	Compatibility	Environment	
LUCA-135	Rural	Y	Compatibility	Environment	
LUCA-135	Rural	N	Compatibility	select	Mountain Road is over built and until the traffic issue can be solved housing should be kept to the minimum
LUCA-135	Rural	Y	Compatibility	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-135	Rural	Y	select	select	
LUCA-135	Rural	Y	Environment	Traffic	
LUCA-136	Low Density Residential	Y	Compatibility	Environment	
LUCA-136	Low Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-136	Low Density Residential	Y	Economic / Community Development	Economic / Community Development	
LUCA-136	Low Density Residential	Y	Economic / Community Development	Compatibility	
LUCA-136	Low Density Residential	Y	Compatibility	Economic / Community Development	The more access that the public has to the waterfront, the better for everyone. This marina now provides paddleboards, kayaking, jet skis and boat rentals and is a huge benefit to the community.
LUCA-136	Low Density Residential	Y	Economic / Community Development	select	I support this decision for Economic & Community growth.
LUCA-136	Low Density Residential	N	Compatibility	Environment	We need more access to the water, not less.
LUCA-136	Low Density Residential	Y	Economic / Community Development	Economic / Community Development	
LUCA-136	Low Density Residential	Y	Compatibility	Economic / Community Development	
LUCA-136	Low Density Residential	Y	Traffic	Compatibility	
LUCA-136	Low Density Residential	Y	Environment	Traffic	
LUCA-136	Low Density Residential	N	Traffic	Environment	That would be too much commercial development in an area of high traffic activity, and would disrupt residential use.
LUCA-137	Maritime	Y	Compatibility	Economic / Community Development	
LUCA-137	Maritime	Y	Economic / Community Development	select	
LUCA-137	Maritime	Y	Compatibility	Traffic	
LUCA-137	Maritime	Y	Economic / Community Development	Economic / Community Development	
LUCA-137	Maritime	Y	Economic / Community Development	Compatibility	
LUCA-137	Maritime	Y	Compatibility	Economic / Community Development	
LUCA-137	Maritime	Y	Economic / Community Development	Economic / Community Development	
LUCA-137	Maritime	Y	Economic / Community Development	Economic / Community Development	There is a shortage of marinas with land for storage and maritime use with direct access to open deep water in MD..
LUCA-137	Maritime	Y	Compatibility	Economic / Community Development	
LUCA-137	Maritime	Y	Compatibility	select	
LUCA-139	Low Density Residential	Y	Compatibility	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-139	Low Density Residential	Y	Compatibility	Environment	It appears that this marina is already past it's compacity. Many boats are stored on land, and the parking lot has been full at times.
LUCA-139	Low Density Residential	Y	Compatibility	Environment	
LUCA-139	Low Density Residential	Y	Compatibility	Traffic	
LUCA-139	Low Density Residential	Y	Traffic	Compatibility	
LUCA-139	Low Density Residential	Y	Compatibility	Public Safety	The roads are often used by adults that are walking or jogging and by children playing or riding bikes. More traffic would increase the danger posed to these people.
LUCA-139	Low Density Residential	Y	Compatibility	Public Safety	More detailed reasons for keeping the current designation were listed in prior comments. I am happy to see that the proposal will keep the current designation. This will allow current and future residents to best enjoy the community.
LUCA-139	Low Density Residential	Y	Compatibility	Public Safety	
LUCA-139	Low Density Residential	Y	Compatibility	Environment	
LUCA-139	Low Density Residential	Y	Compatibility	Traffic	The marina has been a good neighbor for nearly 70 years, but changes to zoning likely will bring expansion of services that are incompatible with the neighboring community
LUCA-139	Low Density Residential	Y	Compatibility	Public Safety	
LUCA-139	Low Density Residential	Y	Compatibility	Public Safety	
LUCA-139	Low Density Residential	Y	Compatibility	Environment	
LUCA-139	Low Density Residential	Y	Compatibility	Traffic	
LUCA-139	Low Density Residential	Y	Compatibility	Public Safety	Safety concerns: Increase of commercial traffic & overflow parking on the narrow road is risk to children playing, pedestrians, emergency vehicles & emergency egress from community;also risk property damage & crime. Need new zone code compatible w/area.
LUCA-139	Low Density Residential	Y	Stormwater / Flood	Traffic	
LUCA-139	Low Density Residential	Y	Compatibility	Public Safety	
LUCA-139	Low Density Residential	Y	Compatibility	Traffic	There has already been an increase in traffic, parked cars, and noise, not to mention the robbery of my garage.
LUCA-139	Low Density Residential	Y	Compatibility	Environment	I have been a home owner in this area for over 20 years. The proposed plan (to keep the current designation) is consistent with the surrounding area and use and will promote home values in the area.
LUCA-139	Low Density Residential	Y	Compatibility	Environment	The neighborhood has lived in harmony with the Marina as is for many many years. We do not want more road and water congestion. We also do not want the noise connected with a larger marina.
LUCA-139	Low Density Residential	Y	Compatibility	Environment	
LUCA-140	Low Density Residential	Y	Compatibility	Environment	
LUCA-141	Low Density Residential	Y	Traffic	Compatibility	The forested nature of the AA Campus next door, and the inadvisability of another road accessing Rt 2 interfering with traffic movement, and school capacity, dictate the lowest possible land use designation comparable with the surrounding environment.
LUCA-141	Low Density Residential	Y	Compatibility	Environment	
LUCA-141	Low Density Residential	Y	Traffic	Environment	
LUCA-141	Low Density Residential	N	Compatibility	Traffic	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-141	Low Density Residential	Y	Compatibility	Environment	
LUCA-141	Low Density Residential	Y	Environment	Compatibility	Absolutely NO commercial designation in this site. It should stay low dens res especially because a change would allow it to be commercially developed in the future and we have MORE THAN ENOUGH commercial development (garbage!) than we need!!
LUCA-141	Low Density Residential	Y	Traffic	Public Safety	Traffic is already challenging and congested along this corridor. Upzoning is not appropriate.
LUCA-141	Low Density Residential	Y	Compatibility	Traffic	
LUCA-141	Low Density Residential	Y	Traffic	Environment	Including a statement about deferring changes in land use to the Region Planning process weakens the justification, particularly since this statement appears in only a handful of applications. We don't need more development along Ritchie Highway!
LUCA-141	Low Density Residential	Y	Compatibility	Traffic	Commenting on behalf of GSPC.
LUCA-141	Low Density Residential	N	Economic / Community Development	Compatibility	I think a well planned and well executed mix of housing, commercial and civic uses would serve the community well.
LUCA-141	Low Density Residential	Y	Compatibility	Environment	LDR is consistent with the surrounding land use and existing zoning.
LUCA-141	Low Density Residential	N	Environment	Traffic	Property abuts and drains into non-tidal portion of the already stressed Dividing Creek. Commercial development will cause further stresses. Placement of a golf course will increase fertilizer runoff.
LUCA-141	Low Density Residential	Y	Environment	Stormwater / Flood	No more commercial on this part of Ritchie Hwy!! No more impervious commercial development in this area!! Protect Dividing Creek!!!
LUCA-141	Low Density Residential	N	Environment	Traffic	we do not need more housing developments in the area. Ritchie Hwy is congested enough as it is.
LUCA-141	Low Density Residential	N	Compatibility	Economic / Community Development	
LUCA-141	Low Density Residential	N	Environment	Compatibility	
LUCA-141	Low Density Residential	Y	select	select	Congested area already and unsafe on northbound Rt2. Proximity to College and neighborhoods should deny a commercial use.
LUCA-141	Low Density Residential	Y	Environment	Stormwater / Flood	This area is congested already with plenty of other commercial areas providing the benefits mentioned in the application, like office space, eating and alcohol consumption. Runoff from commercial development needs to be minimized.
LUCA-141	Low Density Residential	Y	Compatibility	Traffic	AACC will likely need this land for expansion in time. There is no need for another commercial node on Ritchie in this area.
LUCA-141	Low Density Residential	Y	select	select	Agree that Low Density Residential is consistent with the existing zoning and surrounding planned land use. Also there are environmental features to the east that need to be preserved.
LUCA-142	Low-Medium Density Residential	N	Environment	Traffic	In addition to our concerns about the environment (watershed) and traffic congestion (which we already see), our schools are getting overcrowded. This would only serve to encourage more irresponsible Steve Schuh era growth and we can't afford that.
LUCA-142	Low-Medium Density Residential	Y	Traffic	Stormwater / Flood	
LUCA-142	Low-Medium Density Residential	Y	Environment	Compatibility	Land contains the headwaters of Forked Creek and canon sustain intense development without environmental degradation. The proposed use would be incompatible with surrounding land use.
LUCA-142	Low-Medium Density Residential	N	Environment	School Capacity	
LUCA-142	Low-Medium Density Residential	N	School Capacity	Environment	
LUCA-142	Low-Medium Density Residential	N	Traffic	School Capacity	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-142	Low-Medium Density Residential	Y	Compatibility	Traffic	I made my decision after reviewing the application, making on-site visits, evaluating the application against eighteen (18) different land-use related criteria, and referencing the vision and objectives of the 2001 Broadneck Small Area Plan
LUCA-142	Low-Medium Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-142	Low-Medium Density Residential	Y	Compatibility	Environment	LMDR is consistent with the existing zoning and surrounding planned land use.
LUCA-142	Low-Medium Density Residential	N	Environment	Traffic	
LUCA-142	Low-Medium Density Residential	Y	Compatibility	select	
LUCA-142	Low-Medium Density Residential	N	School Capacity	Traffic	
LUCA-142	Low-Medium Density Residential	Y	select	select	
LUCA-142	Low-Medium Density Residential	Y	select	select	Medium Density Residential is not compatible with the surrounding area.
LUCA-143	Low-Medium Density Residential	N	Environment	School Capacity	
LUCA-143	Low-Medium Density Residential	N	Traffic	Stormwater / Flood	
LUCA-143	Low-Medium Density Residential	N	Traffic	School Capacity	Increased density will be bad for school capacity and traffic management.
LUCA-143	Low-Medium Density Residential	N	Compatibility	Environment	
LUCA-143	Low-Medium Density Residential	N	School Capacity	Environment	
LUCA-143	Low-Medium Density Residential	N	Traffic	School Capacity	
LUCA-143	Low-Medium Density Residential	Y	Compatibility	Traffic	I made my decision after reviewing the application, making on-site visits, evaluating the application against eighteen (18) different land-use related criteria, and referencing the vision and objectives of the 2001 Broadneck Small Area Plan
LUCA-143	Low-Medium Density Residential	N	Compatibility	Traffic	
LUCA-143	Low-Medium Density Residential	Y	Compatibility	Environment	LMDR is consistent with the existing zoning and surrounding planned land use.
LUCA-143	Low-Medium Density Residential	N	Environment	Traffic	
LUCA-143	Low-Medium Density Residential	N	School Capacity	Traffic	
LUCA-143	Low-Medium Density Residential	Y	select	select	
LUCA-143	Low-Medium Density Residential	Y	select	select	Medium Density Residential is not compatible with the surrounding area.
LUCA-144	Low-Medium Density Residential	N	Environment	School Capacity	
LUCA-144	Low-Medium Density Residential	N	Traffic	Stormwater / Flood	
LUCA-144	Low-Medium Density Residential	N	Traffic	School Capacity	School and road capacity will be stretch with increased density. This land should be reduced in land use to be compatible with the current land use on the northwest and southwest side of the property.
LUCA-144	Low-Medium Density Residential	N	Compatibility	Environment	
LUCA-144	Low-Medium Density Residential	N	School Capacity	Environment	
LUCA-144	Low-Medium Density Residential	N	Traffic	School Capacity	
LUCA-144	Low-Medium Density Residential	Y	Compatibility	Traffic	I made my decision after reviewing the application, making on-site visits, evaluating the application against eighteen (18) different land-use related criteria, and referencing the vision and objectives of the 2001 Broadneck Small Area Plan
LUCA-144	Low-Medium Density Residential	N	Compatibility	Stormwater / Flood	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-144	Low-Medium Density Residential	Y	Compatibility	Environment	Low-Medium Density residential is compatible with the surrounding land use. Note Thomas Arnold historic home is located on 344 Freshfields Lane.
LUCA-144	Low-Medium Density	N	Environment	Traffic	
LUCA-144	Low-Medium Density	N	School Capacity	Traffic	
LUCA-144	Low-Medium Density Residential	Y	select	select	
LUCA-144	Low-Medium Density Residential	Y	select	select	Medium Density Residential is not compatible with the surrounding area.
LUCA-146	Low Density Residential	Y	Environment	Compatibility	
LUCA-146	Low Density Residential	Y	Compatibility	Environment	
LUCA-146	Low Density Residential	Y	Compatibility	Environment	Stay Low density!
LUCA-146	Low Density Residential	Y	Compatibility	Environment	Herrington Harbor North is a great asset as it is, but enlarging its footprint will undermine the well-being of this small neighborhood. Its impact will be damaging and irreversible.
LUCA-146	Low Density Residential	Y	Compatibility	Environment	The boatyard already has a very large impact on the character of the surrounding community.
LUCA-146	Low Density Residential	Y	Environment	Stormwater / Flood	
LUCA-146	Low Density Residential	Y	Stormwater / Flood	Compatibility	
LUCA-146	Low Density Residential	Y	Compatibility	Environment	We already have enough maritime use of land in this area. Plus, Franklin Gibson and Highview Roads are not suitable for more traffic.
LUCA-146	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-146	Low Density Residential	Y	Environment	Compatibility	
LUCA-146	Low Density Residential	Y	Environment	Stormwater / Flood	Continued development of marinas in Rockhold and Tracys Creek have (over) saturated the area negatively impacting the surrounding land & wildlife, and drastically increasing runoff and flooding and debris in the creeks.
LUCA-146	Low Density Residential	N	Environment	Compatibility	Correction to a split zoning parcel. Provides for existing marina within local area.
LUCA-146	Low Density Residential	Y	Environment	Compatibility	
LUCA-146	Low Density Residential	Y	Stormwater / Flood	Environment	this land is on a hill. There is already significant erosion occurring due to stormwater run-off into a pipe that runs under the marina. If this land is also converted into maritime uses, i'm concerted it could make stormwater runoff into the Bay worse
LUCA-146	Low Density Residential	Y	Stormwater / Flood	Compatibility	Site is designated as Critical Area - Resource Conservation Area
LUCA-147	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-147	Low Density Residential	Y	Compatibility	Environment	
LUCA-147	Low Density Residential	Y	Environment	Stormwater / Flood	
LUCA-147	Low Density Residential	N	Compatibility	Economic / Community Development	I believe the owners are requesting Small Business District Zoning which would be very agreeable for this area of Ritchie Highway.
LUCA-147	Low Density Residential	Y	Compatibility	Environment	
LUCA-147	Low Density Residential	Y	Traffic	Economic / Community Development	
LUCA-147	Low Density Residential	N	Traffic	School Capacity	This is incredibly dishonest. The mixed use residential designation in Severna Park is farther south is changed from 2009. It should be solely commercial. It is not even possible to comment on this change so I am putting it here.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-147	Low Density Residential	N	Economic / Community Development	Compatibility	The suggested land use designation would be for Small Business District.
LUCA-147	Low Density Residential	Y	Compatibility	Traffic	
LUCA-147	Low Density Residential	Y	Stormwater / Flood	Traffic	
LUCA-147	Low Density Residential	Y	Environment	Traffic	No more commercial development on this section of Ritchie Hwy. It is a traffic nightmare!!
LUCA-147	Low Density Residential	N	Traffic	Environment	
LUCA-147	Low Density Residential	Y	Compatibility	select	
LUCA-147	Low Density Residential	Y	Compatibility	Traffic	commercial development on Ritchie should be restricted to existing noxes
LUCA-147	Low Density Residential	Y	Traffic	Environment	This is a very busy corridor already. There are two crossover, one north of this and one south, making this area dangerous already without the load of additional commercial traffic.
LUCA-149	Low Density Residential	Y	Compatibility	Environment	
LUCA-149	Low Density Residential	Y	Compatibility	Environment	
LUCA-149	Low Density Residential	Y	Environment	Compatibility	
LUCA-149	Low Density Residential	Y	Traffic	Compatibility	Should stay low density!
LUCA-149	Low Density Residential	Y	Compatibility	Environment	There is no demonstrated need for additional commercial property in Deale. Runoff from this property may produce problems for properties between it and nearby creeks.
LUCA-149	Low Density Residential	Y	Compatibility	Environment	
LUCA-149	Low Density Residential	Y	Environment	Compatibility	
LUCA-149	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-150	Rural	Y	Environment	Compatibility	
LUCA-150	Rural	N	Environment	Parks and Trails	This is in the Critical Area Conservation Area and needs to stay Rural.
LUCA-150	Rural	Y	Environment	Stormwater / Flood	Much of this area is a wetland in the critical area. It should not be disturbed. It is also likely to be subject to flooding as climate change progresses.
LUCA-150	Rural	N	Environment	select	This land needs to be preserved as natural habitat It is in a groundwater recharge zone, is vulnerable to sea level rise, and is in a Resource Conservation Area in the Critical Area.
LUCA-150	Rural	Y	Environment	Stormwater / Flood	
LUCA-150	Rural	Y	Compatibility	select	
LUCA-150	Rural	Y	Environment	Stormwater / Flood	
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Stormwater / Flood	Environment	Jessica Haire and Chief Wolford Agree 1) The FD wants the land 2) I agree with SOME of the property converting to Com. with restrictions: a: only up to 5 acers not including the FD space b: only allowed to move WEST containing current Comm. structures
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Environment	select	
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Environment	Traffic	Should stay mostly RURAL. No commercial around this area. People do not want to have commercial site near their homes
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Compatibility	Environment	Rezoning opens the way to many commercial uses. A fire station does not need commercial zoning

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Environment	Stormwater / Flood	
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Stormwater / Flood	Compatibility	
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Public Safety	Compatibility	
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Environment	Stormwater / Flood	
LUCA-151	Retain current land use split (Rural & Commercial)	Y	Environment	Traffic	
LUCA-152	Commercial	N	Traffic	Environment	
LUCA-152	Commercial	N	Traffic	Compatibility	
LUCA-152	Commercial	U	Compatibility	select	Consideration should be given to retaining north portion as low density residential to be consistent with adjacent property
LUCA-152	Commercial	N	Traffic	Environment	
LUCA-152	Commercial	N	Traffic	Public Safety	Schools already bottleneck Mt. Rd. Any additional increase to commercial is a detriment to fire/ambulance access. Add'l traffic/congestion can only decrease area property values.
LUCA-152	Commercial	Y	Environment	Traffic	
LUCA-153	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-153	Low Density Residential	Y	Compatibility	Environment	
LUCA-153	Low Density Residential	Y	Environment	Traffic	
LUCA-153	Low Density Residential	N	Compatibility	Economic / Community Development	There are already several businesses up and down Ritchie Highway. This property would be ideal for Small Business District zoning.
LUCA-153	Low Density Residential	Y	Compatibility	Environment	
LUCA-153	Low Density Residential	Y	Environment	Stormwater / Flood	It is a continuing struggle for our community to maintain a strong quality of life with the increased road noise and loss of forestation due to development. Additionally, there are potential environmental factors such as storm water runoff and flooding.
LUCA-153	Low Density Residential	Y	Environment	Compatibility	
LUCA-153	Low Density Residential	Y	Compatibility	Traffic	
LUCA-153	Low Density Residential	Y	Traffic	Stormwater / Flood	
LUCA-153	Low Density Residential	Y	Compatibility	Environment	This land use change application is not compatible with the surrounding area. This is one of the last wooded parcels in the community and development would impact wildlife and create more noise pollution and more storm water runoff and flooding.
LUCA-153	Low Density Residential	Y	Compatibility	Environment	I agree with the county because of environmental protection and stormwater runoff and flooding. The land use should be conservation. The reason for this is this area is in front of our community and helps to reduce traffic noise.
LUCA-153	Low Density Residential	N	Traffic	Environment	
LUCA-153	Low Density Residential	Y	Compatibility	Traffic	
LUCA-153	Low Density Residential	Y	Compatibility	School Capacity	There is already a problem with rain run-off from Ritchie Hwy. Due to heavy traffic a third lane was added on Ritchie Hwy. in front of LUCA 153. All 3 schools are already overcrowded. There is plenty of wildlife in this wooded area that will be displaced.
LUCA-153	Low Density Residential	Y	Compatibility	Traffic	This will be adjacent to 2 communities. No need for more building. Traffic is horrible and 3rd lane was added in front of LUCA153 to ease congestion which hasn't worked. Schools are overcrowded. Wildlife will be displaced, trees taken down & water run-off

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-153	Low Density Residential	Y	Environment	Stormwater / Flood	Steep slopes and forest conservation are a concern in this area. To develop at this location would have a detrimental affect on the homeowner's downhill in water runoff concerns.
LUCA-153	Low Density Residential	Y	Environment	Stormwater / Flood	I strongly agree that this land is not appropriate for commercial agree. However, I think a conservation designation would be even more appropriate than low density residential.
LUCA-153	Low Density Residential	Y	Compatibility	Traffic	Commercial development in this area would increase traffic in an already overburdened area. The property values of surrounding neighborhoods would be significantly impacted.
LUCA-153	Low Density Residential	Y	Environment	Traffic	Ritchie Hwy has more commercial development than it can handle! No one needs more commercial ANYTHING - there are vacancies up and down the highway. No more JUNK COMMERCIAL DEVELOPMENT!!!
LUCA-153	Low Density Residential	N	Traffic	School Capacity	
LUCA-153	Low Density Residential	Y	Compatibility	Environment	Commercial along Ritichie should be limited to existing nodes.
LUCA-153	Low Density Residential	Y	Traffic	Environment	This is a residential area with some exception for existing commercial. This corridor is very busy. There is a dangerous crossover just past this proposed change which will become even more dangerous.
LUCA-154	Rural	Y	Compatibility	Environment	
LUCA-154	Rural	Y	Compatibility	Environment	South of RT214 is for Rural
LUCA-154	Rural	Y	Compatibility	Environment	
LUCA-154	Rural	N	Compatibility	Traffic	Opposed.
LUCA-154	Rural	Y	Compatibility	Environment	
LUCA-155	Rural	Y	Environment	Compatibility	
LUCA-155	Rural	Y	Environment	Stormwater / Flood	
LUCA-155	Rural	Y	Environment	Compatibility	- Incompatible with surrounding land use. - Covers sensitive environmental resources that would need serious alteration.
LUCA-155	Rural	Y	Environment	Compatibility	
LUCA-155	Rural	Y	Compatibility	Environment	
LUCA-155	Rural	Y	Compatibility	Environment	
LUCA-155	Rural	Y	Environment	Compatibility	
LUCA-156	Rural	Y	Stormwater / Flood	Compatibility	
LUCA-156	Rural	Y	Compatibility	Environment	Fragmentation of land use is not good. road network is not adequate to support potential congestion. Land has a house already and is a perfectly adequate use of the property.
LUCA-156	Rural	Y	Compatibility	Environment	
LUCA-156	Rural	Y	Compatibility	Environment	
LUCA-156	Rural	Y	Compatibility	Environment	Adding more commercial traffic to that area would only increase the existing safe challenges; a change would result in the owner at 208 Old Mill Bottom Road S being sandwiched in between two commercial properties; more impervious surface would be added .
LUCA-156	Rural	Y	Stormwater / Flood	Compatibility	
LUCA-156	Rural	Y	Compatibility	Environment	
LUCA-156	Rural	Y	Environment	Traffic	Expansion of commercial at this intersection is very challenging. Already a dangerous intersection. Request traffic impact before zoning change.
LUCA-157	Commercial	N	Environment	Economic / Community Development	it is inappropriate to change the land use of a parcel to match the adjacent one; this process will transform all the remaining open space into new fast-food joints and short-lived commercial enterprises. look at the empty storefronts out there.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-157	Commercial	N	Traffic	Environment	This change will exacerbate the traffic issues, increase impervious cover, degrade local streams and increase light pollution. Additional commercial is not needed and may impact the viability existing business placing an economic burden on the county
LUCA-157	Commercial	N	Traffic	School Capacity	
LUCA-157	Commercial	N	Traffic	Environment	No to changing land use to commercial. Keep undeveloped until AFTER solving traffic congestion and safety problems. Traffic solutions, future development, and CMA designation should be discussed with public in Regional Plan process.
LUCA-157	Commercial	Y	Compatibility	Economic / Community Development	Towser's Branch ,its buffers and any associated wetlands must be protected.
LUCA-157	Commercial	N	Environment	Environment	
LUCA-157	Commercial	N	Traffic	Environment	
LUCA-157	Commercial	N	Economic / Community Development	Traffic	LUCAs 157, 116, 160, and 161 should all be looked at as an entity and not separately and natural features maintained. Waugh Chapel N and S support the mixed use development of this area as do the median businesses and existing strip malls. Enough!
LUCA-157	Commercial	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-158	Mixed Use	N	Traffic	Traffic	
LUCA-158	Mixed Use	N	Traffic	Traffic	Need clear definition of each mixed used category and what will be permitted. Exacerbate traffic.
LUCA-158	Mixed Use	N	select	Traffic	
LUCA-158	Mixed Use	Y	Compatibility	Compatibility	Consistent with existing zoning and use
LUCA-158	Mixed Use	Y	Economic / Community Development	Compatibility	
LUCA-158	Mixed Use	N	Traffic	School Capacity	
LUCA-159	Mixed Use	N	Environment	Economic / Community Development	it is inappropriate to change the land use of a parcel to match the adjacent one; this process will transform all the remaining open space into new fast-food joints and short-lived commercial enterprises. look at the empty storefronts out there.
LUCA-159	Mixed Use	N	Traffic	Environment	No to mixed use. No to using CMA to justify upping intensity. No more development here until traffic problems solved. Traffic, mixed use, and CMA all need much more public input during Regional Plan process.
LUCA-159	Mixed Use	Y	Compatibility	Compatibility	Mixed-use land use designation is necessary to ensure consistency with existing use
LUCA-159	Mixed Use	N	Environment	Economic / Community Development	
LUCA-159	Mixed Use	N	Traffic	School Capacity	Fill the vacancies that currently exist. We don't need more congestion in this area.
LUCA-160	Mixed Use	N	Traffic	School Capacity	
LUCA-160	Mixed Use	Y	Compatibility	Compatibility	Mixed-use designation is consistent with the existing mixed-use zoning and project on the property
LUCA-160	Mixed Use	Y	Compatibility	Economic / Community Development	
LUCA-160	Mixed Use	N	Traffic	Public Safety	We do not need more homes, buildings, shops, business. Infrastructure of the roads cannot handle it. No one is going to be able to get out of Wegmans with all the building.
LUCA-161	Mixed Use	Y	Compatibility	Compatibility	
LUCA-161	Mixed Use	N	Environment	Economic / Community Development	it is inappropriate to change the land use of a parcel to match the adjacent one; this process will transform all the remaining open space into new fast-food joints and short-lived commercial enterprises. look at the empty storefronts out there.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-161	Mixed Use	N	Traffic	Compatibility	Need clear definition of each mixed used category and what will be permitted. Not all commercial development is equal with respect to economic, community and environmental impacts.
LUCA-161	Mixed Use	N	Traffic	Environment	No to mixed use. No to using CMA to justify upping intensity. No more development here until traffic problems solved. Traffic, mixed use, and CMA all need much more public input during Regional Plan process.
LUCA-161	Mixed Use	N	Traffic	School Capacity	
LUCA-161	Mixed Use	Y	Compatibility	Compatibility	Mixed-use land use designation is necessary so zoning and land use designations are consistent.
LUCA-161	Mixed Use	Y	Compatibility	Economic / Community Development	
LUCA-161	Mixed Use	N	Traffic	Environment	
LUCA-161	Mixed Use	N	Environment	select	
LUCA-162	Low Density Residential	Y	Compatibility	select	
LUCA-163	Low Density Residential	Y	Compatibility	Environment	Would like to see this whole "island" reduced to rural, but I expect it is too late for that.
LUCA-163	Low Density Residential	Y	Environment	Stormwater / Flood	
LUCA-163	Low Density Residential	Y	Compatibility	Environment	
LUCA-163	Low Density Residential	Y	Compatibility	select	
LUCA-163	Low Density Residential	Y	Environment	Compatibility	The nature of the Island is not industrial. It should remain as it is zoned, low density residential.
LUCA-164	Maritime	Y	Compatibility	Economic / Community Development	
LUCA-166	Commercial	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-167	Low Density Residential	Y	Compatibility	Environment	
LUCA-167	Low Density Residential	Y	Compatibility	Environment	This area is residential and should remain that way to keep with the community & safety.
LUCA-167	Low Density Residential	Y	Compatibility	Environment	
LUCA-167	Low Density Residential	Y	Compatibility	Economic / Community Development	if changed to commercial it will cause to much disruption to the current residential environment
LUCA-167	Low Density Residential	Y	Compatibility	Environment	
LUCA-167	Low Density Residential	Y	Traffic	Environment	Should stay low-density
LUCA-167	Low Density Residential	Y	Compatibility	Public Safety	Directly across from this address is a Public Park with sporting events involving many children and increased traffic can create a danger to the ongoing enjoyment of families to the park. Additionally this is a residential community with many children.
LUCA-167	Low Density Residential	Y	Traffic	Compatibility	The rd is too narrow for traffic excess traffic and or busses. There is no public transportation route. The location is right in the middle of housing. The shopping center that is near is across 4 lane hwy. This is not suitable for increase traffic.
LUCA-167	Low Density Residential	Y	Compatibility	Environment	
LUCA-167	Low Density Residential	Y	Compatibility	Traffic	We do not need more commercial business locations
LUCA-167	Low Density Residential	Y	Compatibility	Traffic	
LUCA-167	Low Density Residential	Y	select	select	Negative impact of allowing commercial zoning would be traffic safety, congestion and likely runoff to the Beachwood Park area.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-167	Low Density Residential	Y	Environment	Compatibility	
LUCA-168	Low Density Residential	Y	Compatibility	Environment	
LUCA-168	Low Density Residential	Y	Compatibility	select	
LUCA-168	Low Density Residential	Y	Compatibility	Traffic	
LUCA-168	Low Density Residential	Y	Public Safety	Traffic	Increasing the density of development in the Severna Park area is not compatible with the existing neighborhood environment. This will bring increased crime, traffic and environmental damage to our town.
LUCA-168	Low Density Residential	Y	Compatibility	Traffic	
LUCA-168	Low Density Residential	Y	Compatibility	Traffic	
LUCA-168	Low Density Residential	Y	Environment	Traffic	The envirmnt&traffic have already been significantly impacted in this area w/ addition of the Harris Teeter shopping. Plus Earleigh Heights is looking to rezone as commercial. In addition, the Magothy River has headwaters behind here that will be affectd
LUCA-168	Low Density Residential	Y	Traffic	Environment	
LUCA-169	Rural	Y	Environment	select	
LUCA-169	Rural	Y	Compatibility	Environment	An admirable request by the owner, Yes!
LUCA-169	Rural	Y	Compatibility	Environment	
LUCA-169	Rural	Y	Compatibility	Environment	
LUCA-169	Rural	Y	Environment	Compatibility	
LUCA-169	Rural	N	Economic / Community Development	Compatibility	Waltjens have been running many commercial businesses for +30 years on 28 acres with no negative environmental affects. Much of Waltjen's land is a commercial staging area for rip rap, pressure treated pier timbers, building materials, bulldozers, dirt
LUCA-171	Commercial	N	Compatibility	Traffic	Exceptions made to current land use have at least some restraining power. Granting upgraded land use opens new and more intense options for development and the opportunity to ask for more exceptions for more intense use.
LUCA-171	Commercial	N	Compatibility	Traffic	
LUCA-171	Commercial	N	Compatibility	Environment	
LUCA-171	Commercial	N	Compatibility	Environment	
LUCA-171	Commercial	Y	Economic / Community Development	select	
LUCA-171	Commercial	Y	Economic / Community Development	Compatibility	
LUCA-171	Commercial	U	Environment	Stormwater / Flood	
LUCA-171	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-171	Commercial	U	Compatibility	Environment	While I have no objection to current state of the land use, I'm wary of changing it to commercial use which could open the land to less welcome use in the future. If the current state of things works, providing a benefit to the community, why change it?
LUCA-171	Commercial	Y	Compatibility	Compatibility	Existing commercial uses in place that support the local community; commercial land use necessary to ensure consistency with zoning and uses
LUCA-171	Commercial	N	Compatibility	Environment	See memo submitted - been operating in LDR for more than 25 years, don't change it to commercial and open doors for upzoning.



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-171	Commercial	N	Compatibility	Traffic	The 2001 Broadneck Small Area Plan said to avoid new commercial zoning on College Parkway. I am skeptical that the complex as is "will remain in place for many years to come." Ensure this with no change in land use.
LUCA-172	Commercial	N	Traffic	Environment	
LUCA-172	Commercial	N	Traffic	Environment	The rural nature of this area is being replaced by overdevelopment leading to traffic problems and stormwater issues all to the detriment of the community. RLD zoning should not be rezoned to commercial.
LUCA-172	Commercial	N	Environment	Traffic	Concern of traffic, light pollution, storm water runoff, and too much commercial in the area. Another concern is if this developer ends up building a residential area there again is worry of too much already congested traffic. Schools are big concern.
LUCA-172	Commercial	N	Economic / Community Development	Traffic	There should be a park at the end of South Shore trail for families to picnic, relax, or eat ice cream they buy from Wawa or RF.
LUCA-172	Commercial	N	Traffic	Environment	
LUCA-172	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-172	Commercial	N	Traffic	Compatibility	More commercial development at this intersection, which is already a failed intersection, makes no sense to me. Sure it is adjacent to other developed commercial properties along the Rt 3 corridor, but they shouldn't be there either.
LUCA-172	Commercial	N	Traffic	Traffic	I picked Traffic twice because this is possibly the worst intersection along 3. Adding yet MORE commercial property right here seems like a terrible idea. There are constantly accidents in this intersection between the 2 gas stations. :(
LUCA-172	Commercial	N	Traffic	Public Safety	This intersection is already overly congested. I was amazed that Royal Farm was able to develop. Cars travelling north often try to speed up to get through this light and having more commercial feed into it would make it more dangerous
LUCA-172	Commercial	N	Public Safety	Compatibility	Crofton & the surrounding areas have been absurdly developed beyond a point that is good for anyone who lives here. Many new buildings along Rt 3 either sit empty or have a high turn over rate. Traffic is dangerous. Trash in median. Where does it end?
LUCA-172	Commercial	N	Traffic	Economic / Community Development	The intersection of Rt 3 and Rt 175 is a disaster, both day and night. Too much traffic, moving too quickly through an underbuilt roadway. Just because Odenton is built isn't rationale for continued development.
LUCA-172	Commercial	N	Compatibility	Traffic	The land immediately adjacent to this parcel is rural and this should remain rural as well. We don't need to exacerbate traffic at a failing intersection or more commercial development when there are existing vacant areas. Residents deserve better.
LUCA-172	Commercial	N	Compatibility	Environment	Neighbors do not want commercial. Plenty of commercial already here and at Veterans HWY and Waugh Chapel. let Let Millersville Rd and Crain Hwy serve as rural boundary here.
LUCA-172	Commercial	N	Compatibility	Environment	My third reason for my opinion is traffic congestion.
LUCA-172	Commercial	N	Environment	Traffic	
LUCA-172	Commercial	N	Environment	Traffic	
LUCA-172	Commercial	Select	Environment	Traffic	it is inappropriate to change the land use of a parcel to match the 'trends' of adjacent one; this process will transform all the remaining open space into new fast-food joints and short-lived commercial entities. look at the empty storefronts out there.
LUCA-172	Commercial	N	Traffic	Environment	
LUCA-172	Commercial	N	Environment	Traffic	This parcel of land, along with much of the planning along route three (3), will adversely affect the area it surrounds. It appears that consideration for this change is inline with what is happening West of the highway, but certainly not on the East.
LUCA-172	Commercial	N	Traffic	Environment	This intersection was especially deadly before recent changes to traffic lights but continues to be very congested more so due to added businesses. to add housing across the HGWY to these businesses encourages peds to cross. peds vs cars at 60mph.
LUCA-172	Commercial	N	Traffic	Environment	We live on Hansel Dr and do not want this this development bringing crime and traffic onto our street. The traffic is already horrible at that intersection. We do not need more development in this area.
LUCA-172	Commercial	N	Traffic	Environment	
LUCA-172	Commercial	N	Traffic	Environment	That corner is bad enough now this will make it more of a death trap then it is

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-172	Commercial	N	Traffic	Environment	Intersection is already too busy and very dangerous.
LUCA-172	Commercial	N	select	Traffic	This intersection is none performing and has significant safety issues. My family members cross this intersection on average 12 times a day We have frequent close calls related to the high speed nature of route 3
LUCA-172	Commercial	N	Traffic	Compatibility	Route 3 through Crofton and Gambrills is already an unsafe, heavily congested road. This area in general and LUCA-172 in particular does not need more commercial development. Route 3 is very dangerous with all of the existing commercial properties.
LUCA-172	Commercial	N	Traffic	Public Safety	Hello, I would like to add my voice to the strong objections to increasing the unmanaged sprawl of the Crain Hwy Corridor. Unbridled and poorly planned development has negatively impacted the quality of life for this area. Please curtail new development.
LUCA-172	Commercial	N	Traffic	Compatibility	The most recent addition of the Royal Farms at the intersection has increased traffic considerably, making traversing this area more difficult at all times of the day. Adding commercial businesses will make traffic worse.
LUCA-172	Commercial	N	Compatibility	Traffic	Increase in intensity based on proximity to developed land results in sprawl. In Crownsville SAP, exacerbate traffic problems, increase pollutant loading, new retail space not needed & economically bad for the county, infrastructure not in place
LUCA-172	Commercial	N	Compatibility	Traffic	Commercial development here would add traffic to failing roads, would damage historic resources and Jabez Branch watershed, is inconsistent with past land use plans, is inconsistent with adjacent rural land, is not needed, and is opposed by neighbors.
LUCA-172	Commercial	N	Traffic	Traffic	
LUCA-172	Commercial	N	Traffic	Traffic	
LUCA-172	Commercial	N	Traffic	Compatibility	This area should not be developed into a commercial shopping center. Route 3 is already built up with way too many shopping centers and the light at this intersection is already congested and dangerous. This area needs to remain rural to be safe for all.
LUCA-172	Commercial	Y	Compatibility	Economic / Community Development	This location anchors the commercial corridor along Rt. 3 North; located on a 4-way signalized intersection; already zoned (partly) for commercial use, so commercial land use would be consistent
LUCA-172	Commercial	Y	Compatibility	Economic / Community Development	This is an ideal commercial site with great access to signalized intersection.
LUCA-172	Commercial	N	Traffic	Compatibility	There have been a lot of traffic accidents at that intersection including one fatal. We don't need more commercial on rt 3 - use empty locations first (pier 1, and others in that complex). Borders on rural. Like rural feel of our community.
LUCA-172	Commercial	N	Public Safety	Traffic	Has become a dangerous intersection w/development of the median businesses (i.e. Car wash/Royal Farms/Wawa). It is highly congested & has been the site of numerous accidents & fatalities.Unbridled development w/o consideration of residents who live here!
LUCA-172	Commercial	N	Traffic	Compatibility	This is a rural designation currently facing a highly congested intersection that needs NO MORE DEVELOPMENT. By adding more development at this intersection is putting the residents at greater risk of vehicular injuries and further traffic congestion.
LUCA-172	Commercial	N	Traffic	Environment	TRAFFIC! We don't need any more traffic along route 3. Let's just hold off on more rezoning and development until we all have a better idea of how the current plans affect our area. We don't need another Waldorf.
LUCA-172	Commercial	N	Traffic	Traffic	This intersection is dangerous and poorly engineered enough as it is. To add another strip mall opposite the existing WaWA/Royal Farms is irresponsible and a cash grab for the county pols/development whores.
LUCA-172	Commercial	N	Public Safety	Traffic	
LUCA-172	Commercial	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
LUCA-172	Commercial	N	Traffic	select	Traffic is unbearable on Rt 3. Please fix EXISTING traffic problems BEFORE making the situation worse!
LUCA-172	Commercial	N	Traffic	Environment	Make this a green corridor. Acreage is consistent with rural Gambrills along Rt 175, and is the entrance to historic farm to market road, a community, & historic school. Not consistent with Odenton. Rotary on 175 divides the real use of land.
LUCA-172	Commercial	N	Environment	select	I would think that any further commercial development would be accompanied with an equal amount of infrastructure. Things like waste water handling need to be in place before more development occurs (commercial or otherwise).

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-172	Commercial	N	Traffic	Compatibility	It seems counterintuitive that the county recognizes the serious congestion issues of route 3 in this area, but yet plans to turn more rural land zoning into commercial land zoning, which will only exacerbate the problem.
LUCA-172	Commercial	N	Traffic	Compatibility	The development is NOT needed due to all existing businesses along Rt. 3 - in addition to the failing intersection. It will add more danger to those using Millersville Road. STOP this overbuilding and thoughtfully fix and repurpose what's already here.
LUCA-172	Commercial	N	Traffic	Environment	I have been a resident for 60 years. I am extremely against all of the development. The traffic is terrible (often gridlocked) which affects all of us. The environmental impact is terrible. There needs to be studies and the traffic problems fixed first!
LUCA-172	Commercial	N	Traffic	Environment	Crofton already has enough traffic and enough gas stations.
LUCA-172	Commercial	N	Traffic	Traffic	The intersection with Route 3 and Millersville road is dangerous enough with many accidents each month. Adding more to the area will make the congestion worse and cause even more accidents!
LUCA-172	Commercial	Select	Stormwater / Flood	Public Safety	Dear Sir, The former Greer site on the corner of Millersville Road and Route 3 is already a congested intersection. A few years ago on the southbound Route 3/Millersville Rd intersection, several homes were condemned due to flooding. Thank you
LUCA-172	Commercial	N	Traffic	Environment	
LUCA-172	Commercial	N	Compatibility	Traffic	Poor development since Wawa;failed intersection;build sewers before development;septic is overused/failing at Wawa;environmental/runoff disaster;need to preserve rural nature of Millersville Road;development not consistent-3 was mostly farms 20 years ago
LUCA-172	Commercial	N	Traffic	Environment	The infrastructure/police/first responders to keep compared to the volume of homes/business cannot handle more. Developers and lawyers for developers need to provide \$ to SHA for better infrastructure.SHA needs to be part of these big developers plans
LUCA-172	Commercial	N	Environment	Stormwater / Flood	This is a failed intersection as designated by MD Dept of Transportation. The proposed site design; well, septic, impervious surface, threatens the neighboring community and the Jazeb Branch; designated for special protection by the MD Dept of Environment
LUCA-172	Commercial	N	Traffic	Compatibility	There are already 7 lanes between RT 3 NB and SB that fails to provide adequate traffic management. This just makes it worse.
LUCA-172	Commercial	N	Traffic	Parks and Trails	So many commercial buildings in this area have been built and are still vacant. Many new businesses are out of business. We have an excess of commercial buildings.
LUCA-172	Commercial	N	Compatibility	Traffic	we don't need more gas stations, more convenience stores. more fast food or burgher joints. the intersection of 3 and 175 is already difficult to negotiate at rush hour; how many accidents before we give up on this myopic model of development?
LUCA-172	Commercial	N	Traffic	Parks and Trails	Very Concerned about traffic safety. With the Trail located near this area, I am concerned for the safety of the users of the trail. With having the Wawa and Farm store, accidents are waiting to happen. Bad Situation.
LUCA-172	Commercial	N	Public Safety	Traffic	This intersection is already dangerous and over crowded. Our childrens bustop is at the intersection of Hansel Drive and development of this area poses a serious threat to their safety.
LUCA-172	Commercial	N	Environment	Parks and Trails	The devlopment in this area provides an environmental health hazard to my family and my farm. There is no way to prevent waste run off from polluting our land and our well water.
LUCA-172	Commercial	N	Traffic	Public Safety	This area is already very dangerous and severely congested. We dont need more development, waugh chapel is already huge.
LUCA-172	Commercial	N	Environment	Parks and Trails	This area would be a great addition to the trail and would be better suited for a small park. The traffic and congestion is too much. It is not safe anymore.
LUCA-172	Commercial	N	Stormwater / Flood	Environment	The runoff and flooding will be made worse of the natural land is destroyed for development. We need the natural ground to absorb rainwater and prevent further flooding in this area. Also, the TRAFFIC IS TERRIBLE ALREADY
LUCA-172	Commercial	N	Traffic	Public Safety	I am VERY OPPOSED to this development. This intersection is already dangerous and more development will make it worse.
LUCA-172	Commercial	N	Traffic	Economic / Community Development	No construction should be permitted until infrastructure is in place- roads, schools,water,sewer,community parks.Traffic is terrible and our safety is jeopardized everyday. Place a moratorium on Route 3 corridor development.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-172	Commercial	N	Environment	Parks and Trails	The last thing this intersection needs is more development. It should be turned into a park right next to the trail. Maybe there could be a way to connect it to the other side of the intersection where the trail continues to.
LUCA-172	Commercial	N	Public Safety	Traffic	The area is dangerous because of all the development. there are so many ins and outs that are hard to navigate. It will be a bigger death trap with more development of any kind. The traffic is already horrific and will just get worse.
LUCA-172	Commercial	N	Traffic	Environment	I oppose up zoning or upping designated land uses along Route 3 to higher intensity uses, like commercial or mixed uses, UNTIL existing problems can be addressed.
LUCA-172	Commercial	N	Traffic	Public Safety	That is a dangerous enough intersection.
LUCA-173	Commercial, Rural	N	Traffic	Parks and Trails	This area should remain rural, traffic is already horrible
LUCA-173	Commercial, Rural	N	Traffic	Environment	The rural nature of this area is being replaced by overdevelopment leading to traffic problems and stormwater issues all to the detriment of the community. RLD zoning should not be rezoned to commercial.
LUCA-173	Commercial, Rural	N	Traffic	Environment	
LUCA-173	Commercial, Rural	N	Traffic	Environment	
LUCA-173	Commercial, Rural	N	Compatibility	Economic / Community Development	
LUCA-173	Commercial, Rural	N	Traffic	School Capacity	They are proposing 14 acres worth of residential housing in the mix of all this commercial space. The schools are too crowded already; and traffic through there is already congested.
LUCA-173	Commercial, Rural	N	Traffic	Public Safety	The property needs to remain as it is currently zoned and used--no more commercial. Area along Rte 3 has far too much now, that causes traffic issues
LUCA-173	Commercial, Rural	N	Traffic	Stormwater / Flood	
LUCA-173	Commercial, Rural	N	Traffic	Stormwater / Flood	
LUCA-173	Commercial, Rural	N	Stormwater / Flood	Traffic	
LUCA-173	Commercial, Rural	N	Compatibility	Traffic	C4 maybe in the CMA. The Rural should remain Rural. Consistent with Small Area Plan and rural vision. Proximity does equal increasing density
LUCA-173	Commercial, Rural	N	Traffic	Public Safety	
LUCA-173	Commercial, Rural	N	Traffic	Compatibility	Keep rural parcels rural. No to mixed use until mixed use is better defined and regulated. No to using CMA to justify upping intensity until AFTER public review of Rt 3 CMA planning and regulation during Regional Plan process.
LUCA-173	Commercial, Rural	N	Traffic	Compatibility	This area is already overbuilt and congested. Adding additional commercial areas would be dangerous and unnecessary.
LUCA-173	Commercial, Rural	N	Compatibility	Economic / Community Development	Retaining the existing commercial/rural land use designations is not consistent with the GDP process; mixed-use is consistent, as acknowledged by OPZ staff, and waiting an undetermined length of time for more community input is not practical
LUCA-173	Commercial, Rural	N	Compatibility	Economic / Community Development	OPZ staff acknowledged that mixed-use designation is consistent with corridor management policy; to keep existing land use designations would be INCONSISTENT; other mechanisms to control what happens on mixed-use designated land; not changing is a mistake
LUCA-173	Commercial, Rural	Select	select	select	Waiting until the regional plan process to change to MX land use is not proper; MX is consistent with corridor mgmt plan & specific changes/plans can be dealt with regarding what MX uses or how MX zoning should work in specific regional areas
LUCA-173	Commercial, Rural	N	Compatibility	Compatibility	This entire corridor should be mixed-use, this property included, to prevent sprawl, tree clearing, and runoff in other areas of the county that lack access and infrastructure in place here that supports mixed-use; mx here allows preservation elsewhere
LUCA-173	Commercial, Rural	N	Compatibility	Traffic	Let's take our time and come up with a sensible plan before rezoning this part of the county. Traffic is already bad.
LUCA-173	Commercial, Rural	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
LUCA-173	Commercial, Rural	N	Traffic	School Capacity	We need to fix current infrastructure problems such as traffic and school capacity BEFORE allowing more growth along the Rt. 3 corridor.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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LUCA-173	Commercial, Rural	N	Compatibility	Economic / Community Development	This is an ideal mixed-use location; allowing a concentration of development in this area could alleviate sprawl, tree clearing, and stormwater issues elsewhere in the county; infrastructure improvements would also follow and benefit community
LUCA-173	Commercial, Rural	N	Traffic	Environment	I have been a resident for 60 years. I am extremely against all of the development. The traffic is terrible (often gridlocked) which affects all of us. The environmental impact is terrible. There needs to be studies and the traffic problems fixed first!
LUCA-173	Commercial, Rural	N	Traffic	Environment	
LUCA-173	Commercial, Rural	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-173	Commercial, Rural	Y	Compatibility	Traffic	I agree that the land should stay rural/commercial until a comprehensive land use plan is developed. Strongly against further development East of Rt 2 corridor. This is supposed to be the green corridor between the 3 growth centers, not part of them.
LUCA-173	Commercial, Rural	N	Traffic	Environment	There needs to be a moratorium on building. Use and re-purpose the vacant buildings and shops that currently exist all up and down route 3. Excessive flooding. Traffic is horrific (45 minutes!!!) for a short stretch of road
LUCA-173	Commercial, Rural	N	Traffic	Environment	we don't need more gas stations, more convenience stores. more fast food or burgher joints. the intersection of 3 and 175 is already difficult to negotiate at rush hour; how many accidents before we give up on this myopic model of development?
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	select	select	The rural nature of this area is being replaced by overdevelopment leading to traffic problems and stormwater issues all to the detriment of the community. RLD zoning should not be rezoned to higher density.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Environment	
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Compatibility	Economic / Community Development	
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	School Capacity	Please, do not build any more residential units in this area. The schools are so over crowded. Traffic through here is a nightmare already.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Public Safety	I would like to see this remain as commercial and low density residential as it is currently is designated. Rte. 3 has too much commercial and mixed use along it now and the traffic issues have been bad for a long time--no more is needed
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Public Safety	
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Compatibility	Compatibility	No change, Why - Next to Dairy Farm, traffic issues, No water/sewer, Proximity doesn't equal upping density. Limit new development until the problems along Rte 3 addressed. Need clear definition of each mixed used category and what will be permitted
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Compatibility	No to upping residential part from low density to medium density. No to mixed use until mixed use is better defined and regulated. No to using CMA to justify upping intensity until AFTER public review of CMA during Regional Plan process.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Compatibility	Economic / Community Development	OPZ staff acknowledged that mixed-use designation is consistent with corridor management policy; to keep existing land use designations would be INCONSISTENT; other mechanisms to control what happens on mixed-use designated land; not changing is a mistake
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Compatibility	Economic / Community Development	OPZ confirmed mixed-use is consistent w/ corridor mgmt plan; combo of comm/resi = mixed-use; not changing to mixed-use, but allowing split land use as recommended does not make sense; this should be mixed-use and staff recommendation supports the change
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Compatibility	Compatibility	This entire corridor should be mixed-use, this property included, to prevent sprawl, tree clearing, and runoff in other areas of the county that lack access and infrastructure in place here that supports mixed-use; mx here allows preservation elsewhere
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Compatibility	We don't need any more traffic along Route 3.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Compatibility	We need to fix existing traffic and infrastructure issues such as school capacity BEFORE allowing more development.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Environment	Compatibility	Portions of property slated mixed commercial from residential should remain as low-medium residential. Property borders the Dairy Farm. Changing this parcel to mix use or commercial will decrease buffer necessary to protect ag and rural nature of Farm.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	select	Stop adding to congestion along route 3. Adding more houses equals more cars on the street equals more traffic jams.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Environment	
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Environment	I have been a resident for 60 years. I am extremely against all of the development. The traffic is terrible (often gridlocked) which affects all of us. The environmental impact is terrible. There needs to be studies and the traffic problems fixed first!
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-174	Commercial along MD 3, Low-Medium Density Residential for rear parcels	Y	Compatibility	Traffic	Agree with staff recommendation. However, need to figure out access road without another stop light and traffic congestion on Rt 3. Also, a tree buffer along either side to reduce noise and visually calm the motorists. Think outside the box.
LUCA-175	Commercial	N	Traffic	Environment	
LUCA-175	Commercial	N	Compatibility	Economic / Community Development	
LUCA-175	Commercial	N	Traffic	Public Safety	I think low density residential would have a significantly lower impact than more commercial when we are already on overload with traffic from existing commercial
LUCA-175	Commercial	N	Traffic	Public Safety	There should be no more residential building on Rte. 3 until an overpass is built for the thru traffic like VA. A 50 mile speed on Rte 3 is very dangerous with all the egresses for business/homes.
LUCA-175	Commercial	N	Traffic	Environment	Conservation and LDR. Site is adjacent to Towser Branch. Potential trail spur, exacerbate traffic problems, increase pollutant loading, new retail space not needed & additional commercial may not be good for the county,
LUCA-175	Commercial	N	Compatibility	Economic / Community Development	OPZ recommendation doesn't make sense; acknowledges mixed-use is consistent with corridor mgmt plan, but recommends commercial land use; mixed-use should be encouraged all along rt.3 to prevent unnecessary sprawl and more tree removal
LUCA-175	Commercial	N	Compatibility	Compatibility	Waiting until the regional plan process to change to MX land use is not proper; MX is consistent with corridor mgmt plan & specific changes comp planning can be dealt with regarding what MX type zone or how MX zoning should work in specific regional areas
LUCA-175	Commercial	N	Traffic	Environment	Oppose development here, especially mixed use. Bad for traffic and environment. Development, zoning, and mixed use should be discussed as part of Regional Plan process.
LUCA-175	Commercial	N	Traffic	Traffic	TRAFFIC! We don't need any more traffic along route 3. Let's just hold off on more rezoning and development until we all have a better idea of how the current plans affect our area.
LUCA-175	Commercial	N	Traffic	Environment	Crain Highway has become an extended strip of commercial businesses promoting car use, air pollution, traffic tie ups and accidents, and lack of wildlife habitat,
LUCA-175	Commercial	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
LUCA-175	Commercial	N	Traffic	Environment	Route 3 is congested enough plus removal of more trees is contrary to the passed FCA.
LUCA-175	Commercial	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-176	Commercial	N	Compatibility	Economic / Community Development	
LUCA-176	Commercial	N	Traffic	Public Safety	The intersection of Riva Rd with Central Ave is dangerous and not controlled by a traffic signal. Traffic backs up at this intersection during periods of high traffic flow as pointed out in 4 comments in opposition.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-176	Commercial	N	Traffic	Public Safety	Already zoned SB; Commercial is not compatible with surrounding land use. Property on the south side of Central Avenue has been used as business for at least 50 years, long since grandfathered. No stop signal at the intersection.
LUCA-176	Commercial	N	Compatibility	Traffic	Intersection: no signal, backs ups, poor sight lines & high speeds BP two entrance/exit options & southside commercial designation is grandfathered surrounding area land use is rural & parcel is zoned SB & current land use designation is incorrect
LUCA-176	Commercial	N	Traffic	Compatibility	Rural zoning is compatible with surrounding area of houses and farmland. The roads at that intersection are not designed to carry commercial traffic. The small businesses across the street have been there forever and are grandfathered into zoning.
LUCA-176	Commercial	N	Compatibility	Traffic	Dangerous intersection of narrow roads cannot handle commercial traffic. Commercial is not compatible with the surrounding area. The small businesses across the street are small and attract little traffic. Commercial zoning would RUIN Davidsonville.
LUCA-176	Commercial	N	Traffic	Compatibility	Davidsonville is rural. There should not be a commercial designation. Commercial does not go with the area. Dangerous intersection. Narrow roads cannot handle the traffic.
LUCA-176	Commercial	N	Compatibility	Traffic	Surrounding areas of houses/farms is not compatible with commercial zoning. Narrow roads cannot handle commercial traffic. Dangerous intersection. Negative impact on community.
LUCA-176	Commercial	N	Compatibility	Economic / Community Development	Current Zoning is Small Business with Commercial going to far but Mixed Use is a better fit with access off of Riva Road.
LUCA-176	Commercial	N	Traffic	Public Safety	Intersection is not signalized. BP station on south side has two entrance/exit options. intesection backs up during morning and evening rush. poor sight lines and high speed on Central Avenue make intersection dangerous.
LUCA-176	Commercial	N	Public Safety	Traffic	Already a hazardous congested intersection with much turning, entering and exiting traffic, and fast speeds on busy 214, which is a major route for school buses and much through traffic. Change proposed likely would make area very unsafe for traffic. .
LUCA-176	Commercial	N	Traffic	Compatibility	
LUCA-176	Commercial	N	Compatibility	Traffic	
LUCA-176	Commercial	Y	Compatibility	Economic / Community Development	This site is located at a commercial intersection and commercial would be consistent with the surrounding area. Given the higher volume of traffic, a residential designation is not viable.
LUCA-176	Commercial	N	Traffic	Compatibility	I am opposed to more commercial development at this site. There is already much traffic at the intersection of Central Ave and Riva Rd. The intersection is already a hazard, traffic-wise. I also want to preserve the rural nature of the Davidsonville area.
LUCA-176	Commercial	N	Compatibility	Environment	
LUCA-177	Low Density Residential	Y	Compatibility	Traffic	
LUCA-177	Low Density Residential	Y	Economic / Community Development	Compatibility	This area should be reserved for the Jessup Village Center location.
LUCA-177	Low Density Residential	N	Compatibility	Economic / Community Development	The Subject Property is surrounded by commercial land use, and the proposed realignment of Race Road will bifurcate the property. It will not be viable for low-density residential development.
LUCA-177	Low Density Residential	N	Traffic	Environment	STOP the developments. enough is enough!
LUCA-177	Low Density Residential	Y	Compatibility	Traffic	do not want more intense uses creeping into residential areas. Over development has increased traffic on Race Rd. an old narrow country road causing safety issues. runoff impacts properties along Turtle Creek causing floods to home owners
LUCA-177	Low Density Residential	N	Compatibility	Public Safety	The neighbor property borders Rt. 175 where traffic is already a nightmare. Creating a commercial enterprise on a neighborhood street would worsen an already bad situation. Water run off from the stream is another concern. Change begets change.
LUCA-177	Low Density Residential	N	Compatibility	Economic / Community Development	The property is surrounded by commercial land use.It is only appropriate that as the surrounding properties got this land use on the last GDP, that this property should be granted those same rights.If Race Rd is moved, it would split the property in half.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-177	Low Density Residential	N	Traffic	Economic / Community Development	If either one of the proposals for the Race Road relocation were to take place, that property would essentially be useless as a residential use land. That doesn't sound fair when the land around it is commercial land (previously and recently residential).
LUCA-177	Low Density Residential	N	Compatibility	Economic / Community Development	Surrounding land to the South and West are commercially zoned. Would you expect low density residential land with a new road splitting it down the middle, to be viable? A big corporation was able to change the Champion forest single lots to commercial land
LUCA-177	Low Density Residential	N	Environment	Traffic	There is too much development in the area. We have beautiful woods a creek, and wildlife and it is all being stripped away to building more houses/ businesses. It is right up against a quiet residential neighborhood that would like to stay that way.
LUCA-177	Low Density Residential	N	Compatibility	Environment	The expansion of the commercial zone allows for proper development of this parcel consistent with surrounding areas.
LUCA-177	Low Density Residential	Y	Compatibility	Environment	Additional commercial development should be restricted to route 175 and not expanded to this area of Race Road - especially with water running through the edge of it.
LUCA-177	Low Density Residential	Y	Compatibility	select	Low density seems consistent with the current area. The same arguments being made for this property should be considered for several other proposals in this area.
LUCA-177	Low Density Residential	N	Environment	Environment	
LUCA-177	Low Density Residential	N	Economic / Community Development	Compatibility	Jessup is known for its prison, but it's getting better with new growth. New homes, new condos, and new stores. We live in an area convenient to DC and Balt. Controlled growth will bring in more home owners and a bigger tax base and pride in our area.
LUCA-178	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-178	Commercial	N	Environment	Economic / Community Development	No need for commercial sites around this area.
LUCA-178	Commercial	N	Compatibility	Traffic	Should be low-density not commercial. Will be destroying our beautiful surroundings.
LUCA-178	Commercial	Y	Compatibility	Economic / Community Development	Commercial land use is consistent with existing zoning and use on the property; compatible with other commercial land use and zoning nearby
LUCA-179	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-179	Commercial	Y	Economic / Community Development	Compatibility	This is compatible with the current use and most appropriate zoning
LUCA-179	Commercial	Y	Compatibility	Economic / Community Development	I agree: The requested change to Commercial land use designation is consistent with the site's existing use as a medical office building and is compatible with the surrounding planned land uses along the Bestgate corridor.
LUCA-179	Commercial	Y	Compatibility	Economic / Community Development	Agree commercial designation is consistent with and appropriate for this parcel. Thank you.
LUCA-179	Commercial	Y	Compatibility	Compatibility	Consistent with existing zoning and underlying and surrounding uses
LUCA-179	Commercial	Y	select	select	I SUPPORT the change at 820 Bestgate Road to a COMMERCIAL LAND USE DESIGNATION.
LUCA-180	Commercial	N	Environment	Traffic	Concern of traffic, light pollution, storm water runoff, and too much commercial in the area. Another concern is if this developer ends up building a residential area there again is worry of too much already congested traffic. Schools another concerns.
LUCA-180	Commercial	N	Environment	Traffic	
LUCA-180	Commercial	N	Traffic	Environment	
LUCA-180	Commercial	N	Compatibility	Economic / Community Development	
LUCA-180	Commercial	N	Traffic	Compatibility	There is already too much commercial along Rte. 3 corridor. Traffic is congested now and this 21 acres would make it worse.
LUCA-180	Commercial	N	Environment	Stormwater / Flood	
LUCA-180	Commercial	N	Environment	Traffic	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-180	Commercial	N	Traffic	Traffic	No Change until traffic solved. Need clear definition of each mixed use category & what will be permitted. Exacerbate traffic. Not all commercial development is equal with respect to traffic & environmental impacts. Current use lower impact on traffic
LUCA-180	Commercial	Y	select	select	No land use changes or new development at this site until traffic problems solved and changes are debated with public input as part of Regional Planning for the CMA
LUCA-180	Commercial	N	Compatibility	Compatibility	Waiting until the regional plan process to change to MX land use is not proper; MX is consistent with corridor mgmt plan & specific changes comp planning can be dealt with regarding what MX type zone or how MX zoning should work in specific regional areas
LUCA-180	Commercial	N	Compatibility	Economic / Community Development	Mixed-use designation is consistent w/ corridor mgmt policy; to keep existing land use designations would be INCONSISTENT; other mechanisms to control what happens on mixed-use designated land; current zoning should change during comp zoning/region plan
LUCA-180	Commercial	N	Traffic	Environment	TRAFFIC! We don't need any more traffic along route 3. Let's just hold off on more rezoning and development until we all have a better idea of how the current plans affect our area.
LUCA-180	Commercial	N	Stormwater / Flood	Parks and Trails	Protect the environmentally sensitive (small) waterway. Maintain green space. Create healthful environments and preclude city sprawl--which is what Route 3 corridor development is becoming.
LUCA-180	Commercial	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
LUCA-180	Commercial	Select	select	select	We need to fix current infrastructure problems such as traffic and school capacity BEFORE allowing more growth along the Rt. 3 corridor.
LUCA-180	Commercial	N	Compatibility	Traffic	
LUCA-180	Commercial	N	Traffic	Environment	Please stop allowing the Route 3 corridor to be developed. The area cannot safely handle more.
LUCA-180	Commercial	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-180	Commercial	N	Traffic	Environment	Same comments as all these areas. Infrastructure cannot handle more building and I do not want to be taxed more for SHA to improve roads the lawyers of developers and developers reap HUGE profits. Make them accountable for financing to SHA for improve
LUCA-180	Commercial	Y	Traffic	Economic / Community Development	So sad to see Nighthawk Golf go - one of the few outdoor recreation areas on the Rt 3 corridor where it is low density, low car count, a business, and outdoors. Why must everything be paved and in shoveled in store fronts. We need a new devlpmnt mode.
LUCA-181	Commercial	N	Traffic	Public Safety	Don't think mixed use makes any sense.
LUCA-181	Commercial	N	Compatibility	Economic / Community Development	
LUCA-181	Commercial	N	Traffic	Public Safety	This commercial needs to remain as is. Upgrading to mixed-use add more development and traffic to busy corridor that can't handle any more
LUCA-181	Commercial	N	Traffic	Public Safety	
LUCA-181	Commercial	Y	Traffic	Compatibility	No to mixed use until mixed use is better defined and regulated, and AFTER public review of Rt 3 CMA planning and regulation during Regional Plan process.
LUCA-181	Commercial	N	Compatibility	Compatibility	Waiting until the regional plan process to change to MX land use is not proper; MX is consistent with corridor mgmt plan & specific changes comp planning can be dealt with regarding what MX type zone or how MX zoning should work in specific regional areas
LUCA-181	Commercial	N	Compatibility	Economic / Community Development	OPZ staff acknowledged that mixed-use designation is consistent with corridor management policy; to keep existing land use designations would be INCONSISTENT; other mechanisms to control what happens on mixed-use designated land; not changing is a mistake
LUCA-181	Commercial	N	Compatibility	Economic / Community Development	This entire corridor should be mixed-use, this property included, to prevent sprawl, tree clearing, and runoff in other areas of the county that lack access and infrastructure in place here that supports mixed-use; mx here allows preservation elsewhere
LUCA-181	Commercial	N	Traffic	Compatibility	TRAFFIC! We don't need any more traffic along route 3. Let's just hold off on more rezoning and development until we all have a better idea of how the current plans affect our area.
LUCA-181	Commercial	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-181	Commercial	N	Traffic	School Capacity	We need to fix current infrastructure problems such as traffic and school capacity BEFORE allowing more growth along the Rt. 3 corridor.
LUCA-181	Commercial	N	Traffic	Environment	I have been a resident for 60 years. I am extremely against all of the development. The traffic is terrible (often gridlocked) which affects all of us. The environmental impact is terrible. There needs to be studies and the traffic problems fixed first!
LUCA-181	Commercial	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
LUCA-182	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-182	Commercial	Y	Compatibility	Economic / Community Development	Commercial zoning existing; commercial land use should be approved to allow for consistency
LUCA-183	Mixed Use	Y	Traffic	Compatibility	
LUCA-183	Mixed Use	N	Compatibility	Traffic	This location is adjacent to highly trafficked roads and is adjacent to other uses that make Mixed Use (with residential) not desirable. Industrial or heavy commercial is more appropriate. Walkable development is not likely to occur.
LUCA-183	Mixed Use	Y	Compatibility	Economic / Community Development	
LUCA-184	Commercial	Y	Compatibility	Economic / Community Development	
LUCA-184	Commercial	N	Traffic	Compatibility	No commercial site needed in this area. It is already very congested here and traffic is terrible.
LUCA-184	Commercial	Y	Compatibility	Compatibility	Commercial land use is consistent with existing zoning and use on the property; compatible with other commercial land use and zoning nearby
LUCA-184	Commercial	Y	Compatibility	Economic / Community Development	Commercial land use is consistent with existing commercial zoning; medical office in this area serves a large part of the county and has great/safe access
LUCA-185	Industrial	N	Environment	Stormwater / Flood	We need to protect our environment and waterways, not build a storage unit.
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	
LUCA-186	Low Density Residential	Y	Traffic	Environment	
LUCA-186	Low Density Residential	N	Compatibility	Environment	The Peninsula is already over crowded, has a lot of traffic, has only one way in and out of the peninsula and has insufficient storm and water drainage. We have flooding here all the time and with more trees destroyed it is getting worse and worse.
LUCA-186	Low Density Residential	Y	Compatibility	Environment	
LUCA-186	Low Density Residential	Y	Environment	Traffic	
LUCA-186	Low Density Residential	Y	Environment	Public Safety	
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	same comment for LUCA-86. Owner clearly buying residential properties for purposes of marina expansion through zoning-please do not allow-many existing violations.
LUCA-186	Low Density Residential	Y	Stormwater / Flood	Environment	
LUCA-186	Low Density Residential	Y	Compatibility	Stormwater / Flood	
LUCA-186	Low Density Residential	Y	Compatibility	Environment	Agree with staff. Change to further maritime use is not satisfactory with regard to the existing residential use of the area. The existing maritime use has already expanded too much. Change would make it worse. There would be more runoff also.
LUCA-186	Low Density Residential	Y	Environment	Compatibility	
LUCA-186	Low Density Residential	N	Environment	Stormwater / Flood	
LUCA-186	Low Density Residential	N	Environment	Compatibility	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	
LUCA-186	Low Density Residential	Y	Compatibility	select	
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	
LUCA-186	Low Density Residential	Y	Traffic	Compatibility	This was a quiet residential area. Rhode River Marina runs large vehicles at high speeds up and down Germantown Rd endangering the health and safety of neighbors. Allowing an expansion of this property will only exacerbate these problems.
LUCA-186	Low Density Residential	Y	select	select	
LUCA-186	Low Density Residential	Y	Compatibility	Environment	
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	The marina's plans for this residential property would go a long way towards ruining this community all together.
LUCA-186	Low Density Residential	N	select	select	There is no impact to the community in making this change this property zoning is R2 and MB maritime
LUCA-186	Low Density Residential	N	select	select	This property is already zoned R2 and MB maritime it will have no impact on the community it is alretd being used as a split zone how can you take it away this is are livelihood
LUCA-186	Low Density Residential	N	Economic / Community Development	select	This property has been maritime and has been used like this for decades this is a property taking
LUCA-186	Low Density Residential	N	select	select	This property surround the entire marina with no impact to the community there has been no traffic accidents on this road the condition of the road is when sewer came in there has not been any road maintain at all
LUCA-186	Low Density Residential	Y	Environment	Traffic	
LUCA-186	Low Density Residential	N	select	Compatibility	I owe 9 property on GERMANTOWN road so I should have 9 votes as a land owe to add to your list
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	The owner has been clandestinely attempting to incrementally convert the existing dwelling to a commercial marina clubhouse, adding an olympic pool and a large addition, shown as a "garage" on permit plans but actually built for commercial occupancy.
LUCA-186	Low Density Residential	N	Environment	Traffic	Agree with staff as to appropriate usage and timing for zoning discussion.
LUCA-186	Low Density Residential	Y	Compatibility	Environment	
LUCA-186	Low Density Residential	Y	Compatibility	Environment	
LUCA-186	Low Density Residential	Y	select	select	
LUCA-186	Low Density Residential	Y	Compatibility	Environment	
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	Support staff position
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	To increase the marina area directly impacts the livability of the neighborhood. Two other marinas exist in the immediate area (Holly Hill and Blue Water). The proposal submitted by the land owner is the most egregious of the 4 submitted.
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	My 3rd reason for my Opinion is Environmental Protection. This marina operator has numerous violations. I support the Staff recommendation.
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	I support the Staff recommendation.
LUCA-186	Low Density Residential	Y	Compatibility	select	The staff has this right and I support their judgement on this. Thank you.
LUCA-186	Low Density Residential	Y	Compatibility	select	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-186	Low Density Residential	Y	Environment	Compatibility	
LUCA-186	Low Density Residential	Y	Compatibility	Traffic	
LUCA-187	Commercial, Low Density Residential	Y	Compatibility	Traffic	
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Parks and Trails	I agree with the part of this proposal for Industrial land use south of Jessup Rd. However, the north land should be used as a public park and indoor aquatic facility in order to meet region needs and pair well with being situated next to the school.
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Traffic	Low Density Residential is not compatible with surrounding Industrial area. P158 is zoned W-1 & correctly indicated Industrial. P153 is ALSO zoned W-1 but INCORRECTLY indicated Residential! A small bit of Residential surrounded by Industrial is not good!
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Traffic	This area is no longer a small, residential community. We are in the middle of industrial / commercial development. Industrial zoning will put the property values at the level they should be to compensate the resident for putting up with all the traffic.
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Public Safety	A combo with residential is too close to Prison and a combo industrial/ commercial and residential makes for poor and declining housing.
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Economic / Community Development	Most of the recommendation is agreeable, but a portion of the property, on the south side of Jessup Road identified as Parcels 156 and 157, designated low density residential should be industrial, based upon the surrounding land use classifications.
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Traffic	I live on 175 further west - a nice residential area threatened by creeping commercialization. These residents of 187 only want their lots rezoned so they can get max money and leave - without considering the impact of their selfish decision.
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Environment	STOP the over-development and Stop allowing big corporate builder from having their way with our town! GREED needs to stop.
LUCA-187	Commercial, Low Density Residential	N	Compatibility	Environment	More intense uses result in undesirable creeping into residential areas. No buffering to school / homes. Crazy over development resulting in increased truck traffic on 175. Unsafe for school children in the area, major environmental issues with creek
LUCA-187	Commercial, Low Density Residential	N	Traffic	select	The COMMUNITY has repeatedly requested this remain as is. The infrastructure cannot support more traffic, noise, crime, etc. A better plan should be in place. The SB zoning was to be a transition between the NBP and the single family homes. It works.
LUCA-187	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Please advise when discussions will take place on this as I would like to be part of the discussion.
LUCA-187	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Makes good sense considering area..... Please let us know when there is to be further discussion so we can join if possible. Thanks
LUCA-187	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Very much like to see this change
LUCA-187	Commercial, Low Density Residential	N	Compatibility	select	Most of the surrounding area is low density residential. It would also be inappropriate to have commercial/industrial zoned property next to an elementary school.
LUCA-187	Commercial, Low Density Residential	Y	Economic / Community Development	Compatibility	Please notify me if any meetings take place regarding this. I would like to attend if possible.
LUCA-187	Commercial, Low Density Residential	N	Environment	select	
LUCA-187	Commercial, Low Density Residential	Y	Compatibility	Economic / Community Development	A positive move forward
LUCA-187	Commercial, Low Density Residential	Y	Compatibility	Economic / Community Development	This would benefit the immediate community
LUCA-188	Low Density Residential	Y	Compatibility	Traffic	Historic commercial use has been long abandoned. Increases in traffic here will be difficult to handle. If Rt 50 is expanded for a new bridge, this land will be consumed.
LUCA-188	Low Density Residential	N	Compatibility	Economic / Community Development	This land is currently used for commercial purposes, has been used for commercial purposes for nearly 70 years and fronts a major highway. It is logically a commercial property.
LUCA-188	Low Density Residential	N	Economic / Community Development	Compatibility	Some type of commercial business has been operating on the site for many decades; Public sewer is available, and adding additional traffic to that section of East College Parkway should not pose a significant issue.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
LUCA-188	Low Density Residential	Y	Compatibility	Traffic	
LUCA-188	Low Density Residential	N	Compatibility	Economic / Community Development	Existing character of the neighborhood and limited traffic impact with use of a connector road provide good opportunity for retail development at a site that was home to such uses in the decades past. Use of connector road is great asset.
LUCA-189	Rural	N	Environment	Compatibility	This plot is in a very sensitive environmental area at the headwaters of Meredith Creek.
LUCA-189	Rural	Y	Environment	Compatibility	This is squarely in the headwaters critical are of the adjoining creek. and is surrounded by rural land use on 3 sides. It must be protected to protect the headwaters of this creek. Road access is highly compromised in this area for historic reasons.
LUCA-189	Rural	Y	Compatibility	Environment	
LUCA-189	Rural	Y	Compatibility	Environment	
LUCA-189	Rural	Y	Environment	Stormwater / Flood	Property is at headwaters to creek serving Whitehall Bay. Environmental protection needed.
SR-01	Mixed-Use	Y	Economic / Community Development	Compatibility	
SR-01	Mixed-Use	Y	Compatibility	Economic / Community Development	
SR-04	Low-Medium Density Residential	Y	Compatibility	select	
SR-05	Low-Medium Density Residential	Y	Compatibility	Traffic	
SR-07	Low-Medium Density Residential	Y	Compatibility	select	
SR-09	Mixed-Use	N	Compatibility	Public Safety	Concern for any increased development, density or further mixed-land use causing adverse impact on contiguous residential areas, schools, parks, safety etc. Due to the encroachment of BWI Airport any future transit development should avoid Linthicum.
SR-09	Mixed-Use	N	Compatibility	Public Safety	LSIA opposes this zoning change and would like an opportunity to explain its reasoning using more than 255 characters. This area has been a hotspot for controversy b/c of crime, planned suboxone clinic, panhandling, etc. in overwhelmingly residential area
SR-11	Low-Medium Density Residential	Y	Compatibility	Traffic	
SR-12	High Density Residential	N	Traffic	Economic / Community Development	
SR-12	High Density Residential	Y	Economic / Community Development	select	
SR-13	Mixed-Use	Y	Economic / Community Development	Traffic	
SR-13	Mixed-Use	Y	Parks and Trails	Economic / Community Development	This is a good area for an indoor aquatic center and surrounding park facility which is badly needed in the region. Currently the Jessup-Maryland City region is underserved for these facilities. This would also accomodate nearby northwest county regions
SR-13	Mixed-Use	Y	Economic / Community Development	Compatibility	Mixed Use gets further away from Industrial or Commercial, which is good. This area needs more economic development, as well as some higher density high quality residential. You will need a transit stop, however. Much work to make area walkable.
SR-14	High Density Residential	N	Traffic	Environment	
SR-14	High Density Residential	N	Economic / Community Development	Compatibility	High density housing would overcrowd the region and take away from business in the area. There is already sufficient housing land use in the region and this designation is unwise in my opinion.
SR-14	High Density Residential	Y	Economic / Community Development	Compatibility	There is already brand new apartments on this street, it would make sense to maintain its status as high density housing
SR-17	Mixed-Use	Y	Compatibility	Economic / Community Development	
SR-17	Mixed-Use	Y	Compatibility	Economic / Community Development	Natural features on site need to be protected

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-18	Commercial	Y	Compatibility	select	
SR-18	Commercial	N	Economic / Community Development	Compatibility	
SR-19	High Density Residential	N	Public Safety	Traffic	
SR-19	High Density Residential	Y	Compatibility	Economic / Community Development	
SR-20	High Density Residential	Y	Compatibility	select	
SR-21	Low-Medium Density Residential	Y	Compatibility	select	
SR-21	Low-Medium Density Residential	N	Economic / Community Development	Compatibility	
SR-22	Low-Medium Density Residential	N	Environment	Stormwater / Flood	
SR-23	Medium Density Residential	N	Traffic	Public Safety	
SR-24	Low-Medium Residential	Y	Compatibility	Environment	Agree with County comments
SR-24	Low-Medium Residential	N	Environment	Stormwater / Flood	
SR-27	Mixed-Use	Y	Economic / Community Development	Traffic	
SR-27	Mixed-Use	Y	Traffic	Economic / Community Development	Transit-oriented development is best given proximity to MARC and nearby employment centers. Further major benefits would be gained by adding paved walking/cycling trails across the river to Russett and across Rt 32 to NSA and Fort Meade.
SR-27	Mixed-Use	N	Compatibility	Economic / Community Development	AA lacks areas that can accommodate contractor yards and outside storage which is what this area is used for right now. The MXT use project on the HC side of CSX line has not been very successful - let the market conditions dictate the use in this case.
SR-27	Mixed-Use	N	Compatibility	select	I am a property owner in Centralia and I disagree with changing the zoning from W2 to Mixed Use
SR-27	Mixed-Use	N	Compatibility	select	I am a property owner in Centralia and disagree with the proposed zoning change. It should remain W2
SR-28	Commercial	N	Compatibility	Traffic	Low Density Residential is consistent with existing use and it is compatible with the surrounding planned land use for low income housing. It would not be appropriate to put Commercial uses next to family homes. this would reduce their quality of life.
SR-28	Commercial	N	Environment	Compatibility	Just stop the over-development. We are sick of it!!!!!!
SR-28	Commercial	N	Environment	Environment	This is located on a very small road that cannot support more commercial traffic. Not good for the prison system that has problems with contraband being thrown over the fence. Wardens have complained. Why build where the infrastructure cannot support.
SR-28	Commercial	Y	Economic / Community Development	Compatibility	Great for the area, this really needs to happen to increase property values.
SR-28	Commercial	N	Compatibility	select	A commercial designation isn't consistent with it's current use. Currently used for single family homes.
SR-28	Commercial	Y	Economic / Community Development	Compatibility	Please notify me if any meetings take place regarding this property. I would like to attend if possible.
SR-28	Commercial	Y	Economic / Community Development	Compatibility	Much needed for a positive move forward in this area
SR-28	Commercial	Y	Compatibility	Economic / Community Development	
SR-29	Industrial	N	Compatibility	Traffic	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-29	Industrial	N	Compatibility	Environment	There is not enough space allowed for the explanation that I need to submit. I am going to email my comment to: Cindy, Mark, Linda, Christina, Mike, etc.
SR-29	Industrial	N	Environment	Compatibility	We are too over-crowded as it is. This causes multiple issues with quality of life in Jessup! Just STOP!
SR-29	Industrial	N	Environment	select	This is located on a very small road that cannot support more commercial traffic. Not good for the prison system that has problems with contraband being thrown over the fence. Wardens have complained. Why build where the infrastructure cannot support.
SR-29	Industrial	Y	Economic / Community Development	Compatibility	Please advise when discussions will take place on this, as I would like to be part of the discussion.
SR-29	Industrial	Y	Economic / Community Development	Compatibility	Very much wanting this to be changed, good for the area.
SR-29	Industrial	N	Compatibility	Traffic	The land is in close proximity to low density housing and industrial use would be inconsistent with the surrounding area. The current roads wouldn't support a higher volume of traffic. I'm also concerned with the environmental impact on dorsey run river
SR-29	Industrial	Y	Economic / Community Development	Compatibility	Please notify me if any meetings take place regarding this property. I would like to attend if possible.
SR-29	Industrial	Y	Compatibility	Economic / Community Development	This would be a good positive movement forward for this area
SR-29	Industrial	Y	Compatibility	Economic / Community Development	
SR-31	Medium Density Residential	U	Traffic	Public Safety	This area has major safety and congestion issues. Pedestrians utilize Clark Station Road to access Severn Danza Park across the street without adequate sidewalks. Cars make U-turns on Donaldson Avenue to access Royal Farms.
SR-32	Commercial	N	Environment	Stormwater / Flood	
SR-32	Commercial	N	Environment	Stormwater / Flood	This area has been a long-standing source of stormwater pollution for the upper Magothy River and Lake Waterford. Allowing commercial use here will only exacerbate the problems.
SR-32	Commercial	N	Environment	Stormwater / Flood	Lake Waterford has been closed for water activities due to pollution & this site is located directly uphill. The county & state will spend large sums to clean up lake & allowing for the expansion of industrial uses next door will cost even more.
SR-32	Commercial	Y	Compatibility	Economic / Community Development	commercial more appropriate use
SR-32	Commercial	N	Environment	Parks and Trails	This property drains into .the headwaters of Lake Waterford and the Magothy River. Commercial activities have polluted the lake to the extent that it had to be closed to contact for the entire summer! This change will only further pollute the lake.
SR-32	Commercial	N	Environment	Parks and Trails	Representing Greater Severna Park Council (GSPC)
SR-32	Commercial	N	Environment	Compatibility	This should be conserved area as it directly drains into Lake Waterford and is part of the headwaters of the Maggoty River. Changing to Conservation is consistent with environmental goals of AACo.
SR-32	Commercial	N	Environment	Stormwater / Flood	Protect Lake Waterford and the upper Magothy River. The County has allowed far too many commercial sites in sensitive environmental areas - NO MORE COMMERCIAL development that NO ONE NEEDS!!!
SR-32	Commercial	N	Environment	Stormwater / Flood	The County needs more PARK space and clean creeks NOT more commercial development! Replant Anne Arundel should be an action not just a saying!!
SR-32	Commercial	N	Environment	Stormwater / Flood	Really poor recommendation. Might as well fill in Lake Waterford instead of dredging it.
SR-32	Commercial	N	Stormwater / Flood	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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SR-32	Commercial	N	Environment	select	
SR-32	Commercial	N	Environment	Compatibility	LUCA99 claims that it is difficult to sell for homeowners because commercial has seeped into the area. This area should remain the boundary as low density residential/commercial. Waterford lake and Magothy River need to take priority.
SR-32	Commercial	N	Environment	Stormwater / Flood	
SR-34	Low-Medium Density Residential	Y	Compatibility	Environment	
SR-34	Low-Medium Density Residential	Y	Traffic	Compatibility	Should not be commercial. Should be low-density
SR-34	Low-Medium Density Residential	Y	Compatibility	Traffic	
SR-34	Low-Medium Density Residential	Y	Compatibility	Traffic	
SR-35	Medium Density Residential	Y	Compatibility	Traffic	
SR-36	Rural	N	Public Safety	Traffic	Mountain Rd can not handle a bus. Every Admin since before my father died, 2003 has tried to change the zoning and provide Mass Transit. Dad fought it, because he lived at 4612 Pacific Rd. a street they wanted to re-route Mountain Rd through, (bad idea).
SR-36	Rural	Y	Environment	select	This land should be rural to protect the environmental health and bay buffer zone of the surrounding area
SR-36	Rural	Y	Compatibility	Environment	Sensitive lands
SR-36	Rural	Y	Compatibility	Environment	
SR-36	Rural	Y	Compatibility	Environment	
SR-36	Rural	Y	Environment	Stormwater / Flood	
SR-36	Rural	Y	Environment	Compatibility	
SR-36	Rural	Y	Environment	Compatibility	Strongly support this change
SR-36	Rural	N	Compatibility	Parks and Trails	A portion of this area (account # 3406-9024-9621 through # 9637 and account # 3000-1482-2200) has previously received subdivision approval as 12 individual lots. An attempt by the County to change the zoning would be contradictory to that prior approval.
SR-36	Rural	N	Compatibility	Compatibility	Don't want to change the land use now because we have been working for 6 years under the current plan to get approval to development the property. We want to finish on planning under the current Land Use Application.
SR-37	High Density Residential	U	School Capacity	Traffic	Question: High Density implies multi unit homes...would be affordable housing because that would be OK. If it's just more high dollar condos then I think it's better off staying commercial.
SR-37	High Density Residential	N	Traffic	School Capacity	Conversion to high density residential continues across the local area and will lead to school capacity issues, congestion, and ultimately a degraded quality of life for all residents.
SR-37	High Density Residential	N	Traffic	Environment	GDP needs to define capacity limitations on high and medium-density residential growth to align with population and school capacity trends. As is, Crofton and Severn are already experiencing mass congestion and degradation of natural areas.
SR-37	High Density Residential	N	School Capacity	Environment	I support high-density housing in the county, but it seems like this area is already abundant in high-density housing and needs more housing diversity. Further, school capacity in Piney Orchard is scarce.
SR-38a	Commercial	N	Environment	Compatibility	At least eastern portion of property through which Jabez Branch flows should be kept undeveloped to ensure protection of stream and its buffer and prevent stormwater runoff into it.
SR-38a	Commercial	N	Stormwater / Flood	Environment	
SR-38a	Commercial	N	Environment	Compatibility	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-38a	Commercial	U	Compatibility	Economic / Community Development	I understand that some development is going to happen & the Veterans Highway corridor seems like the lesser of other evils. But, it needs to be done with sensitivity toward runoff into our local creeks and also toward our neighbors well/septic concerns.
SR-38b	Industrial	N	select	Stormwater / Flood	At least western portion of property through which Jabez Branch flows should be kept undeveloped to ensure protection of stream and its buffer and prevent stormwater runoff into it.
SR-38b	Industrial	N	Environment	Environment	
SR-38b	Industrial	U	Compatibility	Economic / Community Development	I understand that some development is going to happen & the Veterans Highway corridor seems like the lesser of other evils. But, it needs to be done with sensitivity toward runoff into our local creeks and also toward our neighbors well/septic concerns.
SR-39	Commercial	N	Traffic	Environment	
SR-39	Commercial	N	Compatibility	Stormwater / Flood	
SR-39	Commercial	N	Compatibility	Traffic	Too much development and traffic congestion already on Route 3 and neighboring streets.
SR-39	Commercial	N	Environment	Compatibility	
SR-40	Low-Medium Density Residential	N	Environment	Stormwater / Flood	
SR-40	Low-Medium Density Residential	N	Environment	Stormwater / Flood	
SR-40	Low-Medium Density Residential	N	Environment	Parks and Trails	
SR-40	Low-Medium Density Residential	N	select	Stormwater / Flood	
SR-40	Low-Medium Density Residential	N	Compatibility	select	My comment is related to the beach at 500 Lymington Rd, Severna Park, MD. This was the nearest comment location. The Plan2040 designation is 'Public Use'. However, the property there is privately owned by the Colchester on the Severn Comm Assoc.
SR-40	Low-Medium Density Residential	N	Stormwater / Flood	Environment	I am CAC representative for Severna Park Why would staff recommend change to residential when there is a concerted effort to preserve environmental features?
SR-40	Low-Medium Density Residential	U	select	select	Decision on appropriate land use designation should await Regional Plan development
SR-40	Low-Medium Density Residential	N	Stormwater / Flood	Environment	This planned land use map divides our property, 122 cedar road into 2 zones. One is maritime, the second is Low-Medium Density. I am against the rezoning and ask the county to survey as much. We are connected to the marina and need to be zoned as such.
SR-40	Low-Medium Density Residential	N	Traffic	School Capacity	We need to restrict residential building to preserve our neighborhoods and schools.
SR-40	Low-Medium Density Residential	N	Environment	Stormwater / Flood	This land is filled with animal habitats and is a marsh area. It will destroy the Severn River if homes are built here.
SR-40	Low-Medium Density Residential	N	Environment	Stormwater / Flood	The land use designation should stay as is.
SR-40	Low-Medium Density Residential	N	Environment	Traffic	
SR-40	Low-Medium Density Residential	N	Stormwater / Flood	Environment	
SR-40	Low-Medium Density Residential	N	Stormwater / Flood	Compatibility	
SR-40	Low-Medium Density Residential	N	Stormwater / Flood	Environment	This is parcel closest to Dogwood Rd, Severn Swim Club. Water quality in nearby/adjoining Yantz Cove is stressed by 3 county stormwater discharges (Hollyberry Rd, Birch Ct, & Cedar Rd. Any future development will further degrade water quality.
SR-40	Low-Medium Density Residential	N	Stormwater / Flood	Environment	Runoff from county stormwater overloads Yantz Cove presently. Any additional development will put greater stress on water quality from runoff.
SR-40	Low-Medium Density Residential	N	Environment	Stormwater / Flood	
SR-40	Low-Medium Density Residential	N	Environment	Stormwater / Flood	
SR-40	Low-Medium Density Residential	N	Environment	School Capacity	
SR-40	Low-Medium Density Residential	N	Environment	Stormwater / Flood	This area is filled with animal habitats. If homes were built here it would destroy the Severn River.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-40	Low-Medium Density Residential	N	Environment	Traffic	irresponsible idea
SR-41	Low Density Residential	N	Environment	Stormwater / Flood	
SR-41	Low Density Residential	N	Environment	Stormwater / Flood	
SR-41	Low Density Residential	Y	Compatibility	Environment	
SR-41	Low Density Residential	N	Compatibility	Environment	The property is surrounded by maritime currently and should remain so. Why would the staff recommend a change that is inconsistent with the area? GSPC recommended.
SR-41	Low Density Residential	N	Traffic	School Capacity	For the sake of neighborhood preservation, we should not be development residential plots in every square inch of land we can find.
SR-41	Low Density Residential	N	Stormwater / Flood	Traffic	
SR-41	Low Density Residential	N	Environment	Stormwater / Flood	
SR-42	Low-Medium Density Residential	N	Economic / Community Development	Stormwater / Flood	
SR-42	Low-Medium Density Residential	N	Environment	Stormwater / Flood	
SR-43	Mixed-Use	Y	Compatibility	Compatibility	
SR-43	Mixed-Use	Y	Economic / Community Development	Compatibility	
SR-43	Mixed-Use	N	Traffic	School Capacity	We need to fix current infrastructure problems such as traffic and school capacity BEFORE allowing more growth along the Rt. 3 corridor.
SR-43	Mixed-Use	Y	Compatibility	School Capacity	
SR-44	Maritime	N	Compatibility	Compatibility	Commenting new 75 x100 conservation area located off extension of magnolia 200' east boxwood trl (on Whitewood) tax ac.241309937602 zoned R5 critical area RCA and although impacted by slopes has buildable area. I am owner I was not informed of change
SR-45	Industrial	N	Traffic	Traffic	Exceptions made to current land use have at least some restraining power. Granting upgraded land use opens new and more intense options for development and the opportunity to ask for more exceptions for more intense use.
SR-45	Industrial	N	Environment	Stormwater / Flood	
SR-45	Industrial	N	Compatibility	Traffic	Industrial is our of character with contiguous residential and school property.
SR-45	Industrial	N	Traffic	Compatibility	Traffic on B&A Blvd is very heavy, sight distance at that area is not good. Surrounded by residential areas. There is a school in the immediate area. Commenting on behalf of GSPC.
SR-45	Industrial	N	Traffic	Stormwater / Flood	The current land use is low density residential, however the current use is not consistent with the land use. It is not appropriate to jump from LDR to Industrial. It is LDR to the south of this property and across the street. see memo for more.
SR-45	Industrial	N	Compatibility	Environment	Most of the surrounding area is Low Density Residential, so why encourage more industrial use near residences?
SR-46	Low Density Residential	Y	Compatibility	Environment	Compatibility with land use on three sides, and protection of surrounding environmental resources, as well and school capacity issues suggest the Staff recommendation is correct.
SR-46	Low Density Residential	Y	Compatibility	Environment	
SR-46	Low Density Residential	N	Environment	Compatibility	There is already abundant zoning for low-density residential development on the peninsula. We dont need more low-density zoning here. Higher density can reduce urban sprawl and conserve our green areas, and it will promote class integration.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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SR-46	Low Density Residential	Y	Compatibility	Traffic	
SR-46	Low Density Residential	Y	Compatibility	Environment	
SR-46	Low Density Residential	Y	Compatibility	Environment	LDR is consistent with the existing use, developed density and compatible with the surrounding planned land use.
SR-46	Low Density Residential	Y	Environment	Stormwater / Flood	
SR-46	Low Density Residential	Y	select	select	This proposed change best fits in with land use in the surrounding area.
SR-47	Low-Medium Density Residential	Y	Traffic	Stormwater / Flood	
SR-47	Low-Medium Density Residential	Y	Compatibility	Traffic	Additional traffic here will be difficult to handle.
SR-47	Low-Medium Density Residential	Y	Compatibility	Traffic	
SR-47	Low-Medium Density Residential	Y	Compatibility	Environment	
SR-47	Low-Medium Density Residential	N	Economic / Community Development	Environment	The amount of high-density home zones in Severna Park and the Broadneck Peninsula have drastically decreased in the 2040 vs 2009 plans, yet low-density housing zones increased. This would further gentrification in these areas that has been on-going 1960s.
SR-47	Low-Medium Density Residential	Y	Compatibility	Environment	
SR-47	Low-Medium Density Residential	N	Compatibility	School Capacity	
SR-47	Low-Medium Density Residential	Y	Traffic	School Capacity	
SR-47	Low-Medium Density Residential	N	Compatibility	School Capacity	The Pine Valley community has town homes only. How can this be considered anything else but High Density Residential?
SR-47	Low-Medium Density Residential	N	Traffic	School Capacity	This area only has town homes unlike the rest of Bay Hills.
SR-47	Low-Medium Density Residential	N	Economic / Community Development	Public Safety	
SR-47	Low-Medium Density Residential	N	Economic / Community Development	Stormwater / Flood	
SR-47	Low-Medium Density Residential	N	Traffic	Public Safety	
SR-47	Low-Medium Density Residential	Y	Compatibility	Environment	
SR-47	Low-Medium Density Residential	Y	Compatibility	Stormwater / Flood	Low-Medium Density is consistent with the surrounding area, and the proposed policy area.
SR-47	Low-Medium Density Residential	U	Compatibility	Public Safety	Regarding "compatibility with surrounding area" - I should point out that some (AFAIK) of the neighborhoods lumped under SR-47 (e.g. Pine Valley Dr, Oakland Hills Dr) are condominium associations, and have more people per acre than the surroundings
SR-47	Low-Medium Density Residential	Y	Environment	Stormwater / Flood	
SR-47	Low-Medium Density Residential	Y	Environment	Traffic	
SR-47	Low-Medium Density Residential	N	Compatibility	Economic / Community Development	I don't think the solution to expanding low income housing should include reducing the amount of low income housing in this area. This would eliminate any accessible housing for lower incomes in the area, and i am not confident in development into low-den
SR-47	Low-Medium Density Residential	Y	select	select	This proposed change best fits the surrounding land use.
SR-48	Medium Density Residential	N	Traffic	Compatibility	Strongly opposed to any additional residential building along MD3, traffic is absolutely horrible already.
SR-48	Medium Density Residential	N	Traffic	School Capacity	Concern of traffic, light pollution, storm water runoff, and too much commercial in the area. Another concern is if this developer ends up building a residential area there again is worry of too much already congested traffic. Schools another concerns.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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SR-48	Medium Density Residential	N	Environment	Traffic	Traffic is bad enough on highway 3. Forested land is being cleared for more houses there, neighbors do not want it. Corridor management should include keeping forested land.
SR-48	Medium Density Residential	N	Traffic	School Capacity	This area is so densely populated; having some green space would be delightful. The senior housing through there is already too much, and too dangerous. The road is busy and the developers didn't do a good job making it safe.
SR-48	Medium Density Residential	N	Environment	Compatibility	
SR-48	Medium Density Residential	N	Traffic	Compatibility	
SR-48	Medium Density Residential	N	Compatibility	Traffic	the 'planned land use' should lead the development of the county, not become a rubber-stamp for whatever has already been built.
SR-48	Medium Density Residential	N	Environment	Parks and Trails	Too much building is taking place in Crofton. Why did you call it Crofton Woods? There will be no woods. We like the park like setting - keep the trees! Too many businesses.
SR-48	Medium Density Residential	N	Traffic	Environment	Enough already. We don't need any more traffic along route 3. Let's just hold off on more rezoning and development until we all have a better idea of how the current plans affect our area.
SR-48	Medium Density Residential	N	Traffic	Compatibility	
SR-48	Medium Density Residential	N	Traffic	Environment	3 has been overdeveloped for 20+ years. Locals are worried about their wells drying up & their creeks being polluted. Build the public sewer before more development. Wawa stinks from an overused/failed septic. Keep this rural/conservation/open space.
SR-49	Town Center	Y	Compatibility	Economic / Community Development	
SR-49	Town Center	N	Traffic	Stormwater / Flood	
SR-49	Town Center	N	Compatibility	School Capacity	Hello this is the 1st notification that I have received which is dated 8/26 on your letter but postmarked 9/2 received 9/8 with comment required by 9/10. This neighborhood needs to remain as is and I do not support this change. Thank you, Michael McKenna
SR-49	Town Center	N	Compatibility	Economic / Community Development	This plan would overwhelm the local community here on Gate Drive and other neighborhoods off Bestgate Road. In lieu of having all be Town Center adjust to limit to Bestgate Rd only. That would preserve the community as it is.
SR-50	Rural	Y	Environment	Compatibility	
SR-50	Rural	Y	Environment	Compatibility	Property is in the Critical Area of Whitehall and must be protected from development.
SR-50	Rural	Y	Environment	Stormwater / Flood	
SR-50	Rural	N	Compatibility	Economic / Community Development	The area the county proposes redesigning as rural is a neighborhood of established homes, mostly on quarter-acre lots. The area is not rural and changing the designation cannot roll back the clock to before the area was developed over 30 years ago.
SR-50	Rural	Y	Environment	Traffic	Minimizing additional development is critical to protecting Bay waters and managing traffic on Pleasant Plains Rd.
SR-50	Rural	Y	Compatibility	Environment	
SR-50	Rural	Y	Compatibility	Environment	Do not support any more residential development in this area that would add more traffic to the one way in, one way out Pleasant Plains Rd.
SR-50	Rural	Select	select	select	
SR-50	Rural	Y	Environment	Compatibility	
SR-50	Rural	N	Compatibility	Economic / Community Development	I bought 728 Dogwood Lane, .45 acre Along with a .34 acre 15,000 sq ft adjoining Lot.on Black Forest Rd. separately deeded I wanted to build a home for my kids on. Rural zoning wants 1 home per 20 acres? All lots on my Rd are .34 acres .Un-Fair
SR-50	Rural	N	Compatibility	Economic / Community Development	This plan deeply effects every resident in the area and no real effort has been made to insure that everyone effected is notified, and has the proper opportunity to respond. This needs to be covered by an open hearing of every resident in the area.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

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SR-50	Rural	N	Compatibility	Economic / Community Development	the previous land use designation of residential low density is not well defined. To go to a rural designation for land that is already subdivided and has existing house for lots that are consistent with an R5/R2 density will result in down zoning .
SR-50	Rural	Y	Environment	Traffic	This is one of the few rural areas left in the greater Annapolis area. Increased residential development would impact the environment and destroy the bucolic nature of the area.
SR-50	Rural	N	Traffic	Compatibility	Our use is not rural, it it indeed residential. Is there a particular reason we need this to move forward? Where is the actual benefit to the homeowner? Changing zoning does not undo the fact there are homes here, with residents who must be supported.
SR-50	Rural	N	Economic / Community Development	Compatibility	I vote "NO" to this unnecessary zoning change.
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	Traffic	
SR-50	Rural	N	Compatibility	Compatibility	
SR-50	Rural	N	Compatibility	Environment	A rural designation would be harmful to our neighborhood. Almost every home would be in non compliance with the zoning. This would make future home projects with no environmental impact, like replacing a shed or improving a staircase, almost impossible
SR-50	Rural	N	Compatibility	Economic / Community Development	The proposed rural designation is not compatible with the Beechwood on the Burley subdivision. The plan to change the designation will reduce property values and county services. I strongly oppose this proposal.
SR-50	Rural	N	Compatibility	Environment	Absolutely Disagree with Proposal Plan2040. I purposely purchased my home based on the current zoning and do not wish for it to be changed to Rural. I see no reason whatsoever to change the zoning.
SR-50	Rural	N	Economic / Community Development	Compatibility	I disagree with the Plan2040 Proposal as it pertains to the Whitehall Beach subdivision.
SR-50	Rural	N	Compatibility	Environment	This community already is fully developed. To change it to rural zoning makes no sense.
SR-50	Rural	N	Compatibility	Environment	R2 current zoning make the most sense. Rural zoning change does not fit for this subdivision
SR-50	Rural	N	Compatibility	Economic / Community Development	Strongly opposed!
SR-50	Rural	N	Compatibility	Compatibility	This is an unnecessary change from R2 to Rural. R2 already protects the area from housing growth and preserves the environment. This unnecessary change would make most homes non-compliant with the Rural zoning and needlessly reduce our property values.
SR-50	Rural	N	Compatibility	Traffic	Does not make sense. The entire community of Burley would have to be grandfathered into the rural designation. This would cause undo friction for the home owner to improve or upgrade their house and could cause harm with the result of lower home values
SR-50	Rural	N	Environment	Compatibility	A change to Rural doesn't protect the environment and negatively impacts thousands of tax payers. The current zoning sufficiently protects the environment. A change to Rural isn't appropriate, is unnecessary, and has a disastrous impact on home values.
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	Economic / Community Development	This staff recommendation punishes the middle class homeowners whom live in this neighborhood by restricting their ability to make capital improvements to their properties. No one is farming in this neighborhood to justify it being designated rural.
SR-50	Rural	N	Environment	Compatibility	I don't understand how changing to RURAL is helpful considering how the existing homes in these neighborhoods would not meet the RURAL zoning standards and how we already have an exceptional awareness of environmental protection and issues.
SR-50	Rural	N	Compatibility	Economic / Community Development	The changes will greatly impact the community. Many new buyers are purchasing and making structural improvements to older homes.The change will not allow for such improvements & will negatively impact market value & negligible wildlife protection.
SR-50	Rural	N	Compatibility	Traffic	Whitehall and Beechwood on the Burley are fully developed communities. Very little room for new construction. This change limits upgrades to existing houses and distance to the Creek of additions.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Environment	Stormwater / Flood	
SR-50	Rural	N	Compatibility	Environment	
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	Compatibility	Lived here sine 82 don't think any change in zoning is fare if we want to make improvements
SR-50	Rural	N	select	Compatibility	
SR-50	Rural	N	Compatibility	Economic / Community Development	The mail notice of this change was delivered on 9/5. A deadline date of 9/10 for comments. Unrealistic timing to investigate the impact of the changes on property owners. Many questions to be answered.
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	Economic / Community Development	It appears that this change could potentially make most if not all of the homes in the area non-conforming uses. Please explain how this is good practice and good planning. It appears the plan is to force lot consolidation of all the older homes??
SR-50	Rural	N	Compatibility	Public Safety	No need to change established 50 year old communities.
SR-50	Rural	N	Compatibility	Stormwater / Flood	
SR-50	Rural	N	Economic / Community Development	Compatibility	The current designation of the Whitehall Beach community as residential low density best reflects that actual, as-built condition of this community. The proposed change does nothing but negatively impact the as built community
SR-50	Rural	N	Compatibility	Economic / Community Development	I don't believe that a GIS employee could see our neighborhood in person and still consider it 'Rural'.
SR-50	Rural	N	Traffic	Traffic	leave it alone
SR-50	Rural	N	Economic / Community Development	Compatibility	
SR-50	Rural	N	Economic / Community Development	Stormwater / Flood	
SR-50	Rural	N	Economic / Community Development	select	Rural is more restrictive (setbacks, lot coverage), it would further limit reasonable (e.g. small additions) and would therefore reduce property values. No useful upside (since not getting sewer anyway). NB: Why not proposing for Amberly in same position?
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	Compatibility	Our current zoning already has the community grandfathered in to noncompliance requirements to take to a stricter zoning of rural for an established community where very limited building is available is not necessary. This website is hard to navigate.
SR-50	Rural	N	Compatibility	Compatibility	This will have a significant impact on the ability for residents to enhance and renovate their current dwellings.
SR-50	Rural	N	Compatibility	Economic / Community Development	This change will devalue my property and prevent any needed changes.
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	select	I request the water and sewer plan be modified to show Beechwood on the Burley in the 11 to 20 year sewer service area. This will allow the zoning to remain at R-2 which is consistent with the community's existing 112 lots approved by the county 1954.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-50	Rural	N	Compatibility	Stormwater / Flood	This proposal seeks to downzone the Whitehall Community denying the residents the opportunity for county water/sewer. Further the proposal would prohibit our ability to make necessary upgrades to our homes, many of which are older. I strongly oppose
SR-50	Rural	N	Environment	Compatibility	Change would make most properties non conforming
SR-50	Rural	N	Environment	Compatibility	
SR-50	Rural	N	Compatibility	Environment	I think this was a plan made of good intentions, however were already protected from over development of our environment and I prefer to keep the right to improve my property.
SR-50	Rural	N	select	select	
SR-50	Rural	N	Economic / Community Development	Compatibility	There are no farms in the designated area. The existing homes in the area are far denser than a rural designation and the change in setbacks would prevent any new development conforming to existing structures.
SR-50	Rural	N	Compatibility	Economic / Community Development	I disagree with the downgrading of Whitehall Beach & Burley communities from R2 to "rural" because these communities have smaller lots with older homes and the homeowners would be limited for updates with this new designation and devalue properties.
SR-50	Rural	N	select	select	741 red cedar rd zoning should remain the same
SR-50	Rural	N	Compatibility	Stormwater / Flood	We vehemently oppose this downzoning of our communities without our input or consent. To insinuate that promoting this downgrade of our zoning and value would protect the environment is incorrect rhetoric.
SR-50	Rural	N	select	select	I don't want my zoning changed without proper notice or a vote!
SR-50	Rural	N	select	select	Would this change come with a DRAMATIC TAX REDUCTION?
SR-50	Rural	N	select	select	I do not want my zoning changed. I want to retain my current rights.
SR-50	Rural	N	select	select	Please do not change my zoning without benefit of notice or the time and chance understand the affect on my property. I pay huge taxes and expect better of my county executive than to try to steal my use of my property.
SR-50	Rural	N	Compatibility	Economic / Community Development	You guys are going to kill our property values. There are no detrimental environmental actions occurring in our neighborhood at present. The community appreciates the natural environment and seeks to live in harmony with nature.
SR-50	Rural	N	select	select	
SR-50	Rural	N	select	select	
SR-50	Rural	N	select	select	
SR-50	Rural	N	select	select	
SR-50	Rural	N	select	select	
SR-50	Rural	N	Economic / Community Development	Environment	
SR-50	Rural	N	Compatibility	Environment	Our neighborhood has been SR50 since 1930. Many of the properties do not meet rural guidelines yet many families have lived in the same homes for many years. This attempt to rezone without clear input is criminal
SR-50	Rural	N	Compatibility	Environment	
SR-50	Rural	N	Environment	Compatibility	
SR-50	Rural	N	Compatibility	Economic / Community Development	The additional restrictions of the proposed zoning will lower property values and the new zoning does not prevent development or stop pollution but it does take away my rights to make any improvement on my home. I vote NO to the proposed zoning changes.
SR-50	Rural	N	Compatibility	Environment	
SR-50	Rural	N	Compatibility	Environment	
SR-50	Rural	N	Compatibility	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-50	Rural	N	Economic / Community Development	Environment	We purchased a waterfront property with a 1928 house that needs to be upgraded to be safe and energy efficient. We put in a high tech septic system and should get the benefit of being able to improve the home. Rural designation is incorrect.
SR-50	Rural	N	Compatibility	Environment	
SR-50	Rural	N	Economic / Community Development	Environment	
SR-50	Rural	N	Economic / Community Development	Compatibility	This proposal threatens property values, property resale potential and my family's quality of life. This is an outrageous proposal introduced without resident's input and very little time for proper analysis of the pros and cons. I am strongly opposed.
SR-50	Rural	N	Environment	Compatibility	Water and sewer should be extended to service this area in the future due to failure of existing systems. Same issues as Amberly. It should remain as residential zone, or a rural transition zone should be created.
SR-50	Rural	N	Compatibility	Environment	It is outrageous We were just notified on a Holiday weekend with 3 workdays to offer a response to changing our homes zoning with no explanation & a complicated website to navigate through. I see the site has been available for comments since 8/5/2020?
SR-50	Rural	N	Compatibility	Economic / Community Development	This was a very sneaky tactic and was a big letdown from AAC
SR-50	Rural	N	Economic / Community Development	Compatibility	I am furious that we were notified of a change in zoning that could change both of use of property/quality of life and property values at the last minute with no explanation from the county. There has been no time to research the implications and 255 :?!!
SR-50	Rural	N	Compatibility	Economic / Community Development	Unfair and sneaky
SR-50	Rural	N	select	select	
SR-50	Rural	N	Environment	Public Safety	Property requires extension of water and sewer due to water table and infiltration issues of existing systems.
SR-50	Rural	N	Environment	Public Safety	
SR-50	Rural	N	Environment	Public Safety	
SR-50	Rural	N	Compatibility	Economic / Community Development	This is going to kill my property value as well as stop me from making improvements on my home that is less than 1/2 acre. The rural constraints do not make sense - and makes me wonder who is making money and where?
SR-50	Rural	N	Compatibility	select	
SR-50	Rural	N	Economic / Community Development	select	The ram rodding of a proposed zone change is unacceptable. To receive a letter in he mail with 3 days to respond is not proper. The County Residents deserve more than this. We will not accept a Rural rezoning in Whitehall Beach.
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	Compatibility	Economic / Community Development	In all outward appearances this change seems to be railroaded through without adequate time for those directly affected to comment. It also appears that this is purposefully designed to not provide enough information to those directly affected.
SR-50	Rural	N	Compatibility	Compatibility	
SR-50	Rural	N	Compatibility	Compatibility	
SR-50	Rural	N	Compatibility	Economic / Community Development	This seems very sudden. I'd like to have more time to find out exactly why the change is being made and how it will affect my property in the future.
SR-50	Rural	N	Compatibility	Economic / Community Development	We need more time and more information to be able to make an informed decision about this change.
SR-50	Rural	N	Compatibility	Economic / Community Development	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-50	Rural	N	Compatibility	select	Zoning should not change
SR-50	Rural	N	select	select	737 red cedar rd Thing zoning should stay the same
SR-50	Rural	N	select	select	741 red cedar rd Zoning should stay the same
SR-50	Rural	Y	Environment	Compatibility	We agree in principle, but there is insufficient information provided about the potential future impact to homeowners in this area, i.e. are there adverse impacts caused by this change to our ability to add structures to our properties or rebuild?
SR-50	Rural	N	Economic / Community Development	Environment	The proposed change is absurd. Properties in SR-50 are mostly 1/4 acre in size and currently undersized for R2. A change to "rural" would prevent public sewer in the future, which would be inconsistent with Peninsula Policy. Surrounding area is Agricultural
SR-50	Rural	N	Economic / Community Development	Environment	President of Burley Creek. No community engagement, sneaky ploy, letter delivered over a holiday. My entire community voiced FIRM disagreement with the changes. We look forward to a full presentation. Voters will respond to these poor tactics.
SR-50	Rural	N	Compatibility	Economic / Community Development	We are happy with our current designation. Changing it would lower our property value and be very restricted to any improvements.
SR-50	Rural	N	Economic / Community Development	Compatibility	
SR-50	Rural	N	Traffic	Stormwater / Flood	Clarify reason for change, short/long term impact (services, real estate value, etc), etc. Terminology inconsistent in letter and website. Got the letter yesterday and was to respond by today. Disrespectful/unprofessional! We need more info. and input. No
SR-50	Rural	N	Economic / Community Development	Compatibility	Freedom !!!!!!!!!!!!!!!!!!!!!
SR-50	Rural	N	Economic / Community Development	Economic / Community Development	We need public water and this will take us off the list. Our set back will change and our little bit of freedom on our land usage will disappear and our land value will go down! You have no right to make this change.
SR-50	Rural	N	Economic / Community Development	Compatibility	We have paid R2 taxes since the 1930s. Many of the homes in Whitehall Beach are 2nd or 3rd generation cottages that have old wells and are in need of upgrading to the current permit standards. The way the County has handled this is very concerning.
SR-50	Rural	N	Compatibility	select	I see no reason to change, and do not agree with 5 day to vote period .We received letter on holiday weekend 9/5 and comment period ends 9/10. Without help from Flyer from neighbor I would never have found this on internet.
SR-50	Rural	N	Compatibility	Environment	My husband and own and reside at 1888 Burley Road Annapolis, MD 21409
SR-50	Rural	N	Compatibility	Economic / Community Development	How frequently has a fully developed R-2 community platted in August, 1929 been down zoned to RA? RA means our properties would be in perpetual non-conforming status and, the peninsula would receive limited capital investments and road improvements.
SR-50	Rural	N	Compatibility	select	The proposed down-zoning is incompatible with Plan 204 Community Character Vision and the Peninsula Policy statements which clearly discuss existing communities including future development. No directive is given to expand RA into existing communities.
SR-50	Rural	N	Economic / Community Development	Economic / Community Development	
SR-50	Rural	Y	Compatibility	Traffic	
SR-50	Rural	N	Compatibility	Economic / Community Development	Rural designation would limit homeowners ability to improve property. Garages and sheds are needed to keep property stored in a safe/attractive way. Speed and traffic are already an issue more off street paring ensures clear sight lines for kids
SR-50	Rural	N	Compatibility	Economic / Community Development	No changes needed.
SR-50	Rural	N	Compatibility	Economic / Community Development	Lot sizes of Beechwood on the Burley are not consistent with Rural designation and therefore the many properties that need improvement will have a more difficult time upgrading/remodeling.
SR-50	Rural	N	Compatibility	Economic / Community Development	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-50	Rural	N	Public Safety	Compatibility	I have lived here 48 years. AA county zoning promised our community and others to install sewer and water in the PLAN OF 2000. In that time the county has not safely maintained our roads and traffic refuses to pave our roads and allows poles 2' from road
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-50	Rural	N	select	Economic / Community Development	It is of great concern to limit our ability to upgrade our homes. With this change many of our homes will be out of compliance and that will make updates and general upkeep harder.
SR-50	Rural	N	select	Compatibility	New setbacks imposed by Rural Designation significantly reduces the ability to improve home structures and will have a negative impact on resale value.
SR-50	Rural	N	Economic / Community Development	Compatibility	Seems that rezoning to "rural" makes a high percentage of current residences will none "non-conforming."
SR-50	Rural	N	Compatibility	Public Safety	
SR-50	Rural	N	Compatibility	select	Deliver a letter on 9/7 downzoning properties with comment period closing on 9/10? Absurd! Burley Road is a residential street with quarter acre lots. It is not Rural, though some of the surrounding property is. We may need city water and sewer in future.
SR-50	Rural	N	Compatibility	Stormwater / Flood	I disagree with your planned rural designation for Beechwood on the Burley
SR-50	Rural	N	Compatibility	Compatibility	
SR-50	Rural	N	Compatibility	Stormwater / Flood	We live in a neighborhood comprised largely of quarter acre lots. To say this is rural and not residential is insane. The short public comment period during a pandemic and with mail delays is indefensible for a change of this magnitude.
SR-50	Rural	N	Economic / Community Development	Parks and Trails	I'm afraid the County Gov. will forget about us down at the end of Pleasant Plains Road. No road widening for shoulders or stormwater/flooding management. Heavy rains cover the roads with water etc. I haven't touched the beach traffic problems
SR-50	Rural	N	Compatibility	Environment	I'm worried how this will affect our ability to do home improvements and our property values
SR-50	Rural	N	Compatibility	Environment	Many homes in the area would be out of compliance with the "Rural" zoning
SR-50	Rural	N	Compatibility	Environment	
SR-50	Rural	N	Stormwater / Flood	Economic / Community Development	
SR-50	Rural	N	Compatibility	Environment	
SR-50	Rural	N	Compatibility	Environment	Really poor process. Letter Labor Day weekend with less than a week to respond. Seems like you don't want input. Save for the SOD farms that do nothing but ruin our creeks and pollute the Bay, this is not a rural area. Bad, ill-considered decision.
SR-50	Rural	N	Compatibility	Environment	Poor process. Expect better from the County. This is not a rural area. Get rid of the sod farms. County should provide water and septic, having let the aquifer be destroyed by Central Sod Farms.
SR-50	Rural	N	Environment	Compatibility	Poor process and worse decision. Not a rural area. What are you thinking?
SR-50	Rural	N	Compatibility	Economic / Community Development	
SR-51	Low Density Residential	Y	Environment	Compatibility	
SR-51	Low Density Residential	Y	Compatibility	Stormwater / Flood	
SR-52	Commercial	N	Environment	Stormwater / Flood	
SR-52	Commercial	N	Compatibility	Economic / Community Development	Anne Arundel County needs more maritime not less.
SR-52	Commercial	Y	select	select	
SR-54	Commercial	Y	Compatibility	Economic / Community Development	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-54	Commercial	Y	Economic / Community Development	select	
SR-54	Commercial	Y	Compatibility	select	
SR-54	Commercial	Y	Compatibility	select	Unfortunately, if is correct that Mayo road has turned into a Commercial corridor, a very unattractive one, I might add. It is a hodgepodge of old buildings with bad parking. While it cannot be changed at this point, maybe it can be improved.
SR-54	Commercial	Y	Compatibility	Economic / Community Development	
SR-54	Commercial	N	Compatibility	Economic / Community Development	This is currently a residential property, and the residents oppose this proposed zoning change.
SR-54	Commercial	N	Compatibility	Economic / Community Development	This property is currently a residence and making it commercial use is not consistent with how it is being used currently, nor good for the surrounding area. The property owner opposes this proposed zoning change and will be consulting an attorney.
SR-54	Commercial	N	Traffic	Stormwater / Flood	
SR-54	Commercial	N	Traffic	Stormwater / Flood	The residential property owners on this street have expressed concerns with this plan and do not want their homes zoned as commercial. Please keep the majority of the Londontowne neighborhood as residential. We are tired of the traffic and crime.
SR-54	Commercial	Y	Compatibility	select	
SR-55	Low Density Residential	Y	Compatibility	Compatibility	
SR-55	Low Density Residential	Y	select	select	The upper half of this lot has homes on it while the lower half is forested. The Lower half needs to be Rural to maintain Ground Cover.
SR-55	Low Density Residential	N	Economic / Community Development	Environment	There needs to be more higher density housing in this area; the fact that it has almost none is alarming. The urban sprawl and rural lands are contributing to pollution.
SR-55	Low Density Residential	N	Environment	Stormwater / Flood	
SR-55	Low Density Residential	N	Compatibility	Environment	
SR-55	Low Density Residential	Y	Compatibility	select	
SR-55	Low Density Residential	Y	select	select	
SR-55	Low Density Residential	Y	Compatibility	select	
SR-55	Low Density Residential	N	Compatibility	Environment	
SR-55	Low Density Residential	Y	Compatibility	select	
SR-55	Low Density Residential	Y	Compatibility	Traffic	
SR-55	Low Density Residential	Y	select	select	
SR-55	Low Density Residential	Y	select	select	
SR-55	Low Density Residential	Y	select	select	Support staff position
SR-55	Low Density Residential	Y	Compatibility	Environment	
SR-55	Low Density Residential	N	Compatibility	Environment	
SR-56	Rural	Y	Compatibility	Environment	
SR-56	Rural	Y	Environment	Compatibility	Neighboring property is environmentally sensitive.
SR-56	Rural	Y	Compatibility	Environment	
SR-56	Rural	Y	Traffic	Compatibility	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-56	Rural	Y	Environment	Traffic	
SR-56	Rural	Y	Compatibility	Environment	The recommended change from Low Density Residential to Rural is consistent with existing use, Rural and Agricultural Policy Area and Rural Sewer Service Area; and it is compatible with the surrounding planned land use
SR-56	Rural	Y	Compatibility	Traffic	
SR-56	Rural	Y	Stormwater / Flood	Environment	
SR-56	Rural	Y	Environment	Compatibility	
SR-56	Rural	N	Traffic	Compatibility	
SR-56	Rural	Y	Compatibility	Traffic	
SR-56	Rural	Y	Environment	Compatibility	
SR-56	Rural	Y	select	select	
SR-56	Rural	Y	select	select	
SR-56	Rural	Y	Public Safety	Environment	
SR-56	Rural	Y	Environment	Compatibility	SR-56 is surrounded by a nature preserve (Smithsonian Environmental Research Center), and should remain wooded.
SR-56	Rural	Y	Environment	Compatibility	
SR-56	Rural	Y	select	select	
SR-56	Rural	Y	Environment	Stormwater / Flood	
SR-56	Rural	Y	Compatibility	Environment	Support staff recommendation.
SR-56	Rural	Y	Compatibility	Environment	
SR-56	Rural	Y	Compatibility	select	
SR-56	Rural	Y	Compatibility	Environment	
SR-56	Rural	Y	select	select	
SR-56	Rural	Y	select	select	
SR-56	Rural	Y	select	select	Support staff position
SR-56	Rural	Y	Compatibility	Traffic	I support the Staff recommendation.
SR-56	Rural	Y	Compatibility	Traffic	Environmental Protection is my 3rd Reason for my Opinion. I support the Staff recommendation.
SR-56	Rural	Y	Environment	select	The staff has this right and I support their judgement on this. Thank you.
SR-56	Rural	Y	Compatibility	Environment	
SR-56	Rural	Y	Compatibility	Environment	
SR-57	Low Density Residential	N	Environment	Traffic	
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	Compatibility	Traffic	The less new structures on this peninsula, the better. we currently have traffic issues and we have environmental concerns.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-57	Low Density Residential	N	Compatibility	Environment	I disagree with the overall Anne Arundel Peninsula Policy containing provisions for "in-fill" in their development plan. The peninsulas are crowded enough and all future development should be limited to redevelopment or the return of green areas.
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	Environment	Stormwater / Flood	
SR-57	Low Density Residential	N	Stormwater / Flood	Traffic	The Peninsula is already over crowded, has a lot of traffic, has only one way in and out of the peninsula and has insufficient storm and water drainage. We have flooding here all the time and with more trees destroyed it is getting worse and worse. Not ok
SR-57	Low Density Residential	Y	Compatibility	select	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with existing use, developed density, Peninsula Policy Area; and it is compatible with the surrounding planned land use
SR-57	Low Density Residential	N	Compatibility	Economic / Community Development	This would be a change in the density of the existing properties in this area. Years ago additional sewer connections were sold for future development of these parcels, this change would constitute a taking.
SR-57	Low Density Residential	Y	Traffic	Public Safety	
SR-57	Low Density Residential	Y	Stormwater / Flood	School Capacity	
SR-57	Low Density Residential	Y	Environment	Compatibility	This neighborhood is already so densely packed. It needs to be single family dwellings.
SR-57	Low Density Residential	Y	Environment	Stormwater / Flood	
SR-57	Low Density Residential	N	Stormwater / Flood	Traffic	This area is already over built and floods frequently.
SR-57	Low Density Residential	Y	Traffic	Environment	
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	select	select	
SR-57	Low Density Residential	Y	Traffic	Stormwater / Flood	
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	Environment	Compatibility	
SR-57	Low Density Residential	Y	Compatibility	Environment	
SR-57	Low Density Residential	N	Stormwater / Flood	Environment	
SR-57	Low Density Residential	Y	Compatibility	Environment	Support staff reclass.
SR-57	Low Density Residential	Y	Compatibility	Environment	
SR-57	Low Density Residential	Y	Compatibility	Environment	
SR-57	Low Density Residential	Y	select	select	
SR-57	Low Density Residential	Y	Stormwater / Flood	Environment	
SR-57	Low Density Residential	Y	Stormwater / Flood	Compatibility	Suppoty staff recommendation
SR-57	Low Density Residential	Y	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. I support the Staff recommendation.

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	Compatibility	Traffic	Environmental Protection is my 3rd Reason for my Opinion. I support the Staff recommendation.
SR-57	Low Density Residential	Y	Environment	select	The staff has this right and I support their judgement on this. Thank you.
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-57	Low Density Residential	Y	Compatibility	Traffic	
SR-58	Low Density Residential	N	Environment	Traffic	
SR-58	Low Density Residential	Y	Traffic	Compatibility	
SR-58	Low Density Residential	Y	Compatibility	Traffic	The less new structures on this peninsula the better. we need to protect the green spaces we have. We have environmental concerns and have major traffic issues.
SR-58	Low Density Residential	N	Environment	Traffic	The Peninsula is already over crowded, has a lot of traffic, has only one way in and out of the peninsula and has insufficient storm and water drainage. We have flooding here all the time and with more trees destroyed it is getting worse and worse. Not ok
SR-58	Low Density Residential	Y	Traffic	Traffic	
SR-58	Low Density Residential	Y	Compatibility	Environment	
SR-58	Low Density Residential	Y	Environment	Traffic	
SR-58	Low Density Residential	Y	Environment	Traffic	
SR-58	Low Density Residential	Y	Compatibility	select	The recommended change from Low-Medium Density Residential to Low Density Residential is consistent with the Peninsula Policy Area
SR-58	Low Density Residential	Y	Compatibility	Environment	
SR-58	Low Density Residential	Y	Compatibility	Environment	
SR-58	Low Density Residential	Y	Compatibility	Traffic	agree with staff analysis
SR-58	Low Density Residential	Y	Stormwater / Flood	School Capacity	
SR-58	Low Density Residential	Y	Compatibility	Stormwater / Flood	
SR-58	Low Density Residential	Y	Traffic	select	The road on Mayo Peninsula can not support additional traffic.
SR-58	Low Density Residential	N	Traffic	Environment	this area is already over built. our roads, schools and sewer system are maxed out.
SR-58	Low Density Residential	Y	Traffic	Environment	
SR-58	Low Density Residential	Y	Environment	Traffic	
SR-58	Low Density Residential	Y	select	select	
SR-58	Low Density Residential	Y	Compatibility	Traffic	
SR-58	Low Density Residential	Y	Environment	Traffic	
SR-58	Low Density Residential	Y	Compatibility	Environment	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-58	Low Density Residential	Y	Compatibility	Environment	Appears to be a reclass consistent with current development.
SR-58	Low Density Residential	Y	Traffic	Compatibility	
SR-58	Low Density Residential	Y	Compatibility	Environment	
SR-58	Low Density Residential	Y	Compatibility	Environment	
SR-58	Low Density Residential	Y	Stormwater / Flood	Traffic	
SR-58	Low Density Residential	Y	Traffic	Environment	
SR-58	Low Density Residential	Y	Compatibility	Stormwater / Flood	Support staff reasons
SR-58	Low Density Residential	Y	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. I support the Staff recommendation.
SR-58	Low Density Residential	Y	Compatibility	Traffic	
SR-58	Low Density Residential	Y	Compatibility	Traffic	
SR-58	Low Density Residential	Y	Compatibility	Traffic	Environmental Protection is my 3rd Reason for my Opinion. I support the Staff recommendation.
SR-58	Low Density Residential	Y	Environment	select	The staff has this right and I support their judgement on this. Thank you.
SR-58	Low Density Residential	Y	Environment	select	
SR-58	Low Density Residential	Y	Compatibility	Traffic	
SR-59	Low Density Residential	N	Environment	Traffic	
SR-59	Low Density Residential	Y	Traffic	Compatibility	
SR-59	Low Density Residential	Y	Compatibility	Traffic	The less new structures built on this peninsula the better. we have major traffic issues and environmental concerns.
SR-59	Low Density Residential	Y	Traffic	Traffic	
SR-59	Low Density Residential	Y	Compatibility	Stormwater / Flood	
SR-59	Low Density Residential	Y	Environment	Traffic	
SR-59	Low Density Residential	Y	Environment	Stormwater / Flood	
SR-59	Low Density Residential	Select	Traffic	Environment	Should be low-density residential area ONLY
SR-59	Low Density Residential	Y	Compatibility	select	compatible w Peninsula Policies
SR-59	Low Density Residential	Y	Compatibility	Environment	
SR-59	Low Density Residential	Y	Compatibility	Environment	
SR-59	Low Density Residential	Y	Compatibility	Traffic	agree with staff analysis
SR-59	Low Density Residential	Y	Stormwater / Flood	School Capacity	
SR-59	Low Density Residential	N	School Capacity	Environment	this area is already over built.
SR-59	Low Density Residential	Y	Compatibility	Traffic	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-59	Low Density Residential	Y	Environment	Compatibility	
SR-59	Low Density Residential	Y	Environment	Stormwater / Flood	
SR-59	Low Density Residential	Y	Traffic	Compatibility	
SR-59	Low Density Residential	Y	Compatibility	Environment	
SR-59	Low Density Residential	Y	Compatibility	Environment	
SR-59	Low Density Residential	Y	Stormwater / Flood	Traffic	
SR-59	Low Density Residential	Y	Compatibility	Traffic	Support staff recommendation
SR-59	Low Density Residential	Y	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. I support the Staff recommendation.
SR-59	Low Density Residential	Y	Compatibility	Traffic	
SR-59	Low Density Residential	N	Compatibility	Economic / Community Development	Changing SR-59 from low-medium density to low density residential is inconsistent with existing use and is incompatible with surrounding land use. Area is and has always been waterfront residential dwellings matching low-medium density parameters.
SR-59	Low Density Residential	Y	Compatibility	Environment	
SR-59	Low Density Residential	Y	Compatibility	Traffic	Environmental Protection is my 3rd Reason for my Opinion. I support the Staff recommendation.
SR-59	Low Density Residential	Y	Environment	select	The staff has this right and I support their judgement on this. Thank you.
SR-59	Low Density Residential	Y	Environment	select	
SR-59	Low Density Residential	Y	Compatibility	Environment	
SR-60	Low Density Residential	Y	Environment	Traffic	
SR-60	Low Density Residential	Y	Traffic	Compatibility	
SR-60	Low Density Residential	Y	Compatibility	Traffic	we have major traffic issues not to mention environmental concerns being on a peninsula. The less new structures built the better.
SR-60	Low Density Residential	N	Traffic	Compatibility	The Peninsula is already over crowded, has a lot of traffic, has only one way in and out of the peninsula and has insufficient storm and water drainage. We have flooding here all the time and with more trees destroyed it is getting worse and worse.
SR-60	Low Density Residential	Y	Compatibility	Stormwater / Flood	
SR-60	Low Density Residential	Y	Environment	Compatibility	
SR-60	Low Density Residential	Y	Compatibility	select	The recommended change from Industrial and Low Density Residential to Low Density Residential is compatible with the surrounding planned land use
SR-60	Low Density Residential	Y	Compatibility	Environment	
SR-60	Low Density Residential	Y	Environment	Traffic	
SR-60	Low Density Residential	Y	Compatibility	Environment	fully agree with staff analysis
SR-60	Low Density Residential	Y	Stormwater / Flood	Environment	
SR-60	Low Density Residential	Y	Compatibility	Stormwater / Flood	



**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-60	Low Density Residential	Y	Compatibility	Environment	The staff recommendation is compatible with the existing residential use.
SR-60	Low Density Residential	N	Compatibility	Environment	
SR-60	Low Density Residential	Y	Environment	Compatibility	
SR-60	Low Density Residential	Y	Compatibility	select	
SR-60	Low Density Residential	Y	Environment	Traffic	
SR-60	Low Density Residential	Y	Compatibility	Environment	
SR-60	Low Density Residential	Y	Traffic	Compatibility	
SR-60	Low Density Residential	Y	Compatibility	Environment	Support staff.
SR-60	Low Density Residential	Y	Compatibility	Environment	
SR-60	Low Density Residential	Y	Compatibility	Environment	
SR-60	Low Density Residential	Y	Compatibility	select	
SR-60	Low Density Residential	Y	Stormwater / Flood	Environment	
SR-60	Low Density Residential	Y	Compatibility	Traffic	Support staff position
SR-60	Low Density Residential	Y	Compatibility	Traffic	My 3rd Reason for my Opinion is Environmental Protection. I support the Staff recommendation.
SR-60	Low Density Residential	Y	Compatibility	Traffic	
SR-60	Low Density Residential	Y	Compatibility	Environment	
SR-60	Low Density Residential	Y	Compatibility	Traffic	Environmental Protection is my 3rd Reason for my Opinion. I support the Staff recommendation.
SR-60	Low Density Residential	Y	Environment	select	The staff has this right and I support their judgement on this. Thank you.
SR-60	Low Density Residential	Y	Environment	select	
SR-60	Low Density Residential	Y	Compatibility	Environment	
SR-61	Low Density Residential	Y	Compatibility	select	
SR-61	Low Density Residential	Y	Compatibility	select	
SR-61	Low Density Residential	N	Compatibility	select	This change is being made inconsistently and will negatively impact properties in the area, while those close by are not being affected.
SR-61	Low Density Residential	N	select	select	Staff recommendations do not reflect the opinions of the residents of the area.
SR-61	Low Density Residential	Y	Compatibility	Environment	
SR-61	Low Density Residential	Y	Stormwater / Flood	School Capacity	
SR-61	Low Density Residential	N	select	select	
SR-61	Low Density Residential	Y	Compatibility	Environment	
SR-61	Low Density Residential	N	Compatibility	select	
SR-62	Low Density Residential	Y	Compatibility	select	

**Plan2040 Community Engagement @Home Website  
Comments on Individual Property Proposed Land Use Changes**

LU_ID	Plan2040_Proposed Land	Agree (Y/N)	Primary Reason	Secondary Reason	COMMENTS
SR-62	Low Density Residential	Y	Compatibility	select	
SR-62	Low Density Residential	Y	Compatibility	select	
SR-63	Low Density Residential	Y	Compatibility	Environment	
SR-63	Low Density Residential	Y	Compatibility	select	
SR-63	Low Density Residential	Y	Compatibility	Environment	
SR-64	Low Density Residential	Y	Compatibility	Environment	
SR-64	Low Density Residential	Y	Compatibility	select	
SR-64	Low Density Residential	Y	Compatibility	select	
SR-64	Low Density Residential	Y	Compatibility	Environment	
SR-64	Low Density Residential	Y	Compatibility	Stormwater / Flood	
SR-65	Low Density Residential	Y	Compatibility	Environment	
SR-65	Low Density Residential	Y	Environment	Compatibility	Should be low density. No Maritime for this area. It is too small and very valuable to our surroundings.
SR-65	Low Density Residential	Y	Environment	Stormwater / Flood	This is a good example of designating a less intensive land use adjacent to a waterway that should have the effect of preserving the water quality in Rockhold Creek.
SR-66	Rural	Y	Compatibility	Environment	
SR-66	Rural	Y	Compatibility	select	
SR-66	Rural	Y	Environment	Compatibility	
SR-66	Rural	Y	select	select	
SR-66	Rural	Y	Compatibility	Environment	
SR-66	Rural	Y	Compatibility	Environment	
SR-66	Rural	Y	Traffic	Compatibility	Do not want to see development in our quiet community

Arnold Preservation Council Comments on Plan2040 Land Use Change Applications (LUCA)

**# 42 – Providence Center**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **NO**

If you disagree, what Planned Land Use designation do you think is most appropriate? **Low Density Residential**

What is your Primary Reason for your Opinion? **Compatible with Surrounding Area**

What is your Secondary Reason for your Opinion? **Traffic Congestion**

Comments:

The Providence Center present structure was built in 1994. As stated in the application, "It is only because the facility was intended to be utilized as a non-profit service provider that the property was allowed to develop in a manner inconsistent with the property's R1 zoning classification. So increasing the Planned Land Use should not be done to accommodate an inconsistent land use. It is Low Density Residential and should remain. It is compatible with the surrounding area to the south on Route 2.

**# 67 Childs Nursery**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **YES**

If you disagree, what Planned Land Use designation do you think is most appropriate?

What is your Primary Reason for your Opinion? **Compatible with Surrounding Area**

What is your Secondary Reason for your Opinion? **Traffic Congestion**

Comments:

APC agrees that this property should stay Low Density Residential. The corner of Shore Acres and College Parkway is one of the busiest intersections on College Parkway. Any change in the planned land use will create even more traffic congestion. Low Density Residential is consistent with the surrounding area and the proposed policy area.

**# 127 – Proposed Chick-Fil-A**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **YES**

If you disagree, what Planned Land Use designation do you think is most appropriate?

What is your Primary Reason for your Opinion? **Compatible with the surrounding area**

What is your Secondary Reason for your Opinion? **Environmental Protection**

Comments:

APC strongly opposes changing the entire property to commercial. Now there is some buffer between the existing commercial and the surrounding Low Density Residential. To have a Chick-Fil-A would increase traffic congestion immensely. Traffic backs up on Route 2 at the Severna Park Chick-Fil-A and

would at this one also. Vehicles coming up the hill travelling Rt 2 South would run into stopped cars waiting to turn right into the restaurant entrance. Vehicles now back up on Severn Way heading west between the Arnold Shopping Center and CVS patrons. Add Chick-Fil-A patrons and we will never get through the traffic light.

In addition Chick-Fil-A opens at 6 a.m. The residents would be hearing customers screaming their orders into the microphone starting at 6 a.m. and not stopping until after 10 p.m !!

Land Use should not be changed to accommodate a future business. Use the commercial space already designated and work within the parameters.

**# 141 – Severna Park Golf Center**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **YES**

If you disagree, what Planned Land Use designation do you think is most appropriate?

What is your Primary Reason for your Opinion? **Compatible with the surrounding area**

What is your Secondary Reason for your Opinion? **Environmental Protection**

Comments:

The owner has expressed interest in withdrawing the land use change application, however according to OPZ has not officially done so. APC opposes the Commercial request. Plan2040 Low Density Residential is consistent with the existing zoning and surrounding planned land use.

**# 142 – Freshfields Lane, #143 - 350 Freshfields and #144 – 350 Freshfields**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **YES**

If you disagree, what Planned Land Use designation do you think is most appropriate?

What is your Primary Reason for your Opinion? **Compatible with the surrounding area**

What is your Secondary Reason for your Opinion? **Environmental Protection**

Comments:

#142, #143, #144 are applying separately however the owners plan to develop together as noted in the application package. The surrounding houses are all single family residential. There is no Medium Density anywhere near them. Medium Density would result in R5 or R10 zoning. This allows for duplex, Townhouses and multifamily dwellings, none of which are close by. The Plan2040 Low – Medium Density Residential is consistent with the existing zoning and surrounding planned land use. Please note Thomas Arnold’s historical house is located in the middle of 344 Freshfields Lane plot.

**# 171 – Broadneck Medical Center**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **NO**

If you disagree, what Planned Land Use designation do you think is most appropriate? **Low Density Residential**

What is your Primary Reason for your Opinion? **Compatible with the surrounding area**

What is your Secondary Reason for your Opinion? **Environmental Protection**

Comments:

This property is located between College Parkway and the Magothy Middle School. It has operated as a Medical building in Low Density Residential, R2 according to the application “for more than twenty five years.” It also states” The existing multi tenanted office condominium complex will remain in place for many years to come.” Then leave it as it is. Changing it to Commercial will enhance the opportunity for a real estate sale, change in usage and up zoning. As stated on page 15 of the 2001 Broadneck Small Area Plan, “Maintain the park-like, residential setting of College Parkway with its buffer of trees and AVOID NEW COMMERCIAL ZONING.”

Staff Recommendations (SR)

**SR #45 –**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **NO**

If you disagree, what Planned Land Use designation do you think is most appropriate? **Low Density Residential**

What is your Primary Reason for your Opinion? **Traffic Congestion**

What is your Secondary Reason for your Opinion? **Stormwater Runoff & Flooding**

Comments

The staff recommended change from Low Density Residential to Industrial because it is consistent with EXISTING use. However that existing use will change once the Land Use is increased from Low Density Residential all the way up to Industrial. It is surrounded by Low Density Residential to the south and backs up to the Providence Center, also requesting Industrial, starting the domino effect.

**SR # 46**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **YES**

If you disagree, what Planned Land Use designation do you think is most appropriate? **Low Density Residential**

What is your Primary Reason for your Opinion? **Compatible with the surrounding area**

What is your Secondary Reason for your Opinion? **Stormwater Runoff & Flooding**

Comments:

APC agrees with the OPZ staff that this recommend change from Low-Medium Density to Low Density Residential is consistent with existing use, developed density and compatible with the surrounding planned land use.

**SR # 47**

Do you agree with the proposed Plan2040 Planned Lane Use designation? **YES**

If you disagree, what Planned Land Use designation do you think is most appropriate? **Low Density Residential**

What is your Primary Reason for your Opinion? **Compatible with the surrounding area**

What is your Secondary Reason for your Opinion? **Stormwater Runoff & Flooding**

Comments:

APC agrees with the OPZ staff that this recommend change from High Density to Low – Medium Density Residential is consistent with overall developed density, compatible with the surrounding planned land use and the proposed policy area.

Arnold Preservation Council Board of Directors  
September 2020

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September 10, 2020

Arundel Rivers Federation (“the Federation”) welcomes the opportunity to participate in Anne Arundel County’s Plan2040: Community Engagement@Home.<sup>1</sup> The Federation emphasizes that the following comments and questions are offered in the spirit of collaboration with the County and other stakeholders to develop a General Development Plan (“GDP”) that will best preserve, protect, and restore the invaluable natural resources that distinguish Anne Arundel County.

These comments are organized into two sections: the first section reflects general comments on the GDP materials posted online. The second section addresses specific strategies set out in the Goals, Policies, and Strategies – Draft.<sup>2</sup>

### **General Comments**

At the outset, the Federation commends the County on the emphasis on the natural environment in the GDP materials online. The County’s Vision to embrace its “invaluable ecosystems” is laudable, and the policies and goals set out in support of the Planning for the Natural Environment element all appear geared toward refocusing the County’s efforts on environmental protection.

On the “Planned Land Use Map” tab of the website, the County notes that

[t]he Planned Land Use Map provides policy guidance. **The Zoning Map...follows and implements the Planned Land Use Map by regulating the development that is allowed today**...Following adoption of Plan2040, a comprehensive review and update of the Zoning Map will be conducted as part of the Region Plans.

(emphasis supplied).

The Federation considers the linkage between the Planned Land Use Map and the Zoning Map critical to effective protection of natural resources in the County, as ultimately the greatest impact to our County’s resources flows from development of County land. It is vital to elevate natural resources to a priority position in the GDP in order to support creation of strong regulatory backstops in the zoning process to prevent continued degradation of the environment. On the website, the County describes protection of sensitive environmental features as a “fundamental principle[] of land use planning...for the past 40 years.” However elsewhere on the website, the County acknowledges that “After decades of focused restoration efforts, the health of Chesapeake Bay continues to struggle” and that “[t]he county lost 2,775 acres of trees between 2010 and 2017.” The struggles of the broader Chesapeake Bay are shared by the rivers, creeks and streams of Anne Arundel County. Clearly, “focused restoration efforts” are insufficient, standing alone, to reverse the discouraging trends in water quality we are seeing throughout

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<sup>1</sup> For the sake of brevity, the Federation will refer to the Plan2040: Community Engagement@Home available at <https://arcg.is/zCyC1> and all of its various tabs and maps as the “website.” If another website is intended, it will be specified, and the associated URL will be included in a footnote.

<sup>2</sup> Available at: [https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/updates/draft\\_gps.pdf](https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/updates/draft_gps.pdf)

the County. Restoring our waterways to health will also require reversing the paradigm of hundreds of acres of lost forest each year and attendant increases in stormwater pollution. As noted by the Chesapeake Bay Program, “[i]ncreased development across the watershed has made stormwater runoff...the fastest growing source of pollution to the Chesapeake Bay.”<sup>3</sup> With over 500 miles of shoreline and many more miles of streams, Anne Arundel County stands to lose more than most if this pattern continues.

Over the course of its public outreach efforts thus far, the County has heard several themes emerge from citizen comments and questions. The County has distilled public comments into the following themes: resilient and sustainable communities, new and improved infrastructure, and strategic economic growth and redevelopment. Some of the explanatory language on the website fleshes out these themes and raises interesting questions.

In reference to resilient and sustainable communities, the County conceives of, among other things, “[c]ollective efforts to reduce stormwater runoff, and restore forests, rivers, and shorelines.” Certainly, each resident in the County has some responsibility to ensure that our common environmental goods are protected. However, the Federation believes that the lion’s share of efforts to reduce stormwater runoff and restore forests, rivers and shorelines, must be borne by the development community, as most additional degradation of those resources will come via the business model of real estate development gravitating toward new development, rather than redevelopment. Relatedly, the County itself must be willing to invest financial capital to offset the impacts of development, and potentially spend political capital to pursue and enforce programs and regulatory action that may be unpopular, but ecologically necessary.

Perhaps mindful of the profit motive towards new development demonstrated by the development community, the County notes in the section addressing strategic economic growth and redevelopment that “[d]evelopment will increasingly be mixed-use, mixed-income, and transit-oriented projects **in previously developed sites.**” (Emphasis supplied). The Federation is encouraged too see a policy focus directed towards increasing redevelopment, but would like to learn more. How is this “increase” being quantified? Have figures for how much development in the past was new development vs. redevelopment been quantified to set a baseline from which to increase? Are there specific numeric targets for acres or percentages of anticipated development that will be sited “in previously developed sites”? What is the definition of “previously developed”? Any additional information that can be provided on these points would be useful for residents to hold the County accountable for addressing these concerns.

## **Goals, Policies, and Strategies**

In the Goals Survey tab of the website, Planning for the Natural Environment section lists challenges and opportunities which must be overcome to meet the goals. One opportunity listed states: “[t]he Watershed Protection and Restoration Program has completed 52% of the planned actions to comply with the County’s stormwater permit so far.” It is exceedingly optimistic to view 52% compliance with the County’s federally-mandated stormwater permit as an opportunity when the permit expired over a year ago on February 11, 2019. The Federation notes the County’s permit has been administratively continued until issuance of a new permit, which may come later this year. However, accomplishing half of what is required even a year after the permit deadline seems more like a challenge than an opportunity. The challenges of meeting the terms of the County’s MS4 permit are beyond the scope of these comments, but it is clear that the County has not gotten its stormwater problem under control. Further, there are terms in the draft permit currently under review by EPA that raise serious questions about its ability to do so under the next permit.

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<sup>3</sup> [https://www.chesapeakebay.net/issues/stormwater\\_runoff](https://www.chesapeakebay.net/issues/stormwater_runoff)



Another opportunity the County identifies here is the intent to “[d]esign and construct infrastructure to be resilient to impacts of climate change.” This intention is reasonable and forward looking. The Federation suggests that a good place to start is with the County’s stormwater management infrastructure, which has a backlog of retrofit projects that must be completed to address the increasing frequency of intense storms in the area.

The following comments refer to the entire set of goals, policies, and strategies reflected in a separate document linked to the website entitled Goals, Policies, and Strategies – Draft.<sup>4</sup> The comments below focus on Planning for the Natural Environment chapter, and will refer to specific strategies offered as means of attaining goals.

Many of the strategies listed below will require operating and/or capital expenditures, and many will also require approval of the county council. In light of these requirements, the Federation wishes to express the general request that a proposed timeline be expressed for introduction of measures that will require council approval and those that will require inclusion in County budgets. For ease of reference, goals and policies are set out in full below, with the implementing strategies commented upon in full bullet points. Federation comments and questions related to a particular strategy are set out in hollow bullets below the strategy.

**Goal NE1:** Preserve, enhance, and restore sensitive areas, including habitats of rare, threatened, and endangered species, streams, floodplains, tidal and non-tidal wetlands, bogs, shorelines, steep slopes, and all applicable buffers.

**Policy NE1.1:** Protect the natural role that environmental features provide to reduce stormwater runoff impacts, improve water quality, and enhance wildlife habitat by increasing and tracking the protections afforded during the development process.

#### **Implementing Strategies**

- Add a category to the Natural Features section of Article 17 that addresses the habitat of rare, threatened, and endangered species.
- Can the County specify when such a bill would be presented to the County Council?
- Require an existing conditions plan that graphically depicts a site’s existing conditions that includes field delineated and identified environmental features, provides a narrative description of the environmental features, and contributes to the establishment of a limit of disturbance for the project.
- How is this different than the current forest conservation plan process?
- Prohibit disturbance within 25 feet of ephemeral streams unless the disturbance is related to water quality improvement projects, stormwater management, or existing utility crossings
- Would this measure prohibit un-expected impacts outright, or merely adjust the variance provisions currently governing such impacts?
- Where an existing buffer around a stream or wetland is not currently vegetated, revise the landscape manual to require native plantings within the buffer for new and redevelopment projects
- When will these revisions go into effect? Is the landscape manual referenced in code, and is it incorporated by reference?
- Revise the County’s Open Space (OS) Zoning District to separate active recreation uses from conservation uses.
- When will such a bill be introduced? Also, will this mean that “conservation uses” prohibit access to these areas by county residents?

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<sup>4</sup> See FN 2 *supra*.

**Policy NE1.2.** Complete a comprehensive update of the County's Critical Area Program.

**Implementing Strategies**

- Create a County Habitat Protection Program in accordance with guidance provided in COMAR Sec. 27.01.09.
- When? What FY budget will include funding for this project?
- Comprehensively amend relevant sections of Article 17 and Article 18 of the County Code to ensure regulations implement the updated Critical Area Program
- When, and how? Since there is no guarantee of passage for any of these implementing regulations, is there any other way to ensure implementation of the critical area programs?

**Policy NE1.3:** Protect, enhance, and create living shorelines and nearshore habitat.

**Implementing Strategies**

- Minimize tidal wetland and beach habitat loss by protecting existing natural shorelines through enforcement of Critical Area buffer requirements.
- On the topic of buffer requirement enforcement, is it permissible for County staff to make revisions to a buffer management plan, or does that responsibility lie with the application for such a plan?
- Expand the list of stormwater best management practices eligible for tax incentives to include living shorelines.
- Is this not already permissible under County Code §4-7-301? If this is different, how is it different?

**Policy NE1.4:** Protect unique environmental features and habitats including the Jabez Branch, Magothy Bog Complex, and other features or areas identified by the State or the County.

- Is there a specific list of unique features and habitats, or is there a list of factors to consider to determine whether a particular feature is “unique”?

**Implementing Strategies**

- Identify other unique environmental features and habitats and consider County code changes to offer additional protections for these areas
- Where will this list reside? How will it be revised or updated, and when an area is listed there, what code changes are we considering to protect them?
- Protect fishery habitat by initiating a cooperative effort with the Maryland Department of Natural Resources to establish “Fisheries Habitat Protection Zones”.
- How, if at all, will these zones differ from the Habitat Protection Areas reflected in the Critical Area Act?

**Policy NE1.5:** Reduce the use of pesticides that are known to impact wildlife habitat, human health, and water quality.

**Implementing Strategies**

- Prohibit the use of glyphosate and other potentially harmful pesticides on all County-owned, managed, or controlled properties. Coordinate with the agricultural community and environmental groups to develop policies for farmers leasing County land for agriculture.
- How would this policy be reconciled with the need to manage invasive species?
- Consider an ordinance prohibiting the use of cosmetic pesticides for lawn care.
- The Federation is fully supportive of this measure, and any other measures that disincentive new lawns, expansion of lawns, or fertilizer or pesticide use on lawns. Anything the County can do to get more of the lawn area in its boundaries converted to more environmental friendly uses is vital to improving water quality.

**Goal NE2:** Retain existing forest cover, increase forest replanting efforts and increase urban tree canopy.

**Policy NE2.1:** Expand the amount of forest and tree canopy cover across all watersheds

**Implementing Strategies**

- Facilitate the creation of private forest mitigation banks to offset forest losses from development projects. Prioritize the creation of mitigation banks that will result in replanting, as opposed to retention.
- What specific incentives are being considered? Would preservation of planted trees for 30-40 years be ok, and if so, how long will tax incentives last? What percentage of tax burden would be deferred?
- Fund a robust community-based urban tree planting effort so planting trees becomes standard practice by communities and residents across the County. Ensure the program actively addresses a lack of tree canopy in under-served communities and results in a more equitable distribution of tree canopy throughout the County.
- This is a commendable strategy and helps promote equity of environmental resource allocation to traditionally underserved communities. When will the funding be allocated? Any estimate of cost?

**Policy NE2.2:** Develop, establish and implement a Forestry Management Program.

- Maintain the viability of the County's forested lands through invasive species control while minimizing the use of chemicals for control activities.
- What other strategies is the county considering, and when will funding be allocated?
- Create a Countywide woodland conservation plan that would establish priority retention and afforestation areas.
- Would these priority areas be considered "priority" under the FCA?

**Goal NE3:** Expand, enhance and continue to protect the County's greenways, open space, rural areas and the Priority Preservation Area.

**Policy NE3.1:** Increase the amount of protected land in the County.

**Implementing Strategies**

- Update the County's 2002 Greenways Master Plan to refine the data and analyses using more current technology. Include contiguous tracts of forest greater than 75 acres and, to the extent feasible, priority retention areas listed in the Forest Conservation Ordinance, trails, agricultural easements, historic and cultural resources, all other environmental features that are protected under Article 17 of the County Code, and contiguous corridors connecting these features.
- This is a good idea, and seems achievable at the executive branch level. Also, once done, this can be used as a factual basis to support refinements and improvements in the FCA.
- Develop a comprehensive land preservation strategy that focuses on preserving ecologically sensitive areas and prioritizes properties for preservation.
- Who will be tasked with developing the comprehensive land preservation strategy? Will additional personnel be required?
- Develop acquisition priorities consistent with land and forest conservation goals in the General Development Plan and Region Plans the greenways plan, watershed studies and subwatershed priorities for preservation, and allow for the incorporation of other environmentally valuable areas into acquisition priorities.
- This strategy makes sense. Who will be tasked with performing this work, and when will it be funded?
- Acquire 750 acres of additional land for greenways, parks, and open space as recommended in the Land Preservation Recreation and Parks Plan (2017) and provide a project line in the Capital Budget for the specific purpose of land conservation based on acquisition priorities.
- Is there a timeline for acquisition of the 750 acres? What does it mean to have a "specific purpose of land conservation based on acquisition priorities"?
- Target flood-prone properties, including non-tidal wetlands, and areas at risk from sea level rise as priorities for easement or fee simple acquisition.

- This is a good idea, and seems achievable at the executive level.
- Promote the permanent protection of sensitive areas, agricultural land, forest land and stream buffers through the Agricultural and Woodland Preservation Program.
- The most recent offers made through these programs ranged from \$5,000 to \$7,000 per acre. Is there any plan to increase this amount? Alternatively, can the County engage the offices of law, planning and zoning, inspections and permits and other relevant agencies to develop a matrix of “developability” for parcels in the priority preservation list that provides a realistic assessment of the potential to develop a parcel within existing laws? If parcels that can’t be built upon can be identified, and owners can get some free advice from the County as to little or no commercial value, that may make the Agriculture & Woodland Preservation program dollars go further.

**Policy NE3.2:** Continue expanding the network of protected corridors of woodlands and open space as set forth in the Greenways Master Plan.

**Implementing Strategies**

- Explore innovative alternatives and tools to achieve land, forest, and agricultural conservation goals
- Do these innovative alternatives and tools currently exist, or does the county expect to develop them? If so, who will develop and/or where will these insights into innovation come from?
- Inventory County properties and identify those providing ecosystem services (stormwater management, forest interior dwelling bird habitat, etc.). Place these properties in permanent County ownership and document ecosystem services and other value for future reference.
- How does the County plan to incorporate ecosystem services and “other values” into cost benefit analyses for land use? In other words, how will these values translate into assessment of the “highest and best use” of a given parcel?
- Include mapped greenways in the areas listed as priority retention areas in the County’s Forest Conservation Ordinance.
- Is the expectation that better mapping will result in inclusion of greenways in forest conservation act legislation when that overture was expressly rejected during passage of the original bill?

**Goal NE4:** Improve and protect water quality by reducing impacts from stormwater runoff, wastewater discharge, and septic systems.

**Policy NE4.1:** Achieve or exceed Federal and State mandated water quality standards.

**Implementing Strategies**

- Integrate land use planning and water resource protection through the preservation of lands adjacent to water resources, protection of lands adjacent to water resources on development sites, and the implementation of stormwater practices to protect downstream water resources.
- Does this imply any difference in “implementation off stormwater practices”? If so, what specific differences is the County considering?
- Maintain a proactive ecological monitoring program to assess the effectiveness of stormwater management practices and watershed restoration actions.
- How, if at all, does this strategy differ from the monitoring components of the County’s MS4 permit?

**Policy NE4.2:** Limit the addition of impervious surfaces, and encourage the reduction of impervious surfaces.

**Implementing Strategies**

- Establish impervious surface limits for each zoning district.
- This change would make a big difference in reducing runoff velocity and attendant erosion and pollution loads. However, it would require council approval, and has uncertain passage prospects.
- Create incentives to reduce impervious surface on redevelopment sites

- What kind of incentives?
- convening a working group of relevant County departments to review and amend policies and regulations to encourage rainwater reuse applications.
- Is the idea to build cisterns that can be used for landscaping watering? More clarity and details on this proposal would be welcome.

**Policy NE4.3:** Reduce total nutrient loads from onsite septic systems and small community based systems (also known as “minor systems”).

**Implementing Strategies**

- Evaluate methods to assist communities with reducing nutrient loads
- Who will do the evaluation? When will it be done by? What if there are no good answers?
- Evaluate the impact of increasing precipitation events and sea level rise on septic system function
- Who will do the evaluation? When will it be done by? What if there are no good answers?
- Encourage and evaluate potential incentives for upgrading all existing septic systems to Best Available Technology.
- Who will do the evaluation? When will it be done by? What if there are no good answers?
- Develop a program to ensure individual septic systems and denitrification systems are properly maintained by homeowners.
- To have any teeth, this “program” will need staff with enforcement power, which will require council passage and money. When and where will that come from?

**Policy NE4.4:** Reduce sediment pollution from active construction sites

**Implementing Strategies**

- Conduct a comprehensive review of permit, inspection, and enforcement procedures for erosion and sediment control and long-term stormwater management. Develop recommendations to improve procedures.
- Who will do this comprehensive review? Can the Citizens Environmental Commission have a representative or two in the group that does this review and develops recommendations?
- Implement regular inspection staff information sharing to identify problem sites/issues and contractors for progressive enforcement action and/or policy/code revisions.
- This is a good idea. The sites and contractors identified should be identified in writing, and that list should be periodically published for public review.
- Also, the Federation would strongly support code revisions to impose stronger consequences for repeated erosion and sediment control violations.
- Increase the treatment requirements for active construction sites to account for precipitation changes as a result of climate change.
- This is a good idea. Would the county administration support a numeric turbidity criterion for discharges from construction sites? What experts can be mustered to inform these policy changes and support ordinance changes?
- Create an easy-to-use water quality complaint application and educate citizens and watershed organizations on how to report potential violations.
- Does this strategy contemplate an app different than the 311 app? If so, how will it be different?

**Policy NE4.5:** Implement efficient and effective stormwater management best management practice (BMP) design and maintenance review and improve BMP education and awareness

**Implementing Strategies**

- Improve education and communication between engineers, contractors, inspectors, and local community-based experts in the field by creating a feedback loop to bring knowledge into design and review that will

ensure projects are comprehensive, resilient and sustainable and construction / maintenance challenges are proactively solved.

- What would this “feedback loop” look like? Who gets to be involved? How is community expertise solicited?
- Consider changes to the stormwater management design standards to store greater storm volumes on site to protect downstream properties and water resources in a changing climate.
- What would this “feedback loop” look like? Who gets to be involved? How is community expertise solicited?

**Goal NE6:** Create resilient, environmentally-sound, and sustainable communities.

**Policy NE6.1:** Improve interdepartmental coordination to establish consistent environmental data in order to maximize the success of sustainable and resilient policies.

- Evaluate options for establishing a Department of the Environment and Sustainability to be a resource for consistent, holistic data for all departments.
- What opportunities for public input into this evaluation will be provided?

### **Conclusion**

Thank you for your consideration of these comments. The Arundel Rivers Federation looks forward to continuing engagement as the next GDP develops.

Respectfully submitted,



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Jesse L. Iliff  
South, West & Rhode RIVERKEEPER®  
Arundel Rivers Federation, Inc.  
2822 Solomons Island Rd., Suite 202  
Edgewater, MD 21037  
(410) 224-3802  
jesse@arundelrivers.org

**Memorandum for:**

Steuart Pittman, Chris Trumbauer, Steve Kaii-Ziegler, Lisa Rodvien, Jessica Haire

Gavin Buckley, Sally Nash, Tom Smith, Rhonda Pindell-Charles, DaJuan Gay, Sheila Finlayson, Robert Savidge,

Bill Reichhardt

Elizabeth Rosborg, Kristin Pauly

Matt Minihan

**Subject:** Serious shortcomings in Anne Arundel County draft Plan 2040 which need to be corrected.

**Background:**

Plan 2040 is a land-use plan setting policy with the force of law for the next 20 years.

A Citizens Advisory Commission (CAC) met over months and provided input to the Planning and Zoning staff which wrote the draft plan and released it at [aacounty.org/Plan2040/Home](http://aacounty.org/Plan2040/Home)."

Comments by residents and communities are desired no later than 10 September, 2020. In late September a new draft will be released for public comment; in October the Planning and Advisory Board will review the plan at public hearings; in November/December the County Council will review the plan.

Town Hall meetings for community leaders, by Zoom, chaired by County Executive Steuart Pittman, were held in August, to introduce the plan and show how to navigate it interactively.

The plan has 400 goals and implementing strategies in 42 pages which you need to download and study to get the full impact of what the County proposes.

**Issues:**

Performance measures is mentioned as a topic but the measures are not defined. It is not possible to measure the effect of what is proposed in goals and strategies.

Even though it is a land-use plan, extensive current and planned development along Forest Drive in the City of Annapolis, which crosses through four Wards of the City of Annapolis, is not included. Forest Drive has the highest rate of accidents and fatalities in Anne Arundel County, with five failing intersections.

"Climate Change" runs throughout the draft plan, as the basis of County plans, policies and operations. Parameters and measures of merit are only included in one area where State goals for reducing carbon emissions are cited. Staff increases are included to ensure it is carried out. Communities and home owners associations are affected. California has implemented "Climate Change" without balancing conversion to wind and solar power with power from fossil fuels, and

communities there now have power outages. The US Congress did not pass the “Green New Deal.”

**Recommendations for immediate action:**

Put Performance Measures in the draft so individuals and communities can have a more complete understanding of what is being proposed, its costs and effects and realistically judge the plan.

Include City of Annapolis development along Forest Drive and a goal of making it a safe roadway with timeframes and measures of merit.

Put the costs and performance measures of “Climate Change” recommendations into the plan so citizens can evaluate and judge what is being proposed and if they support it.

Detailed comments on the 42 pages of the draft are at a separate PDF which accompanies this email.

**These comments have been provided and briefed to:**

Anne Arundel County Town Hall Meeting (lack of Performance Measures)

Annapolis Neck Peninsula Federation Leadership

Bay Ridge Community Association Board of Directors

Citizens Coalition Leadership(The Coalition includes Bay Ridge Community Association, Eastport Civic Association, Annapolis Neck Peninsula Federation, Greater Parole Community Association)

John W. Van de Kamp and Lily Openshaw  
Bay Ridge Community Association  
Board of Directors  
September 7, 2020



Sept 7, 2020

Comments on Goals, Policies, and Strategies- draft Plan 2040

—p 5: Policy NE3.2 Continue expanding protected corridors....

—Implementing Strategies:

a. explore innovative strategies.....to offset carbon emissions or draw down carbon.

Comment: how to measure? how to enforce? etc. Open ended.

—Policy NE4.1 Achieve or exceed Federal and State mandated water quality standards.

—transfer responsibility for maintaining stormwater best management practices (BMPs) from developers to Homeowner Associations that considers associated costs and expertise necessary for long-term maintenance of BMPs

Comment: no. this is a County responsibility. HOAs don't have the expertise. Extra expense contracting out for it, etc. No way.

p6 Policy NE4.3: Reduce total nutrient loads from onsite septic systems....

Implementing Strategies:

- Develop a program to ensure individual septic systems and denitrification systems are properly maintained by homeowners.

Comment: Define standards for “properly maintained”, how would County enforce? or monitor? Top down County enforcement? unacceptable.

P7: Policy NE4.5. implement efficient stormwater management.....etc

Comment: Define standards for efficiency

Implementing Strategies: b. Update ... Stormwater management ...Manual .... including projected precipitation changes related to climate change

Comment: what standards? Define effect of climate change on this. what source? what parameters?

p9: Policy NE6.1 improve interdepartmental coordination.....maximize success of sustainable and resilient policies.

d. Institutionalize climate change resiliency planning and implementation across County agencies.

Comment: must define “resiliency, ” “Climate Change” standards and parameters, the sources, and their credibility. Are the standards extreme? qualify and quantify them.

#### Planning for the Built In Environment

p10&11 Policy BE1.1 Update County Code to fit Plan 2040’s goals and objectives. Implementing strategies...

Comment: What does the County Code now say in the areas to be updated and aligned?

impossible to understand full impact without this written comparison and analysis.

Are these minimal or drastic changes proposed?

Carefully analyze all of this goal, its interim amendments and its potential effects and see if it is feasible and desirable.

p12 BE1.3 improve collaboration, etc

Comment: agencies claim coordination but it has been hard to achieve and will never be easy because it is political. Coordination with the Baltimore and Washington Metro Council of Governments—What concrete benefit does the County receive? financial? conceptual? Define expectations.

p 13 Goal BE3.1—preserve and strengthen existing and historic communities

Comment: Bay Ridge is a historic community. Is this recognized? What will Bay Ridge gain from this? What kind of improvements? funding? looks like just an area for communities to provide comments into a county wish list....

Highland Beach, the site of Frederick Douglas’s summer home, is not included in the plan. Include it.

p 15—Policy BE4.2 insure maritime industry’s viability

Implementing strategies

:

b. Analyze small-scale non-forming marinas in residential areas to determine whether a new zoning district and requirements should be established that are more compatible with the surrounding community.

Comment: what? explain fully. BRCA has a marina. How would it be affected? Define these terms and what is proposed. top down policy

p17 Policy BE7.1 clear regulatory standards to support high quality design and incentives....promote mixed use development and redevelopment, etc....

Comment: Where would this be implemented? Sounds very much like Forest Drive Sector Study’s development/redevelopment areas.... Benefits/advantages/disadvantages?

Applies to Policy BE8.1—encourage mix of commercial, service, and residential uses within Village Centers

Comment: same as above. Ignores commuting need for the majority of resident and substitutes multimodal goals. Not feasible for most residents now or within next 20 years

Carefully review all about housing types, policies and strategies as they apply to current housing areas.

Are they appropriate?

Will the County force them on property owners or communities?

p 20 Ensure appropriate amount of Multifamily land inventory

Comment: what is appropriate? Where? Carefully review and comment further.

Policy BE15.1 safe transportation system reducing preventable deaths and injuries

Implementing strategies—doesn't include synchronizing traffic in City and County roads, i.e. Forest Drive, with existing technology to improve traffic flow and decrease deaths and accidents. a-d are existing statements that have not been implemented for at least 10 years. Needs to concentrate on safe thoroughfares (Forest Drive), not multimodal transportation, which is not appropriate for most commuters in Peninsulas.

p 27, 28 Policy IBE16-Establish systems in County Government to integrate climate change considerations across county functions. What? The Green New Deal? This does not need to drive County operations .

Top-down policy direction. Define. Explain. Costs. Increased staffing. Measures of merit. Is this desirable? Look at California's power outages and wildfires resulting from failure to balance fossil fuels with solar and wind power, etc.

—transfer responsibility for maintaining stormwater best management practices (BMPs) from developers to Homeowner Associations that considers associated costs and expertise necessary for long-term maintenance of BMPs

Comment: no. this is a County responsibility. HOAs don't have the expertise. Extra expense contracting out for it, etc. No way.

# Davidsonville Area Civic Association

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P.O. Box 222, DAVIDSONVILLE, MARYLAND 21035

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September 8, 2020

Ms. Cindy Carrier, Planning Administrator  
Anne Arundel County Office of Planning and Zoning,  
Long Range Planning Division  
2664 Riva Road  
Annapolis, MD 21401

Subject: Comments on Plan 2040 and LUCA-176

Dear Ms. Carrier,

We, the Board of Davidsonville Area Civic Association (DACA) are writing to express our concern about the grouping of properties zoned Small Business (SB) with commercially-zoned properties into a general commercial land use category in the Draft Planned Land Use Map for Plan 2040. This grouping causes confusion about more than one parcel in the county, which could continue into rezoning in the Regional Planning stage. This confusion arises when the property owner applies to change the zoning from SB to Commercial. An example of one such property – identified as LUCA 176 - in Davidsonville, is located on the northeast corner of the intersection of Riva Road and Central Avenue.

In 2009 this parcel was zoned RA, and was designated on the Land Use Map from that GDP as Rural. However, against the recommendations of OPZ, and the PAB, this parcel and the property across Riva Road (on the NW corner), were up-zoned to Small Business by amendment during the last comprehensive rezoning. Now, in the Draft Planned Land Use Map for Plan 2040 the land use of both of these parcels are contained in and thus designated Commercial, as are the two parcels across Central Avenue, which are zoned C3. The inclusion of this and other parcels like it into a “commercial” land use category appears to create the effect of encouraging and tacitly supporting potential zoning changes. While this may not be the intent of Plan 2040, such an inference might be reasonably drawn about Plan 2040’s land use categorizations.

The owner of the parcel in LUCA-176 submitted an application to change the land use designation of that parcel to commercial. This request was made before knowing the Land Use Categories OPZ delineated, so clearly, they are hoping to up-zone the property to one of the commercial zoning categories. In the information on that application provided in the Comment area for the Draft Planned Land Use Map for Plan 2040, it appears that OPZ agrees with potential up-zoning of that property because not only is the Proposed Land Use designation for that parcel Commercial, but the staff justification indicates that designation “...is consistent with current zoning and would match commercial zoning located across Central Avenue...” All of this suggests OPZ will support up-zoning this parcel to a commercial designation.

The justification and proposed land use for the parcel in LUCA-176 is inconsistent with other OPZ decisions regarding not only the proposed land use designation, but also the Development Policy Area in which this parcel is located – Rural. OPZ recommendations for two parcels, located in Edgewater,

not far from LUCA-176, specifically, LUCA-13 and LUCA-69, illustrate these inconsistencies. The area of Edgewater in which these example parcels are located has significantly more commercial zoning than Davidsonville, and both are in a proposed Neighborhood Preservation Development Policy Area, which covers most of Edgewater. Yet, OPZ recommended against the applications for a higher density land use for both parcels - the proposed land use of one of the two parcels remains Low Density Residential (LUCA-13) and the other, Rural (LUCA-69). Based on these inconsistencies we disagree with the proposed land use recommendation by OPZ to changing the land use for the parcel in LUCA-176. Although it would be consistent with the commercial zoning across the street - note that the commercial zoning of the two parcels on which there are a gas station and auto repair business, have been in place for a very long time - it is inconsistent with other nearby land use decisions, with surrounding land uses, and with the Development Policy Area in which it is located.

Finally, the area around LUCA-176 does not have the infrastructure of road and intersection design and safety (i.e. it is not controlled by a signal light, has poor sight lines, and the gas station across the street has two entrances/exits on to Central Avenue) or municipal water and sewer to support any more commercial land use than already exists. This was pointed out in most of the comments on the land use application for LUCA-176, including DACA's comments.

Based on these issues DACA urges OPZ to:

- include a statement in the Land Use section of the GDP that Land Use Designations do not automatically indicate support for increasing zoning changes within those designations, and should not be used as such and,
- change the recommendation in the OPZ proposed Land Use designation for LUCA-176 to keep it consistent both with the Development Policy Area in which it is located and with OPZ decisions on other nearby parcels for which Land Use applications have been submitted.

Thank you for your consideration,

The Board of Directors, Davidsonville Area Civic Association



Bruce Stein, President

Ed Woods, Vice President

Gail Enright, Secretary

Brian Stanton, Treasurer

Ray Alcorn

Chris Asher

Jeff Bishop

Kate Fox

Andrew Healy

Sean Healy

Phil Livingstone

Lyn Marano

Meredith McQuoid-Greason

Cyndi Morgan

Wayne Reid  
Melissa Stanton

Cc:

Steve Kai-Ziegler, Director OPZ

Steuart Pittman, County Executive

Sarah Lacey, County Council Representative

Allison Pickard, County Council Representative

Nathan Volke, County Council Representative

Andrew Pruski, County Council Representative

Amanda Fiedler, County Council Representative

Lisa Rodvien, County Council Representative

Jessica Haire, County Council Representative

Elizabeth Rosborg, Chair, CAC

**DELAVAN POWERS, LLC**

P.O. Box 6483  
Annapolis, Maryland 21401  
410-562-6337

September 1, 2020

Mr. Steve Kaii-Ziegler, AICP  
Planning and Zoning Officer  
Anne Arundel County Office of Planning and Zoning  
2664 Riva Road  
Annapolis, Maryland 21401

Dear Mr. Kaii-Ziegler:

I represent Cedar Hill Development, LLC and related entities (“Cedar Hill”) which own substantial property surrounding property owned by Blackjack Trucking, Inc. (“Blackjack”) on Maryland Route 2 in the Brooklyn Park area of Anne Arundel County. The property owned by Blackjack is the subject of an application to change the existing 2009 General Development Plan designation from Medium Residential and High Density Residential to a “Commercial” designation on Plan 2040 (Application Number LUCA-65).

I have reviewed the application filed by Blackjack Trucking and the materials submitted in support of the application, and I have concluded that the application and supporting materials contain a number of omissions and misrepresentations which distort the description and land use status of the Blackjack properties.

The properties owned by Blackjack include Parcels 276, 257, 144, 275 Lot 3 and 267 Lot 2, Tax Map 5, (collectively 6025-6037 Ritchie Highway, Baltimore, MD. 21225).

The application recites that the character of the neighborhood is “Commercial” due to the concentration of commercial uses a half mile to the south (i.e., on the other side of the Baltimore Beltway/MD. Rte. 2 interchange), and the relatively narrow strip of commercial uses north of the Blackjack properties on both sides of Ritchie Highway. While some commercial uses and commercial zoning districts do exist adjacent to Ritchie Highway north of the subject property, the depth of those uses on Ritchie Highway in the area north of the subject property is typically only several hundred feet.

The application misrepresents that the subject properties are “split zoned” in C3 and R15 zoning districts. In actuality, the property contains no C3 zoning district designation. The only C3 zoning district in proximity to the subject properties is Parcel 346 between the subject properties and Ritchie Highway containing a business known as Marvin’s Muffler Shop which is not part of the subject properties. Another property, Parcel 371 north of the subject properties containing a liquor store, is also zoned C3. As noted above, none of the subject properties is zoned C3, and all are zoned in an R15 Residential zoning designation. A set of exhibits depicting each of the 1989, 2005 and 2011 zoning maps as an overlay on the Anne Arundel County Tax Map No. 5, are attached, showing that the subject properties (shown in green) are completely contained in an R15 zoning district.

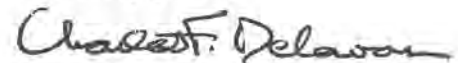
The application also states that the 2009 General Development Plan classifies the subject properties as "COM" (commercial), H (residential, high density) and M (residential, medium density). This representation is also in error. The only Commercial designation shown on the 2009 GDP in proximity to the subject properties is the area comprised of Parcel 346 (currently occupied by an automotive use, Marvin's Muffler), and a narrow strip of properties bordering Ritchie Highway to the north of the subject properties. None of the subject properties is shown in a Commercial land use designation.

The application recites a "history" of the subject properties, indicating that these properties have been used commercially for more than 60 years, have contained contracting and auto service uses and are currently occupied by Blackjack Trucking, Inc. (a dump truck contract hauling operation) and Whay's Auto Service, a car repair use. The actual history of the use of the site from the mid-1970's until 2012 was a junkyard operation and recycling facility owned by William Fraley. This use was the subject of a zoning violation initiated by the OPZ Zoning Enforcement Division which led to the termination of the junkyard operation in the years 2012-2016. In 2016, the Zoning Enforcement Division concluded that the site had been cleaned up and deemed the zoning violation abated. Blackjack sought recognition of a non-conforming use designation for the subject properties as a contracting operation, which was initially denied by OPZ. In an appeal to the Board of Appeals, the Board rendered a decision in Blackjack's favor, and the Circuit Court affirmed such decision. That decision by the Board of Appeals is now on appeal to the Maryland Court of Special Appeals.

The application recites that the commercial land use designation on the Plan 2040 is compatible with "the surrounding development patterns and trends", in spite of the presence of the existing "Cedar Hill" community immediately to the north of the subject properties along Cedar Hill Road, and in spite of the new Cedar Hill PUD development (1300 dwelling unit residential development) which surrounds the subject properties to the north, east and south. A "commercial" land use designation on Plan 2040 (and eventual C3 zoning district designation) for the subject properties would inject a significant intrusion of commercial zoning and uses into an existing and stable community and into the middle of a significant new residential project presently under development and construction, the antithesis of "compatibility".

Thank you for your consideration of these issues.

Sincerely yours,



Charles F. Delavan

cc: Cindy Carrier, Long Range Planning Division  
Rob Konowal, Zoning Division

Enclosures



Map Overlay on 1989/1992 Zoning Map

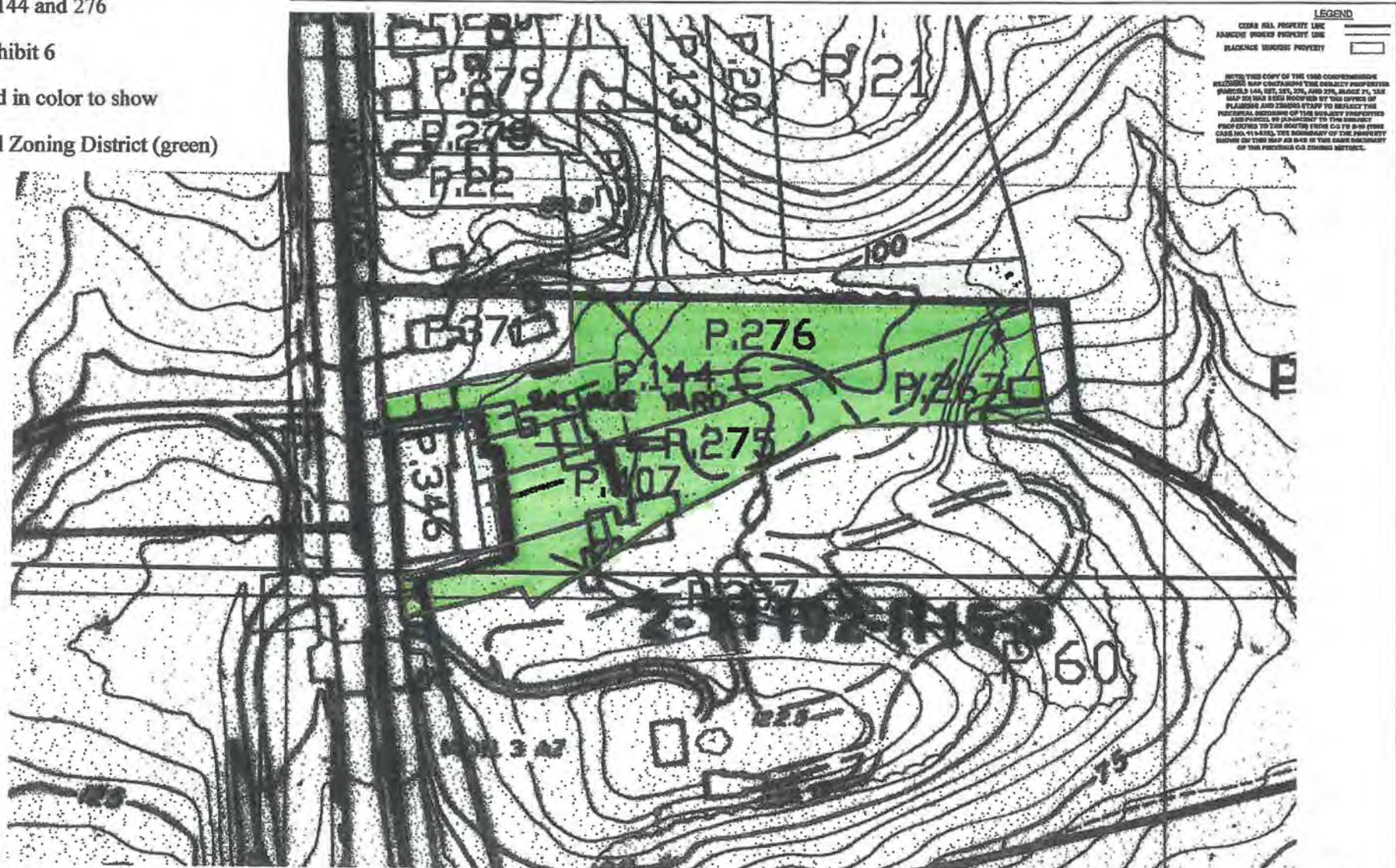
Prepared by Steve Andraka depicting Parcels

257, 267, 275, 144 and 276

Protestants' Exhibit 6

Copies rendered in color to show

R15 Residential Zoning District (green)



PLAN  
SCALE: 1"=50'

REVISIONS	
DATE	DESCRIPTION

DATE	BY

ZONING EXHIBIT - 1589  
 BLACKJACK TRUCKING EXHIBITS  
 201 W. S. ROAD S. BRIDGE 145, 275, 267, 275 & 276  
 ZONES C3 & R15 (2007)  
 2005 & 2007 ZONING ORDINANCES, 2010 ZONING MAP  
 ALASKA, 2007  
 BLACKJACK TRUCKING EXHIBIT #1 - 2005 ZONING MAP, 2007 ZONING MAP - BRIDGE 145

**DFI**  
 DEVELOPMENT FACILITATORS INC.  
 ENGINEERS-SURVEYORS-PLANNERS  
 CONSTRUCTION MANAGERS  
 1401 BUSINESS PARK  
 1127 BIRNFIELD BLVD, SUITE C  
 MILLERSVILLE, MD 21108  
 WWW.DFIMGMT.COM  
 410-285-2100 FAX 410-285-2100

**Tax Map Overlay on 2005 Zoning Map**

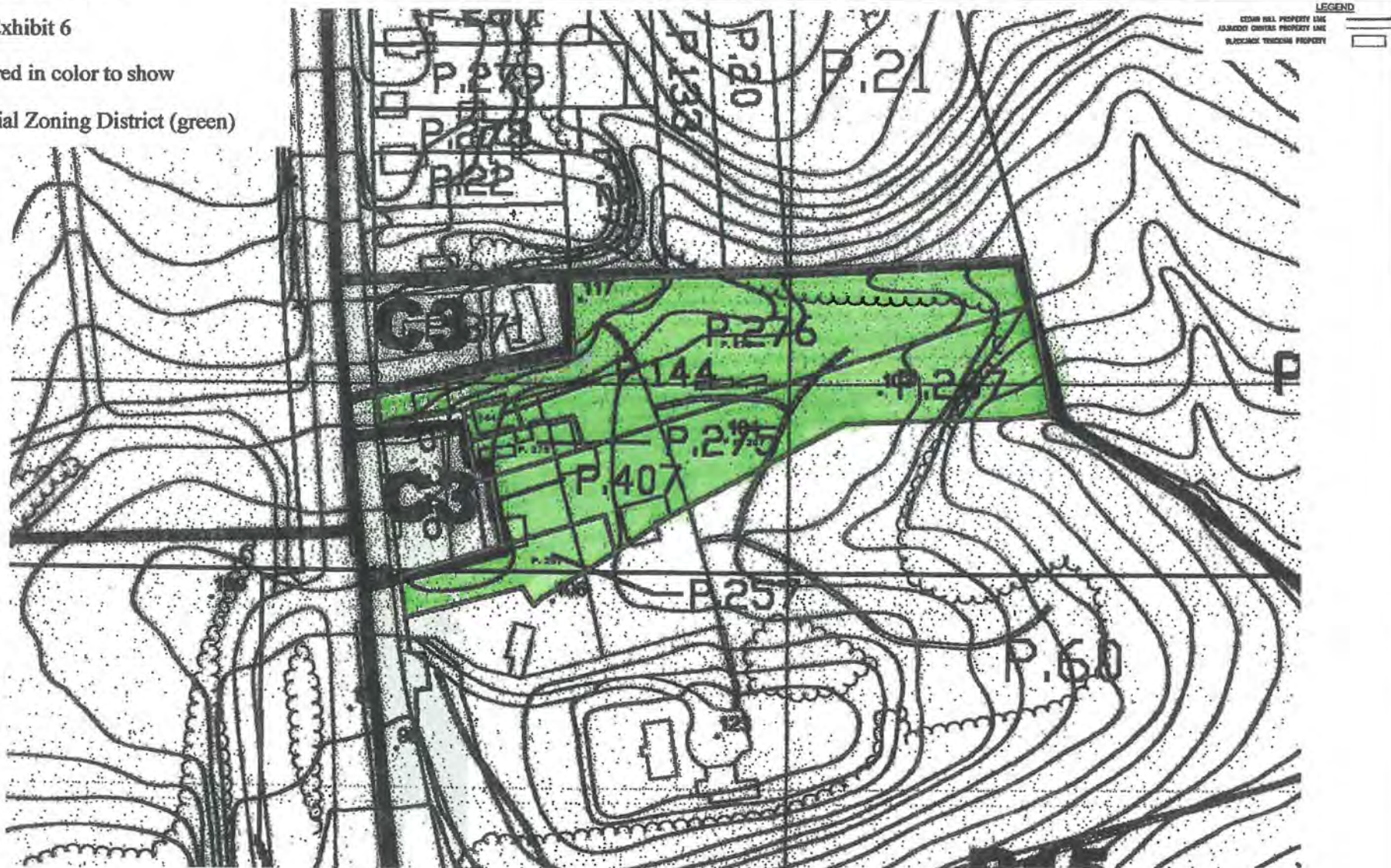
Prepared by Steve Andraka depicting Parcels

257, 267, 275, 144 and 276

Protestants' Exhibit 6

Copies rendered in color to show

R15 Residential Zoning District (green)



PLAN  
SCALE: 1"=50'

**DFI**  
DEVELOPMENT FACILITATORS INC.  
ENGINEERS-SURVEYORS-PLANNERS  
CONSTRUCTION MANAGERS  
147 BUSINESS PARK  
1177 BIRNFIELD BLVD. SUITE K  
MILLERSVILLE, MD 21108  
WWW.DFIDENGINERS.COM  
410-309-2100 FAX 410-309-2108

REVISIONS	
DATE	DESCRIPTION

DATE: 01/01/05
DRAWN BY: SDF
CHECKED BY: SDF

**ZONING EXHIBIT - 2005**  
**BLACKHAWK TRUCKING EXHIBITS**  
700 W. 14 STREET E. MILLERSVILLE, MD, 21108, 410.309.4100  
ZONING C-1 & R15 EXHIBIT  
MDS & MDS TRUCKING PARTNERS, ORGANIC, MD 21205  
MDS & MDS  
MDS, 2007  
EXHIBIT NUMBER 01 - AREA AROUND EXHIBIT DEVELOPMENT - CONSTRUCTION EXHIBIT 01

Map Overlay on 2011 Zoning Map

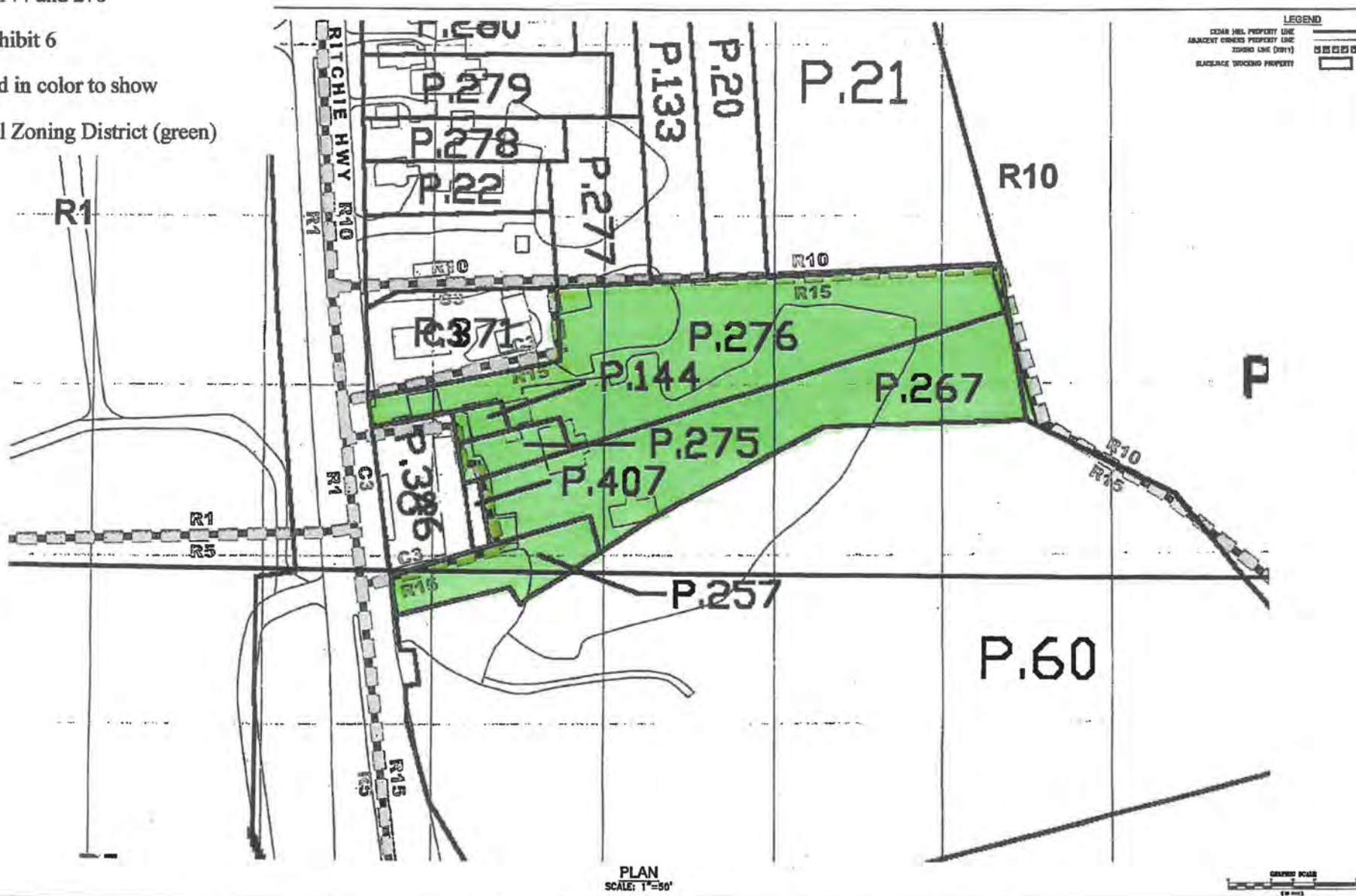
Prepared by Steve Andraka depicting Parcels

257, 267, 275, 144 and 276

Protestants' Exhibit 6

Copies rendered in color to show

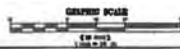
R15 Residential Zoning District (green)



**LEGEND**

- DEAR 1981 PROPERTY LINE
- ADJACENT OWNERS PROPERTY LINE
- ZONING LINE (2011)
- BLACKACK TRUCKING PROPERTY

PLAN  
SCALE: 1"=50'



**DFI**  
DEVELOPMENT FACILITATORS INC.

ENGINEERS-SURVEYORS-PLANNERS  
CONSTRUCTION MANAGERS  
107 BUSINESS PARK  
1127 NEWFIELD BLVD, SUITE K  
MILLSVILLE, MD 21108  
WWW.DFIENGINEERSVA.COM  
443-308-2100 FAX 443-308-2108

REVISIONS	
DATE	DESCRIPTION

DATE	BY

ZONING EXHIBIT - 2011  
BLACKACK TRUCKING EXHIBITS  
107 NEW & BOND ST PARCELS 144, 257, 275, 276 & 278  
267 & 275 TRUCK SERVICE, BUCKING, MD 21220  
WORLD OF WOODS  
SECTION 2007  
SECTION 2007 (S) - ANNE ARUNDEL COUNTY, MARYLAND - COMPREHENSIVE ZONING PLAN

September 16, 2020

Anne Arundel County  
Office of Planning and Zoning  
2664 Riva Road, P.O. Box 6675  
Annapolis, MD 21401

To Whom It May Concern:

We received a notice dated 8/26/2020 while we were out of town for several days. It is a recommendation that our property we purchased just over a year ago be changed from Maritime to Low Density Residential.

We purchased this home partly for the fact that it was zoned as Maritime, Light Marina. Our intentions have always been to use this property as our primary residence as well as to earn potential income. We have obtained building permits to start our home renovations as well as recently closed on a Home Equity Line of Credit. We started the necessary steps to start our LLC so that it will be established for the 2021 season. Unfortunately, due to the COVID-19 pandemic, our progress has been slowed down and we were not able to start our LLC as quickly as we had hoped. As of now we have secured 4 separate slip holders for the 2021 season. Each slip holder will be allowed to park one vehicle in our driveway. Our current parking situation will allow that.

We hope that Anne Arundel County will seriously reconsider this proposed change. We have lived in the county for over 15 years now. Our move to Rockhold Creek was with the intentions of planning for our future. It was a huge investment for us. This re-zoning could change things for us and we are very curious why this would come up now and how it could better Anne Arundel County...Deale and Rockhold Creek. This is a small fishing community. Although we understand the need to control growth we also have local businesses that need income to survive. Most slip holders visit those local businesses on a regular basis.

I will admit that my husband and I are not the foremost authorities on zoning in Anne Arundel County but this proposed change does not make sense and is not good for our small community that it will directly and indirectly affect. Our home has been zoned as Maritime since the 1960s. There is no reason for it to be changed.

I struggled with what to say in this letter as I am not familiar with all of the rules and regulations. What I can say is that this proposed change is very disappointing to me. In just the short time that we have moved to Deale and Rockhold Creek it has become very important to us. We have been active in the community, participated in several fundraisers and played a very active role in a Thanksgiving food drive for the less fortunate residents of our community. To me these are more important issues to focus on.

We seriously hope that you will reconsider this proposed plan. In the meantime, we will be seeking legal counsel to make sure that our rights are defended accordingly. We have loved Anne Arundel County but this makes no sense.

Sincerely, The Groves Family

September 10, 2020

Dear Anne Arundel County:

Thank you for the opportunity to review and comment on the *Draft Plan2040*.

I applaud the County's effort to build on the work of the original Small Area Planning (SAP) program that was launched in 1998. In my role as a citizen member of the Severna Park SAP committee and chair of its environmental subcommittee, I felt that the intensive, geo-focused exercise helped establish a strong foundation for subsequent community-based work.

Furthermore, I support the creation of the proposed set of 9 Region Plans in place of the original 16 SAPs. This approach allows the previous planning areas to be aggregated in a logical and efficient manner in order to fine-tune planning and related re-zoning in support of the vision and goals of an updated county-wide General Development Plan.

I'm writing to convey several specific comments regarding *Draft Plan2040*, all of which pertain to the property located on the Broadneck Peninsula (i.e., within proposed Region Plan #4) known as the former **David Taylor Research Center (DTRC)**. This property of approximately 46.5 acres transitioned from federal ownership 18 years ago under rules governing federal military base realignment and closure. The federal privatization mechanism applied to DTRC was an 'economic development conveyance'. In a double settlement, the entire property was conveyed from Navy to County, then to the County's competitively-selected master developer (Annapolis Partners, LLC) in the fall of 2002.

Privatizing the site was a complicated undertaking with extensive public involvement that spanned several years driven largely by a complex array of federal rules. My knowledge of the area and conveyance process stems from my work as county economic development project manager for DTRC from 1998 – 2001. I am currently a retired citizen and have no financial stake in this matter.

Comments:

**Inconsistent Use Designation** - The *Draft Plan2040* map proposes a change in land use designation for the DTRC property from 'Government/Institutional' to 'Residential Low Density'. While a change is needed due to the land no longer being in government hands, the proposed designation is wholly **inconsistent** with the County-adopted **Reuse Plan (1998)** for the site. Reuse planning was driven largely by historic naval use of the property as well as the Navy's environmental cleanup budget at the time of closure. That is, the Navy determined that a level of cleanup associated with 'industrial' as opposed to 'residential' reuse was appropriate given its decades-long use as an intensely-developed naval research and development facility. With extensive public involvement, the County sought an active role in privatization by becoming the Local Reuse Authority and then developing a plan and strategy for local reuse. Once the Reuse Plan was adopted and a master developer selected by the County, the project entered a phase of short-term commercial leasing under an interim master lease with the Navy. During this time, the County ultimately approved a long-range **Redevelopment**

**Plan** for the site which was prepared and submitted by the developer in support of the developer's 2002 land acquisition. The developer's proposed creation of a high-technology campus with a small hotel and supporting retail uses was consistent with the Reuse Plan; it also addressed various environmental concerns (see below). For various reasons, the effort has been delayed but, to the best of my knowledge, neither the Reuse Plan nor the Redevelopment Plan has been amended and therefore continue to legally govern future use of the property. Furthermore, a change to County zoning was accomplished as a result of various past military surplus actions. This change allows a 'Government Reuse Facility' such as DTRC to be located within an existing underlying residential zone. As the blueprint for the County's future, Draft Plan2040 should be amended to reflect that the DTRC property is slated to become a 'government reuse facility' as a technology campus with supporting uses rather than housing. It should be noted that characterizing land use on the 46.5 acre former naval property as 'government reuse' is entirely consistent with the many years of short-term commercial leasing set in motion there as part of the joint Navy/County reuse strategy. To this day, various commercial lease-holders continue to operate at the property, reusing naval buildings and related assets. Making this designation in Plan2040 is the most transparent way to clarify the status of the property for the public's benefit.

**Site-wide Environmental Management and Stewardship** – The DTRC acreage was intensely developed by the Navy prior to modern-day environmental requirements. As a result, site-wide storm water management is inadequate. In its current state, only minimal upkeep of numerous existing underutilized or abandoned structures scattered throughout the property is occurring. Physical deterioration will continue over time unless the site is properly remediated per State and County laws and regulations. As a result, Severn River water quality will continue to be at risk of contamination. The site is long overdue for the implementation of modern-day environmental stewardship as envisioned by the reuse and redevelopment plans. This is entirely consistent with the proposed environmental goal for Plan2040.

**Resilient Sustainable Development** – A related environmental concern is the forecasted impact of sea level rise on low-lying land in the County. The lower portion of the DTRC site is vulnerable in this regard as documented in the County's *Sea Level Rise Strategic Plan* (November, 2011) and possibly more recent efforts. In view of this, the County should discuss with the owners their latest plans for addressing anticipated sea level rise impacts on the property. Working with a master developer to implement the County's Reuse Plan for such a unique and highly constrained site remains the most sensible approach to remediating and restoring the property. It's a prime opportunity for the County to support implementation of "resilient, sustainable design" as part of an innovative technology center as called for in Draft Plan2040's proposed economic development goal. In addition, the proposed redevelopment is consistent with *Draft Plan2040's* "Peninsula Policy Area" concept.

**Unique Geographic Challenge** - DTRC poses a significant redevelopment challenge given its unique setting and characteristics. On the landward side, it is

completely surrounded by active naval property (Naval Station Annapolis) and is accessible only by Kincaid Road which traverses naval land. Although the guard gate that originally interfered with direct public access to the site was relocated a short distance, it's my understanding that the Navy continues to reserve the right to prevent or highly restrict public road access across Navy land in the event of a national security emergency. The reactivation of a naval road barrier(s) renders DTRC accessible only by boat. It's difficult to imagine how a residential scheme for this privately-owned property would work unless residents were limited to active Navy members living in developer-built housing. Given the mission of Naval Station Annapolis, the demand for such housing seems unlikely. Even if the demand were to materialize, achieving residential cleanup standards would require that a source of funding be identified and the work accomplished prior to redevelopment.

**Traffic** - Land surrounding Naval Station Annapolis and DTRC is largely occupied by single-family homes in a stable community setting. During reuse planning, homeowners expressed concern about land use changes at the site, especially if redevelopment were to increase the flow of traffic on local roads. General access to DTRC from Rt. 450 is via Rt. 648, a narrow two-lane road bordering the historic neighborhoods of Ferry Farms and Pendennis Mount. As part of acquisition, the developer formally agreed to limit total employment in order to mitigate potential traffic impacts associated with bringing a level of employment back to the site. At the time, County experts determined that the redevelopment plan proposed by Annapolis Partners, LLC satisfied community concerns in this regard. Thus, the established employment 'cap' at DTRC should give the community needed assurance that traffic flow on the main access road to the site won't be unreasonably impeded. This appears to be even truer today as employee work-schedule flexibility and work-at-home opportunities trend upward, especially within the technology sector. Reuse of this uniquely constrained former industrial site as a campus for a legally-restricted number of technology jobs appears to be a much more realistic scenario than privately-owned, non-military housing.

**Remaining Federal 'Road Block'** – A major on-going challenge to redevelopment of the former navy campus has been the permitted presence of a single federal user (the Joint Spectrum Center - JSC), under a long-term lease responsive to federal rules governing privatization. The solution to this impediment was thought to be at hand a few years ago when it was proposed that JSC be relocated to Ft. Meade to join its parent organization DISA (the Defense Information Services Agency). There was every indication that Ft. Meade welcomed the idea. However, for DISA budget or possibly other reasons, it did not occur. Over the years, it became widespread knowledge that the presence of JSC in a prime waterfront spot on the campus was effectively thwarting timely redevelopment and reuse by the site's owners. Plan2040 and related future efforts should identify a pathway and timeline for federal relocation of JSC in a manner that supports its important national security mission while releasing its hold on land that has been long-destined for full privatization.

Again, thank you for the opportunity to comment – I hope my input is useful. If you have any questions or concerns, feel free to contact me at [REDACTED]  
[REDACTED]

Sincerely,  
Marie Halka  
912 Plattner Ct.  
Annapolis MD 21401

Cc: Mr. Ben Birge, President/CEO, AAEDC



# LIFF WALSH & SIMMONS

TERRENCE C. LIFF  
JAMES. R. WALSH  
THOMAS W. SIMMONS  
JAMES E. CROSSAN  
GREGORY J. FERRA  
PHILIP C. DALES  
PAUL A. SKRICKUS  
JONATHAN W. MCGOWAN  
MARK L. FULTON, III

181 HARRY S. TRUMAN PARKWAY, SUITE 200  
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WWW.LIFFWALSH.COM

COUNSEL  
HARRY C. BLUMENTHAL  
BRADLEY T. WALSH  
ERIN M. SHAFFER  
EARL E. WISE, III

September 10, 2020

VIA E-MAIL ONLY ([pzzieg99@aacounty.org](mailto:pzzieg99@aacounty.org))

Steve Kaii-Ziegler, AICP  
Office of Planning and Zoning  
Anne Arundel County, Maryland  
2664 Riva Road  
P.O. Box 6675  
Annapolis, Maryland 21401

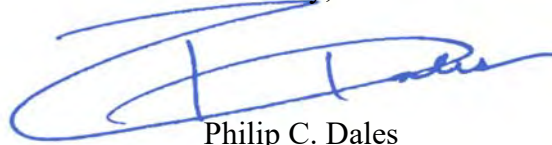
RE: *Plan2040 Planned Use Map Change/SR-27*

Dear Mr. Kaii Ziegler:

This firm represents Hatfield Properties LLC, a Maryland limited liability company (“**Owner**”) in connection with its interest in the properties known as 0 Brock Bridge Road, 0 Fayette Street, 0 Market Space Street, 8207 Washington Street, and 8211 Washington Street, Laurel, Maryland 20724, (collectively, the “**Properties**”). We are in receipt of your letter dated August 25, 2020 (the “**Notice**”), attached hereto, notifying the Owners of a recommendation to amend the Planned Land Use Map, in a manner affect the land use designation for the Property in the General Development Plan (the “**Plan**”).

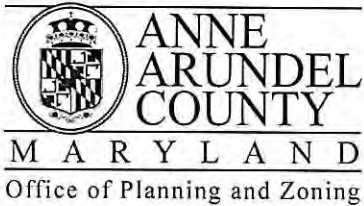
Given our late receipt of the Notice sent to the Owner by the Office of Planning and Zoning (“**OPZ**”), we have not had sufficient time to consider the Notice and provide counsel to the Owner or comments to OPZ before the close of the Open House period referred to in the letter. We nevertheless plan to provide our views to OPZ and our elected officials after careful consideration of the Notice.

Sincerely,



Philip C. Dales

cc: Maureen Hatfield (via e-mail)  
James R. Walsh (via e-mail)



2664 Riva Road, P.O. Box 6675  
Annapolis, MD 21401  
410-222-7450

Steve Kall-Ziegler, AICP  
Planning and Zoning Officer

---

08/25/2020

Re: Plan2040 Planned Land Use Map change | SR-27

To whom this may concern:

The Office of Planning and Zoning is in the process of developing Plan2040, a comprehensive plan to guide land use in the County, capitalize on its assets, and conserve critical resources over the next twenty years. One element of Plan2040 is the Planned Land Use Map. This map is used to guide development patterns in the County in accordance with the Vision and Goals established in Plan2040. The Planned Land Use Map illustrates general land use categories (e.g. commercial, low density residential, etc.) to describe the different types of land uses and to identify, on a broad scale, where those uses are most appropriate.

County staff conducted a comprehensive Countywide review and are recommending changes that either reflect better alignment with the parcel boundary, change an existing nonconforming use expected to continue within the planning horizon to the appropriate planned land use designation, or reflect changes that are more comprehensive in nature and better align with the Development Policy Areas.

The Office of Planning and Zoning is contacting property owners whose Planned Land Use designation is proposed to change. The properties listed at:

0 Brock Bridge Rd, 0 Fayette St, 0 Lexington St, 0 Market Space St, 8207 Washington St,  
8211 Washington St

and/or Tax Account Numbers:

414401273301, 414401273303, 414401273305, 414404307203, 414404307204,  
414405628422, 414401273302, 414490029201, 414403980500, 414490089746,  
414403980900, 414403981000, 414400765720

are proposed to change from:

**Industrial to Mixed-Use**

This recommendation is based on the following justification:

*Designation of Mixed-Use recognizes the area within close proximity to the Savage MARC Rail Station as an opportunity for creating a dense, walkable, mixed-use environment through Transit Oriented Development.*

Please note that this is a preliminary recommendation and should not be considered final until Plan2040 has been adopted by the County Council. Questions regarding this letter should be emailed to [Plan2040@aacounty.org](mailto:Plan2040@aacounty.org). Please visit [www.aacounty.org/Plan2040](http://www.aacounty.org/Plan2040) to learn more about the process as well as [aacounty.org/Plan2040OpenHouse](http://aacounty.org/Plan2040OpenHouse) to see the proposed Plan2040 Planned Land Use Map and provide comments. On the "Comment on Draft Planned Land Use Map" tab, reference SR-27 for additional details on these changes. Please note the Open House will run until September 10, 2020.

Sincerely,



Steve Kaii-Ziegler, AICP  
Officer, Office of Planning and Zoning

retail office residential industrial park  
and public uses

# LIFF WALSH & SIMMONS

TERRENCE C. LIFF  
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COUNSEL  
HARRY C. BLUMENTHAL  
BRADLEY T. WALSH  
ERIN M. SHAFFER  
EARL E. WISE, III

September 10, 2020

VIA E-MAIL ONLY ([pzzieg99@aacounty.org](mailto:pzzieg99@aacounty.org))

Steve Kaii-Ziegler, AICP  
Office of Planning and Zoning  
Anne Arundel County, Maryland  
2664 Riva Road  
P.O. Box 6675  
Annapolis, Maryland 21401

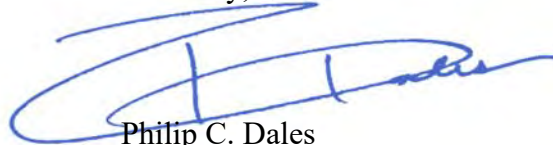
RE: *Plan2040 Planned Use Map Change/SR-36*

Dear Mr. Kaii Ziegler:

This firm represents Cynthia L. Holt and Jo Ann Beziat, Trustees of the Katherine D. Hyde Revocable Living Trust dated March 7, 2013 (“**Owners**”) in connection with their ownership interest of approximately 36.81 acres of land known as 4863 Mountain Road, Pasadena, Maryland 21122 (the “**Property**”). We are in receipt of your letter dated August 26, 2020 (the “**Notice**”), attached hereto, notifying the Owners of a recommendation to amend the Planned Land Use Map, in a manner affect the land use designation for the Property in the General Development Plan (the “**Plan**”).

Given our late receipt of the Notice sent to the Owners by the Office of Planning and Zoning (“**OPZ**”), we have not had sufficient time to consider the Notice and provide counsel to the Owners or comments to OPZ before the close of the Open House period referred to in the letter. We nevertheless plan to provide our views to OPZ and our elected officials after careful consideration of the Notice.

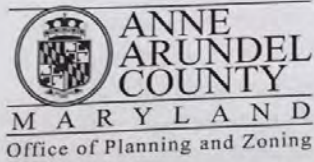
Sincerely,



Philip C. Dales

cc: Cynthia L. Holt (via e-mail)  
Jo Ann Beziat (via e-mail)  
James R. Walsh (via e-mail)

Ref: 512



2664 Riva Road, P.O. Box 6675  
Annapolis, MD 21401  
410-222-7450

Steve Kaii-Ziegler, AICP  
Planning and Zoning Officer

08/26/2020

Re: Plan2040 Planned Land Use Map change | SR-36

To whom this may concern:

The Office of Planning and Zoning is in the process of developing Plan2040, a comprehensive plan to guide land use in the County, capitalize on its assets, and conserve critical resources over the next twenty years. One element of Plan2040 is the Planned Land Use Map. This map is used to guide development patterns in the County in accordance with the Vision and Goals established in Plan2040. The Planned Land Use Map illustrates general land use categories (e.g. commercial, low density residential, etc.) to describe the different types of land uses and to identify, on a broad scale, where those uses are most appropriate.

County staff conducted a comprehensive Countywide review and are recommending changes that either reflect better alignment with the parcel boundary, change an existing nonconforming use expected to continue within the planning horizon to the appropriate planned land use designation, or reflect changes that are more comprehensive in nature and better align with the Development Policy Areas.

The Office of Planning and Zoning is contacting property owners whose Planned Land Use designation is proposed to change. The property listed at **4931 Mountain Rd** and/or Tax Account Number **300014822200** is proposed to change from:

### **Low Density to Rural**

This recommendation is based on the following justification:

*The recommended change from Low Density Residential to Rural is consistent with the existing use, developed density, Peninsula Policy Area and it is compatible with surrounding planned land use.*

are proposed to change from:

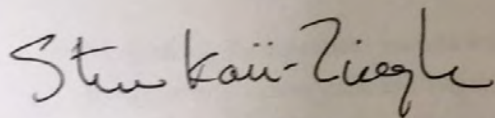
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Please note that this is a preliminary recommendation and should not be considered final until Plan2040 has been adopted by the County Council. Questions regarding this letter should be emailed to [Plan2040@aacounty.org](mailto:Plan2040@aacounty.org). Please visit [www.aacounty.org/Plan2040](http://www.aacounty.org/Plan2040) to learn more about the process as well as [aacounty.org/Plan2040OpenHouse](http://aacounty.org/Plan2040OpenHouse) to see the proposed Plan2040 Planned Land Use Map and provide comments. On the "Comment on Draft Planned Land Use Map" tab, reference SR-36 for additional details on these changes. Please note the Open House will run until September 10, 2020.

Sincerely,



Steve Kaii-Ziegler, AICP  
Officer, Office of Planning and Zoning

Ref: 513



2664 Riva Road, P.O. Box 6675  
Annapolis, MD 21401  
410-222-7450

Steve Kaii-Ziegler, AICP  
Planning and Zoning Officer

08/25/2020

Re: Plan2040 Planned Land Use Map change | SR-36

To whom this may concern:

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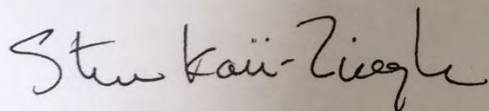
4931 Mountain Road, 8402 Mountain Road, 4803 Western Sea Drive, 4805 Western Sea Drive, 4806 Western Sea Drive, 4807 Western Sea Drive, 4809 Western Sea Drive, 8405 Whistling Wind Drive, 8407 Whistling Wind Drive, 8409 Whistling Wind Drive, 8411 Whistling Wind Drive, 8415 Whistling Wind Drive,

and/or Tax Account Numbers:

340690249621, 340690249632, 340690249627, 340690249628, 340690249631,  
340690249629, 340690249630, 340690249622, 340690249623, 340690249624,  
340690249625, 340690249626, 340690249633, 340690249634, 340690249635,  
340690249636, 340690249637

Please note that this is a preliminary recommendation and should not be considered final until Plan2040 has been adopted by the County Council. Questions regarding this letter should be emailed to [Plan2040@aacounty.org](mailto:Plan2040@aacounty.org). Please visit [www.aacounty.org/Plan2040](http://www.aacounty.org/Plan2040) to learn more about the process as well as [aacounty.org/Plan2040OpenHouse](http://aacounty.org/Plan2040OpenHouse) to see the proposed Plan2040 Planned Land Use Map and provide comments. On the "Comment on Draft Planned Land Use Map" tab, reference **SR-36** for additional details on these changes. Please note the Open House will run until September 10, 2020.

Sincerely,


A handwritten signature in black ink that reads "Steve Kaii-Ziegler". The signature is written in a cursive, flowing style.

Steve Kaii-Ziegler, AICP  
Officer, Office of Planning and Zoning



# Memo

**To:** Mark Wildonger, AA County P&Z.

**From:** Jim Patton 

**cc:** Dave Pollin, Steve Schroeder, Cindy Carrier, Paul Shank, Kevin Clarke

**Date:** September 8, 2020

**Re:** Adjustments to proposed 2040 Land Use Plan

---

Please find attached some rough sketches and notes to amplify my recent email. As shown by these prints, what was shown on the draft Land Use Plan does not sync with the ownership of record for the MAA and the future development of BWI Marshall for our area of concern. For many years there have been ongoing discussions between Anne Arundel County Planning staff, MAA staff, and BPG Land Partners I, LLC regarding linkage between West Nursery Road, Elm Road, Terminal Road and BWI Marshall Airport. The interface between airside operations and landside development to continue the "easy come-easy go" for the airport should not be restricted. I submit that our suggested adjustment to the proposed 2040 Land Use Plan would provide greater acknowledgement and flexibility for this critical location relative to the transportation linkage and future development of this area of landside/airside interface.

If I can be of further assistance in providing details relative this area, please contact me.

# Plan2040 Community Engagement@Home



Introduction    Vision and Themes    Goals Survey    Development Policy Areas Maps

Planned Land Use Map    Comment on Draft Planned Land Use Map    Thank You

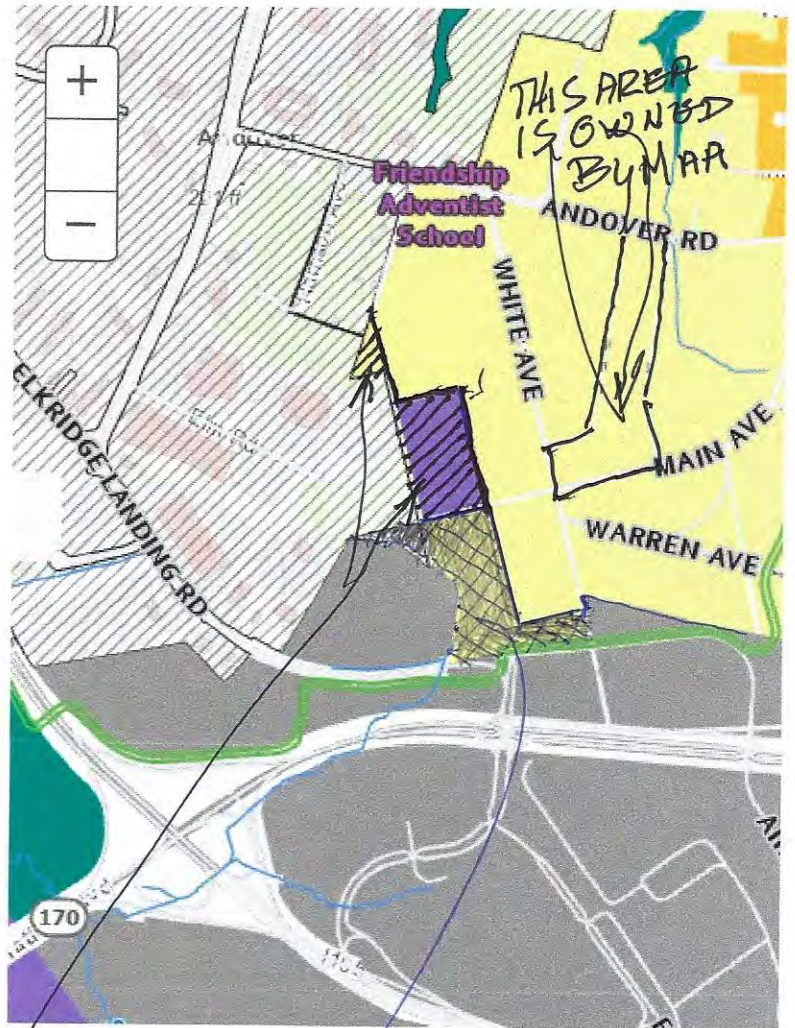
## Plan2040 Land Use Map (Left) and 2009 Land Use Plan Map (Right)

The Plan2040 Land Use Map is shown on the left side of the screen. The 2009 General Development Plan (GDP) Land Use Map is shown on the right. Use the gray bar in the middle to slide and compare the two maps. Use the + and - buttons to zoom in and out

### Draft Planned Land Use Map

The Planned Land Use Map is used to guide development patterns in the County in accordance with the Vision and Goals established in Plan2040. The Planned Land

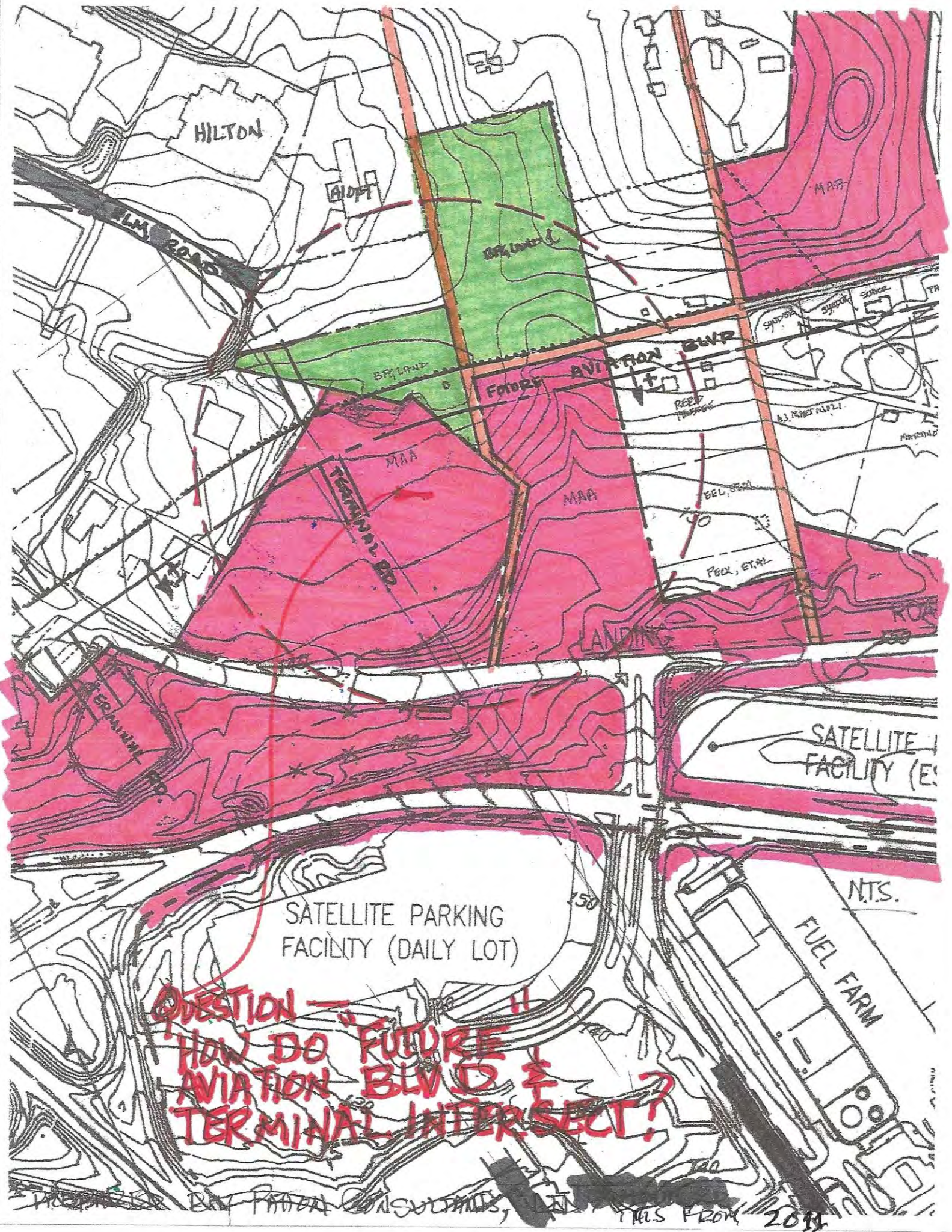
Legend	
	Mixed Use
	Town Center
	Commercial
	Industrial
	Maritime
	Public Use
	Transit
	City of Annapolis
	Mixed Use Employment
	Mixed Use Transit
	Town Center
	Commercial
	Small Business
	Industrial
	Maritime
	Government/Institutional



EXTEND THE "MIXED USE" AREA TO INCLUDE THESE TWO AREAS. DESIGNATION OF THE BPG HOLDINGS AS "INDUSTRIAL" COULD LEAD TO A "SPOT ZONING" ISSUE

INCLUDE THIS AREA IN "TRANSIT" IT IS OWNED BY MAA

PATTON CONSULTANTS LLC  
SEPT. 8, 2020 1/1



HILTON

BLM ROAD

AIDPT

BR LANE C

BR LANE

FUTURE AVIATION BWP

TERMINAL BLD

MAA

MAA

LANDING

SATELLITE FACILITY (ES)

SATELLITE PARKING FACILITY (DAILY LOT)

NTS.

FUEL FARM

QUESTION  
HOW DO FUTURE  
AVIATION BLVD &  
TERMINAL INTERSECT?

BWI MARRIOTT

BWI HILTON

NORTHROP GRUMMAN  
(LEASEE)

SUGGESTED ON  
AIRPORT MASTER PLAN

aloft

KUBELIUS

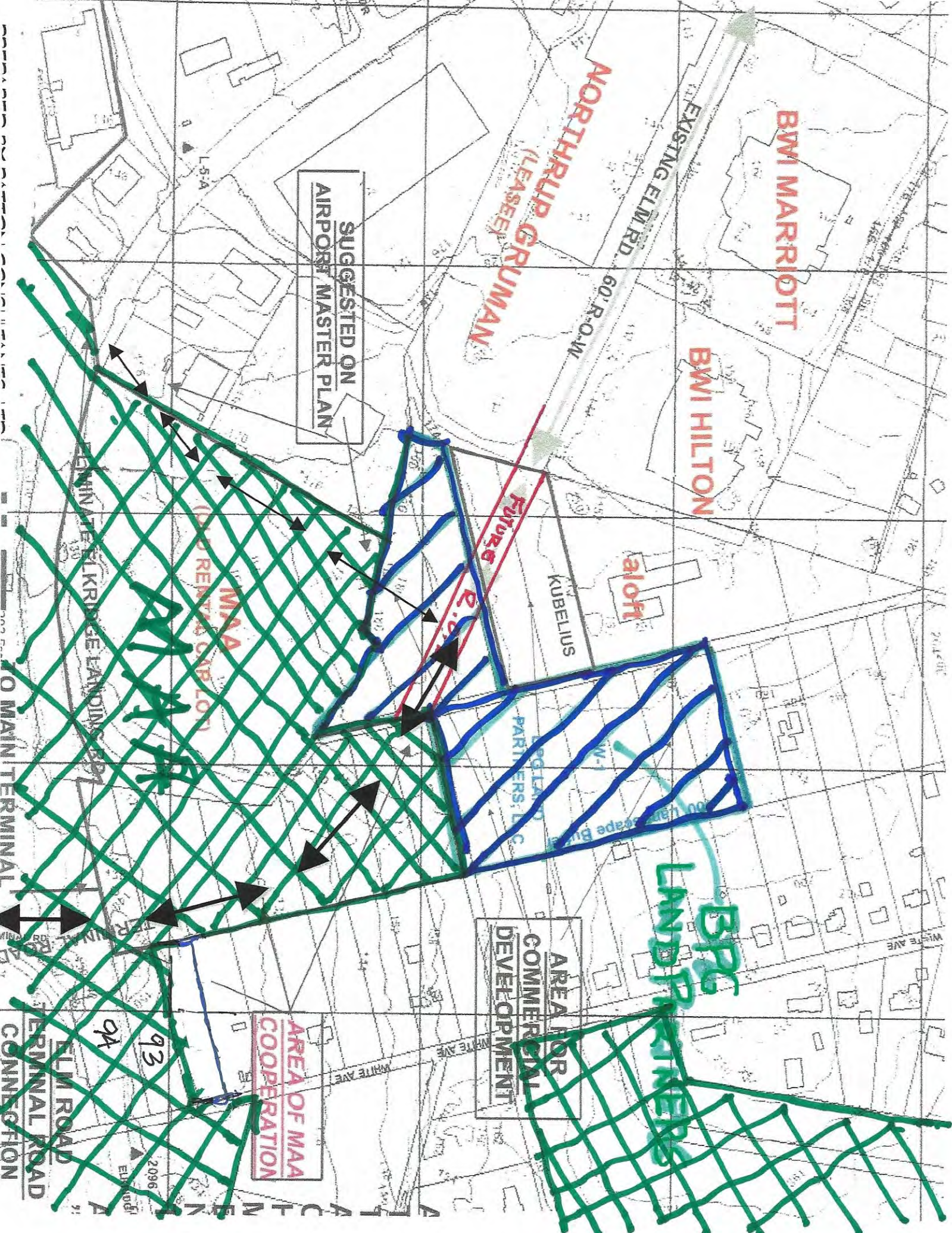
Future  
E. 8th

DEGLAND PARTNERS, L.C.

BPC  
LANDPARKERS

AREA FOR  
COMMERCIAL  
DEVELOPMENT

AREA OF MAA  
COOPERATION



TO MAIN TERMINAL

ELM ROAD  
TERMINAL ROAD  
CONNECTION

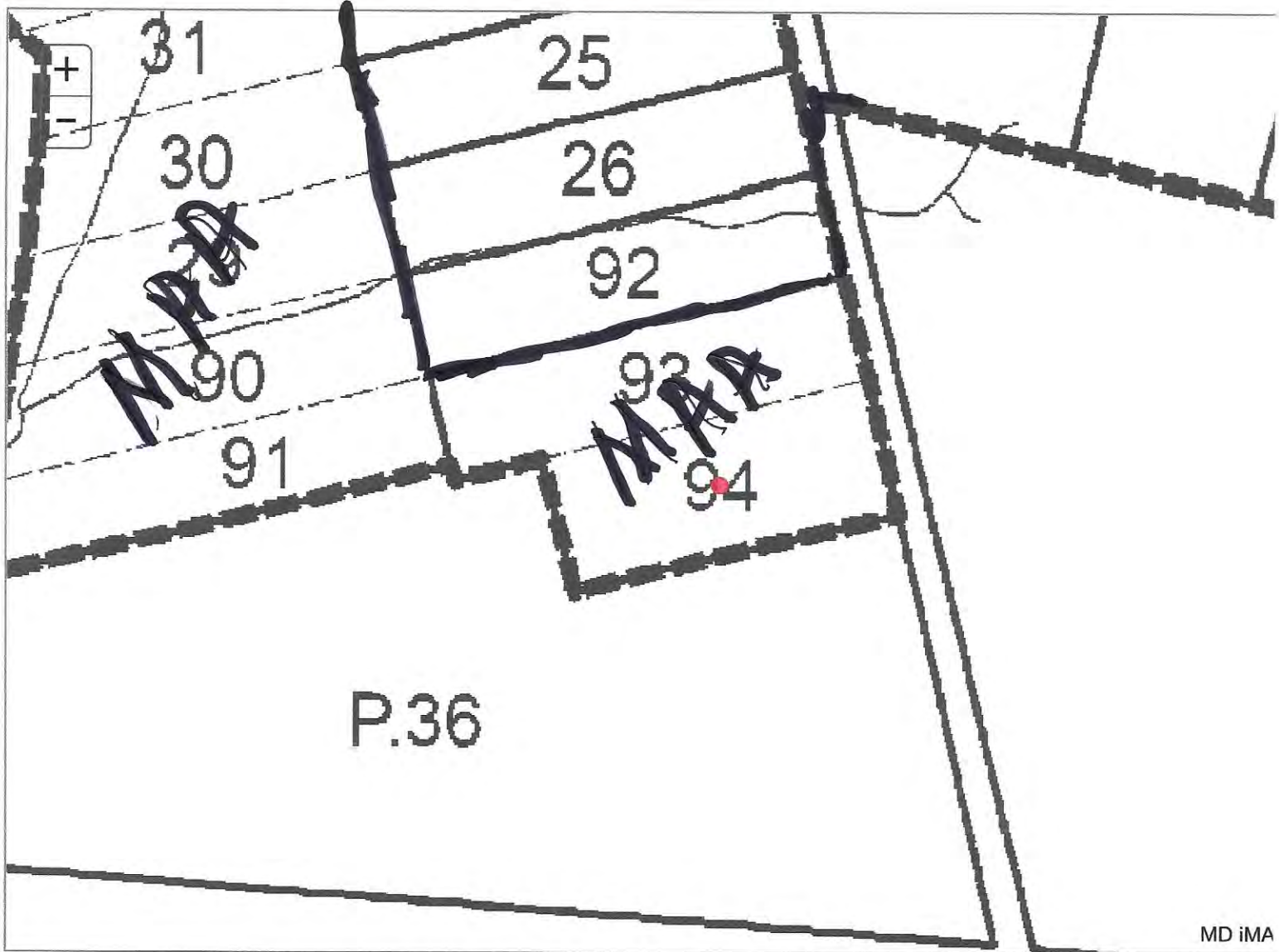
MINI-TERMINAL BRIDGE LANDINGS

TO MAIN TERMINAL

ELM ROAD  
TERMINAL ROAD  
CONNECTION

ELM ROAD

District: **05** Subdivision: **412** Account Number: **09283100**



The information shown on this map has been compiled from deed descriptions and plats and is not a property survey. The map should not be used for legal descriptions. Users noting errors are urged to notify the Maryland Department of Planning Mapping, 301 W. Preston Street, Baltimore MD 21201.

If a plat for a property is needed, contact the local Land Records office where the property is located. Plats are also available online through the Maryland State Archives at [www.plats.net](http://www.plats.net) (<http://www.plats.net>).

Property maps provided courtesy of the Maryland Department of Planning.

For more information on electronic mapping applications, visit the Maryland Department of Planning web site at <http://planning.maryland.gov/Pages/OurProducts/OurProducts.aspx> (<http://planning.maryland.gov/Pages/OurProducts/OurProducts.aspx>).



September 10, 2020

Mr. Steve Kaii-Ziegler  
Director, Office of Planning and Zoning  
Anne Arundel County  
2664 Riva Road  
Annapolis, MD 21401

Dear Mr. Kaii-Ziegler,

I am writing to provide the reactions to Plan2040 of the Neighbors of the Mayo Peninsula.

First, we want to **thank you and the OPZ staff** for the yeoman work that has been done on the Plan2040 Online Open House website. It was a gargantuan effort to convert all of the content and material that would have occupied nine school cafeterias into a website; just getting the content accessible via the web is a notable achievement. Additionally, the documents with the detailed definitions of the Development Policy Areas and the 42 pages of goals, policies, and implementing strategies are a major contribution to citizens' ability to know, understand, and participate in the planning process, as is the additional functionality of voting on the goals and the proposed land use changes.

We are **pleased to see the establishment of the Peninsula Policy Area** designations for Mayo and the county's 4 other peninsulas, and appreciate the staff's efforts to define it. Limiting development to infill and redevelopment is a strong step in the right direction that we applaud. However, we believe that the environmental sensitivity and ecological fragility of peninsulas call for more aggressive traffic reduction and believe that should be included here. Given the outsized impact that traffic congestion has on the environment, safety, and EMS access on peninsulas, the Peninsula Policy Area definition should include raising the minimum rating of acceptable intersections from "D" to "C" on all peninsulas before development can proceed.

We are **pleased that the environment** has a prominent position in the Vision statement and elsewhere. We strongly support all six of the goals in Planning for the Natural Environment. We also strongly support goals 1-4 and 16 in Planning for the Built Environment. However, we believe that the environment needs to be more figural, more central in Plan2040. The GDP outlines where development may happen in the county, but it doesn't define clearly enough where it shouldn't due to environmental features that ought to be protected. Nor does the document state what measures the county would take to achieve other environmental goals spelled out in the GDP, such as protecting open space, creating greenways, and mitigating the impacts of climate change such as coastal flooding. To correct this, **the county should inventory its natural resources, including large forested tracts, greenways, sensitive wildlife habitats, and key watersheds and include in the GDP specific plans for how to protect and restore these areas.** The data is readily available from existing sources so the inventory and mapping these areas should not be difficult to complete. Finally, the GDP should include a brief

narrative for each area to explain how the county intends to protect these areas -- such as in parks, open space, trails, and greenways. It also should strengthen, via the GDP and revisions to the county code, the county's clear commitment that all development -- new, re-, or infill -- will contribute positively toward the long-standing water quality objectives for the Chesapeake Bay and the surrounding streams and waterways. We applaud the vision for Plan2040, but we would like to see a detailed mapping and inventory of the natural resources and areas for protection and restoration in the county, and more detailed specifics about how the county's land use plan would identify and preserve open space, greenways, and parks and meet its commitments to improve water quality and the health of the Chesapeake Bay.

We would also like to see a **strengthening of the county's limits on infill development**. As of now, there are no constraints on building on infill lots. The condition of schools, roads, response times for fire and EMS currently have no impact on whether infill lots can be developed. Regulation of infill construction should be similar to that on even the smallest developments. **With potentially one thousand infill lots available for construction on peninsulas across the county, the same adequate public facility requirements that apply to developments should be applied to infill construction, especially regarding schools, roads, storm water management, etc.** (We also believe that the county itself ought to be subject to the same environmental regulations that constrain every other construction in the project.)

We **do not support** the designation of the proposed **Village Center on the Mayo Peninsula** and ask that it be removed. Our *Envision Mayo* document suggested a small community center and open-air farmer's market in that vicinity. However, allocating more than 50 acres, mostly forested, for a mixed-use development is too large, too destructive of important forest cover, not in character with the surrounding area, and not supported by the community.

We also **do not support** the designation of the **Corridor Management Area on the Mayo Peninsula**. We have been in conversation with the county and state about the improvements needed and supported by the community and hope for continued support for them from the County Executive's office.

Another reason we **do not support the Corridor Management Area designation** is its size. It includes what appear to be runoff and drainage fixes, which we support. BUT it also extends fully into the Water Reclamation Facility, which is enveloped in a Historic Resources designation. A significant portion of this land is environmentally sensitive, designated as wetlands by MD DNR. It crosses a stream, is partially in the Critical Area in two places and within the Perennial Stream 100-foot buffer. With the significant loss of forest cover, ecosystem protections, and the growing frequency and intensity of extreme weather, this land should be put in Conservation to counter the continuing infill development and impending destruction to our designated Greenway. This is a unique opportunity when the County already owns land that can be reforested to help counter Climate Change impacts.

We **do support all of the staff recommendations on the proposed LUCAs and SRs on the Mayo Peninsula**: LUCAs 15, 35, 86, 87, 88, 89, 92, 186, SRs 57, 58, 59, 60. We believe the staff is making the right recommendations for all of these and appreciate their awareness of the surrounding community. We hope that the final land use maps proposed by OPZ and approved by the County Council reflect these actions.

We realize that getting to this point has been a long and challenging journey. Many thanks to all who served on the Citizens Advisory Committee, the staff for their support of the volunteers, and Elizabeth Rosborg for her leadership.

We say again that this Online Open House tool is a huge accomplishment in the service of citizen involvement and engagement. We thank you and all of your staff for making this effort to reach out to us and we look forward to the next phases of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Minahan", with a long horizontal flourish extending to the right.

Matt Minahan, President  
Neighbors of the Mayo Peninsula

CC: Ms. Christina Pompa  
Ms. Cindi Carrier  
Mr. Steuart Pittman  
Ms. Jessica Haire  
Ms. Elizabeth Rosborg





The Honorable Steuart Pittman  
County Executive  
Anne Arundel County, Maryland

September 9, 2020

Dear Sir/Madam,

On behalf of our members and the communities we serve in Anne Arundel County, we would like to take this opportunity to offer comments related to the 2040 General Development Plan in Anne Arundel County. Patuxent Riverkeeper is a private, non-profit watershed protection organization that works at a grassroots level to engage communities and assist them with respect to water quality activism, stewardship, and restoration.

We submit that the 2040 GDP is deficient with respect to provisions for adequate and fair public water access. We believe that there is significant legal, policy and moral basis for Anne Arundel County to provide for public trust stewardship and accessibility for the numerous waterways and navigable waters in the County, as well as low impact recreational use of local waterways by the general public. Anne Arundel County has made some strides in this area in recent years, but needless to say the issues of public access remain complex and layered. Indeed, the topic it has become a contentious political issue as well.

Empowered neighborhoods (including some on the Mayo Peninsula) have historically enjoyed access to the Chesapeake Bay and other local waterfronts, and have lobbied intensely for unique privileges along the peninsulas that has frontage on the Chesapeake Bay using among their arguments their desire for conservation and protection of these areas from willy-nilly public access. Yet these well-established residential areas seek to retain various entitlements enjoyed by the longtime residents who feel a special connection to the water accessible places closest to their homes, in addition to a fear (bordering at times on phobic) of outsiders (non-residents) coming into these small neighborhoods and availing themselves of water amenities that have become highly coveted and highly competitive in a growing County. Demand for public access exceeds available access, and it is a fact that water access is an "equalizer" in Anne Arundel County where clearly some are more equal than others.

The General Development Plan is an opportunity to reassess projected land uses and policies of the County and of course, water access is an important dimension to plan for future contemplated uses. In the current draft GDP, we see there is almost no reference to public water access! That is

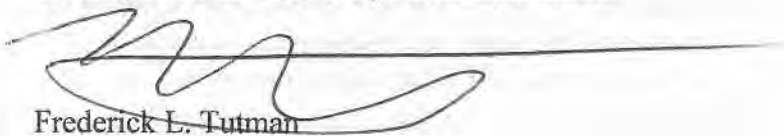
a glaring omission, particularly in light of the considerable attention that has been paid to this problem and this issue over years. Patuxent Riverkeeper participated in a past County Committee that was formed especially to review and address the problems of public access through various recommendations to the County establishment--but a lucid and very comprehensive plan contained within the GDP would set the stage for more access equality within the county. That is not likely to happen unless the GDP addresses the issues specifically and explicitly.

Members of our organization that have raised objections to ongoing and predicated use of public funds allegedly being diverted to repair and maintain private amenities while underfunding public ones. This of course breaks faith with citizens by essentially reinforcing policies that go back to pre-integration standards when the segregation of beaches was much more obvious because race was at its heart. Now, we would argue that "class" has become the dividing line between have and have-nots when it comes to water access in the County. The current draft of the GDP gives momentum to the creation of an "accessible" class of water users with extraordinary access not enjoyed, albeit subsidized by the general public.

Other objections amongst our members have been raised to the concept of "Peninsula Privilege" which is raised in the GDP. This supernumerary class of residential entitlement that essentially confers particular privileges on people relies upon some citizens and not others! It is an approach that essentially awards such citizens perquisites that the county is obliged to administer for the benefit of all not just those citizens who enjoy Peninsula privilege. The introduction of this concept into the GDP literally creates a fresh class of water accessible citizen based upon their ZIP Code, address, and/or residential status. Shocking really.

Anne Arundel County has an opportunity to write an egregious wrong that is persisted in one form or another for many decades within the County. The notion of equalizing water access privileges among residents reflects a sensitivity to environmental justice equity and inclusion for all. And granted this may require some change in paradigms among at least some County residents who have long enjoyed privileged access to resources that quite frankly, never belonged to them in the first place and never will. These are in fact public trust resources. Conferring private access benefits on privileged citizens to public trust resources is a huge disappointment—and we would urge you to review and revise and upgrade the explicit references to public access contained within the 2040 GDP.

Thank you in advance for your consideration.



Frederick L. Tutman  
Riverkeeper, CEO  
Patuxent Riverkeeper  
Patuxent Riverkeeper Center  
17412 Nottingham Road  
Upper Marlboro, MD 20772  
855-725-2925



The Honorable Stuart Pittman  
County Executive  
Anne Arundel County, Maryland

September 9, 2020

Dear Sir:

These comments are in response to the draft Anne Arundel County General Development Plan for 2040. On behalf of concerned citizens in the Anne Arundel community of Lothian, we would like to bring to your attention several existing problems in the zoning laws--as it relates to "Sand and Gravel Mines" operating within the County versus "Reclamation Sites" and "Rubble Fills sites" All are types of surface mines that create intense local impacts on land, road, and communities—yet they are regulated very differently, unevenly, and the rules/laws concerning them are interpreted loosely at times.

Anne Arundel County clearly does require Sand and Gravel Pit operators to apply for and acquire a zoning Special Exception that among other limitations requires that such ventures have a finite term of operation and a projected closure date: effectively limiting the tenure of such highly invasive and ecologically damaging business ventures. Notably the operators of Sand and Gravel ventures within the County are required to have special exceptions that regulate the amount of truck traffic, hours of operation, and various other aspects of the intensity of the operation as it relates to the surrounding residential neighborhoods and the use of public resources like County roads. But in Anne Arundel County, once a site has been exhausted for Sand and Gravel mining purposes, the operators are allowed to reclassify themselves as "Mining Reclamation or Recycling sites" and then are allowed to bring in "Rubble" Waste products and other inert material to fill in the excavation and land that was exhausted earlier for sand and gravel mining purposes.

However once the site relinquishes its status as a Sand and Gravel site, the Anne Arundel County zoning rules are confusing with respect to whether a special exception is needed for Reclamation

sites and Rubble fills. For example, a Reclamation site, which by degrees could be a much more intensely operated site compared to a Sand and Gravel mine-- typically could have no requisite sunset date, no trucking limits, and no special exception required! County regulatory standards for these sites are only loosely adhered to, while State compliance rules focus on very narrow aspects of the sites such as whether there are discharges to surface or ground water. There are almost no regulatory standards being brought to bear on the very foreseeable local impacts of rubble or reclamation sites such as noise, the importation of toxic waste, and various other troublesome aspects of these operations, at least to the extent that County regulatory oversight could curtail some of the more noxious impacts of too many trucks, too many toxics, cumulative impacts of all the nearby facilities on the neighbors and more. There seems to be a presumption that the State of MD regulates these sites. But actually State regulatory diligence is very low and very narrow. Consequently, the County presently does not regulate these mining enterprises in any meaningful fashion or even monitor what is actually being disposed of in these reclamation sites. It is entirely left up to the operators and their profit-based expectations to determine how to use the site infinitely and unrelentingly regardless of the deleterious impacts on the surrounding neighborhood. Clearly these are enforcement issues and problems, as well as deeper problems of statutory interpretation.<sup>1</sup>

Surely we do not have to point out the irony that a Sand and Gravel site leased along Sands Road is actually a gateway to subsequent and almost unlimited growth of industrial “reclamation” activities within rural residential communities. Residents typically lack the County zoning or legal tools they would need to challenge or hold these sites accountable for the abuse of the community and the environment that follows-- including road safety issues, public health problems, speeding trucks, undisclosed dumping, and any number of other very unacceptable uses that are incompatible with the use and enjoyment of the neighbors. What began a few years ago with a few Sand and Gravel sites there along Sands Road has now ripened into a neighborhood that is now overwhelmed by the various reclamation and mining uses that have proliferated and metastasized there among residents living along a purported rural historic road.

Likewise, the County has a historic and scenic Road program and roster--Sands Road is listed on it. However, the designation has proven to be all but meaningless for the purposes of protecting the community of Lothian from the daily onslaught of trucks while destroying the rural ambience of the neighborhood and the pastoral atmosphere on the roads. Meanwhile, the [2018 OPZ report](#) on the scenic roads recommended as follows:

*"A regular process for re-assessment and reevaluation of the roads list should be established, perhaps as part of the General Development Plan every 8 years".*

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Given this list was adopted more than a decade ago, consideration should be given to updating the official list and its classifications, to account not only for changes that have occurred since adoption, but also to address known or potential omissions from the original report and adopted Roads List under which we operate today." Sands Road and vicinity

Generally, citizens are rather defenseless under the power of County law to effectively react to, predict, have any say over, or even access to any actual due process that would allow them to get full disclosure or control over what's being done in their midst to the land, the neighborhood and the nearby river. Residents must put up with this intolerable set of circumstances potentially, indefinitely due to the lack of cogent rules to control and regulate these sites. A 2015 Health Impacts Study conducted the University of Maryland, documented that these health impacts in Lothian are genuine, verifiable and measurable.

The Sand and Gravel uses are likely to be viewed as moderate or less impactful uses initially because of the initial requirement to go through public disclosure, public hearings and a zoning hearing examiner's review (all good things!). But thereafter the sky-is-the-limit with respect to increased impacts, unlimited burdens, and various incompatibility problems with surrounding residential uses—with the exception of course of enforcement of traffic rules which a County Traffic study/analysis produced in early 2020 has revealed to be arduous, difficult and impossible to maintain given the growth of trucking traffic in the region. While the County is unable to limit the number of trucks linked to a reclamation site under current laws, it is left with offering illusory and ineffectual support to citizens by putting up more traffic signs, issuing warnings and citations for speeding trucks, and in some cases funding repairs to rural single bridges along those same byways-- that were never designed to hold industrial traffic at all-- but rather scaled and designed to serve residential farm and rural uses.

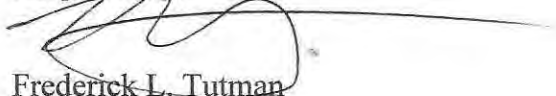
This state of affairs in Lothian is a classic environmental justice problem. The gap in zoning standards or guidance lends itself to the existence of "sacrifice zones". Essentially areas where diligence and justice are disproportionately low. It is small wonder that U.S. Environmental Justice Database reflect Lothian as an area with higher than average cancer rates, and various OTHER disparities. The County's zoning scheme and lack of diligence here has actually created a sacrifice zone! The existing scenario pits relatively ill-equipped citizens, (some with deep and long-standing ties to the residential community) against affluent business interests and then subordinates their rights as citizens to the whims or profit expectations of any and all industrial operators who choose to procure mining and disposal sites inside of the community.

In the context of the GDP review, we would urge you as a matter of simple justice, common sense (and a better GDP) to sunset some of these highly industrial intensive uses along Sands Road that have threatened the safety and health of residents in this community for over 50 years with no end in sight--and with every likelihood that the culture of the County now reinforces Lothian/Harwood as a destination for unaccountable, unregulated disposal and mining uses that virtually nobody would want in a residential community if the true impacts were being reviewed, weighed, and considered.

The solution we propose is for the County to create a fresh definitional basis and clearer (less ambiguous) standards for reclamation/recycling facilities that subjects them to deeper review of their impacts on the host community. Updated zoning codes and deeper zoning enforcement can provide a basis for citizens and the County zoning review process to review and regulate these sites such that they can conform and co-exist with the use and enjoyment of the taxpaying residents in Lothian. Unlimited trucks and industrial uses is not a recipe for residential use and enjoyment at all. In effect it creates a stigmatized destination in the County where surface mine operators can pretty much do as they choose--once they have transitioned from Sand and Gravel mining operations to reclamation instead. The profits were made, the community surrounding these enterprises have been scarred and disenfranchised. And the County got some industrial tax revenue? Everything about the cradle-to-grave existence of these sites is onerous, unfair and unjust to the residents and the solution lives within better scholarship and diligence within the zoning rules.

On behalf of sick, tired and suffering citizens in Lothian, we urge you to cure these loopholes and zoning enforcement blind spots that exists within Anne Arundel County zoning matters and that consign the future of Lothian as destination for trucks, toxics and used unwanted anyplace in the County.

Respectfully,



Frederick L. Tutman  
Riverkeeper, CEO  
Patuxent Riverkeeper  
Patuxent Riverkeeper Center  
17412 Nottingham Road  
Upper Marlboro, MD 20772  
855-725-2925

# South County Public Boating Center

Every child should grow up with the water

**A vibrant public center for youth boating training, youth marine trades vocational training and public water access for all based on existing county land and facilities**

## Thornell Jones, Project Chair

The Chesapeake Bay is the birthright of everyone who lives in Anne Arundel County. Every child must grow up with the Bay. However, the Bay is out of reach for most people, including our children. Eighty percent of the people of Anne Arundel County do not live in waterfront homes or water privileged communities. The South County Public Boating Center at South River Farm Park will bridge the public water access gap with opportunities for youth and public water access for all.

The South County Public Boating Center (SCPBC) will provide critically needed youth boating and youth marine trades training. South River Farm Park is a 184 acre county public park on the South River. The county bought the park in 1985 and opened it to the general public 30 years later in 2015. South River Farm Park's easy access to the sheltered waters of Selby Bay and Ramsey Lake and the existing barn, parking area and fields make it an ideal home for youth boating, youth marine vocational training and general public water access.

**1) Youth boating training:** Children quickly learn boating skills. Selby Bay is an excellent location for youth sailing and small motorboat classes. In fact, a local community already has small sailboat classes in Selby Bay. Selby Bay and Ramsey Lake are excellent locations for children to learn and practice kayaking, canoeing and stand up paddle boarding. It will take nominal investment to improve an existing flat path to the water from the existing interior park road to Selby Bay. The existing barn will store equipment. Boat racks for small sailboats and dinghies will be near the existing greenhouse. The existing parking lot will support this activity.

**2) Youth marine trades vocational training:** Marinas and boat ownership are key parts of Anne Arundel County life and the local economy. However, there is a shortage of skilled marine trades workers and no structured training available for youth to enter marine trades careers. The South County Public Boating Center will be a venue for the necessary structured hands-on training for youth to explore and enter marine trades careers. Local sailing organizations already support classroom marine trades education and will expand support to hands-on education.

**3) Public water access for all:** The South County Public Boating Center will provide public water access for paddlesports, fishing and wading. Kayakers and stand up paddleboarders already land at South River Farm Park from Selby Bay and the South River. Minimal improvements to the existing Selby Bay access path will allow them to launch from the park. Selby Bay and Limehouse Cove have excellent sandy bottoms for people to wade and splash in the water. People shore fish and crab now in the park. Renovation of the Limehouse Cove pier will expand fishing and crabbing. The general public will have full access to the park, including water access points, parking lot, fresh water and toilets, without affiliation with the SCPBC.

**Partners:** Blacks of the Chesapeake, The NAACP of Anne Arundel County, The Caucus of African American Leaders  
**Proposed Partners:** Anne Arundel County Department of Recreation and Parks, Anne Arundel County Public Schools, Eastport Yacht Club Foundation, Eastport Yacht Club, Annapolis Yacht Club, Severn Sailing Association, West River Sailing Association, Annapolis Maritime Museum, Marine Trades Association of Maryland

**Timeline:** 1) Create paddlesports launch onto Selby Bay by October 2020 2) Work with partners to create youth boating skills training for Summer 2021 3) Work with partners to create youth vocational skills training for the 2021-2022 school year.

September 10<sup>th</sup>, 2020  
Re: Plan2040, Anne Arundle County  
Re: Zoning change for SR-50, R2 to Rural

Senator Reilly, County Executive Pittman, District 5 Representative Fiedler, and Anne Arundel County Zoning:

I am the President of the Burley Creek Community Association which represents the 130 or so homes in the Beechwood on the Burley subdivision. I have had extensive contact with my community members and the President of the Whitehall Beach Community Association. Our consensus is in strong opposition to both the proposed rezoning from Low Density Residential to Rural and the methodology employed to convey the proposed change.

Respectfully, the community engagement plan listed on your website provides a very nice picture, however, your execution and delivery of an open comment period appears to be designed to minimize community input. The letter to property owners was dated August 26<sup>th</sup>, 2020, and delivered via post over the Labor Day Weekend, informing of a comment period which closes September 10<sup>th</sup>, 2020. While you have generously provided five days of written notice to property owners soliciting comments, your Plan2040 website notes a comment period of August 5<sup>th</sup>, 2020 through September 10<sup>th</sup>, 2020. Intentional or not, this written notice does not afford the community ample time to review the necessary information or provide thoughtful commentary on your proposal. In that regard, I have walked the neighborhood to solicit commentary and inform residents of their options to provide input. This has returned both a sentiment not favorable to the notification letter or the comment time period as well as potentially detrimental feedback regarding our elected leaders at the local, county, and state level and further has not garnered support for the proposed changes.

As to the matter at hand, which is the rezoning of our community from R2 to Rural, we again strongly oppose this proposal. We are a small subdivision amongst a wonderful, and yes rural, peninsula which is home to farms, estates, and the well hidden communities of Whitehall Beach, Pleasant Plains, and Beechwood on the Burley. The surrounding agricultural areas, namely the two sod farms, are exclusive of the residential communities located here. We are communities whose density is typical of a residential community with homes on a quarter to a half an acre with no farms or agricultural activity.

We, specifically in Beechwood on the Burley, are bounded by the creeks of Burley and Little Burley. We are a community of 36 waterfront homes and 94 additional homes. We love our neighborhood; its secluded area is a significant attraction. We love and respect our environment and we continue to take action to protect the Chesapeake Bay. We are currently zoned R2 and the great majority of homes are non-conforming to the current designation which limits density to one dwelling per 20000 sq ft. We are not R1 (1 per 40k sq ft), nor are we RLD (1 per 5 acres). A designation of Rural, three categories down the spectrum, calls for 1 home per 20 acres with a minimum lot size of 40000 sq ft. (Defined below from AA Co Website). From the letter provided by the county, it is unclear how our community fits this new classification when, in fact, the great majority of lots in our community are less than 13000 sq ft, which is classified as undersized and remains less than the designated size for individual septic.



As the comments in the Plan2040 site are limited to 250 characters, please let me further express our concerns. We hope that our elected officials and their appointees may shed further light on the following topics affected by the proposed rezoning:

Members of our community have purchased properties which require improvement. The R2 setbacks and lot coverage in the critical area are currently difficult to conform with. Further designation of rural would be detrimental to any proposed improvements based solely on setbacks and lot coverage. We have paid R2 taxes since our inception. We have purchased homes and continue to pay our taxes in order to protect our rights to improve our homes to fit the character of the neighborhood and the needs of our families. Are we grandfathered in at the R2 setbacks and lot coverage?

In the last 14 years, the effects of significant water usage by the adjacent agricultural activity of the sod farms have driven changes in the water table allowing for salt water infiltration. The drilling of residential wells has gone from 60 feet to 150 feet to now over 350 feet deep to avoid Bay water infiltration. Bay water is brackish and not potable, compromises water conditioners, destroys piping and fixtures, and continues to affect a larger and larger percent of the peninsula. At some point, the county may have to provide public water to our area. Have those making decisions considered the effect of rezoning on the budgeting, planning, and provision of public utilities?

If Plan2040 is geared to protect the environment, yet the rationale for the rezoning is “No public sewer,” has the county considered the implications of aging septic systems? It should be brought to your attention that by the water, folks have paid to install nitrogen septic systems and have endured additional taxes to protect the Bay. Further, we pay taxes for solid waste, however, enjoy no benefit of waste disposal. The assertion that downgrading our zoning would protect the environment may be incorrect rhetoric, as aging and potentially failing septic systems may leech into the bay in lieu of County support. With current lot sizes, required square footage for septic replacement, and the new zoning, the County may need to provide public sewer in the future or face further environmental damage from those unable to update or upgrade their systems.

As to the justification for the zoning recommendation, that the rezoning to Rural is “consistent with the No Public Sewer Service Area and the Peninsula Policy Area,” and that the changed zoning is “compatible with the surrounding planned land use,” this clearly needs further explanation. We look forward to the well advertised and well attended public forum which the County intends to provide. More to the point, the homes in our area do not fit the definition of rural, contrary to the letter from the county. We are a small lot community and do not fit the definition of your Rural and Agricultural Policy Area, whereas the community of Amberly is a similar community, however, has not been proposed to change from R2 to Rural.

**Rural and Agricultural Policy Area:** These communities are characterized by large lot residential areas, farms and very limited commercial and industrial areas outside of the Priority Funding Area (PFA). These areas are served by private septic systems. Development is limited to protect the rural and agricultural heritage and economy and limit the costly extension of public facilities and services. Example: Davidsonville

Currently, we do not accept the decision to rezone our community. There has been no reasonable rationale to rezone provided, but for the inferred limitation of provision of future public utilities and increased revenue generated by variance applications. Allowing our community to remain an R2 zoned community while keeping the surrounding agricultural lands zoned as such would limit development and achieve the environmental protection intended by the Plan2040. We appreciate in the future a more direct communication and do not appreciate the manner in which this proposal has been handed out. Thank you for your time and consideration. We look forward to being part of the ongoing discussion prior to formal decisions and any rezoning becomes finalized.

Kindest regards,



Peter L. Dixon  
President, Burley Creek Community Association  
peterldixon@gmail.com  
732-829-6108

### **Anne Arundel County Zoning Classification Guide**

<https://www.aacounty.org/departments/planning-and-zoning/zoning/zoning-classifications-guide/>

#### **RA - Rural Agricultural**

This district is generally intended to preserve agricultural lands and provide for very low-density rural single-family detached residential development at a subdivision density of approximately 1 dwelling unit per 20 acres (see Code for exact formula). Minimum lot size is 40,000 square feet. Maximum lot coverage by structures is 25%. Maximum height is 45 feet.

#### **RLD - Residential Low Density**

This District is generally intended for low-density rural single-family detached residential development at a subdivision density of 1 dwelling unit per 5 acres. Minimum lot size is 40,000 square feet. Maximum lot coverage by structures is 25%. Maximum height is 45 feet.

#### **R1 - Residential**

This District is generally intended for low-density suburban single-family detached residential development at a subdivision density of 1 dwelling unit per 40,000 square feet. Minimum lot size is 40,000 square feet. Maximum lot coverage by structures is 25%. Maximum height is 45 feet.

#### **R2 - Residential**

This District is generally intended for low-density suburban single-family detached residential development at a subdivision density of either 1 dwelling unit per 20,000 square feet (no public sewer) or 2.5 dwellings per acre (with public sewer). A minimum lot size is 20,000 square feet if not served by public sewer, 15,000 square feet is required if served by public sewer. Maximum lot coverage by structures is 30%. Maximum height is 35 feet.

September 10, 2020

The Honorable Steuart Pittman  
County Executive  
Anne Arundel County, Maryland

Dear Sir:

These comments are in response to the draft Anne Arundel County General Development Plan (GDP) for 2040. The Public Water Access Committee is a broad-based group of volunteer “wet feet” activists who work to improve public water access in Anne Arundel County and the Chesapeake Bay.

The 2040 GDP will set county land use policy for the next 20 years. As is discussed below, the draft GDP lacks any mention of public water access, lacks any funding commitment for public water access, misclassifies our public waterfront parks as Conservation areas to be "(u)sed for conservation purposes in perpetuity" and wrongfully sets up a “Peninsula Privilege” that will effectively block basic park improvements for the next 20 years. The county can and must do better.

**1) The final GDP must acknowledge the lack of public water access and plan for solutions for that deficiency.**

The draft GDP does not mention public water access. The draft GDP has no goals nor plan for achieving more public water access. Lack of public water access is a critical deficiency in Anne Arundel County. Eighty percent of the people in Anne Arundel County do not live in water-privileged neighborhoods or in waterfront homes. Public facilities are scarce and inadequate for the county population. For example, Anne Arundel County has more trailered boats and fewer public boat ramps than any other county on the Bay in Maryland. (See attached analysis.) In 2015 there were 9,506 trailered boats registered in Anne Arundel County. There has been a 2020 pandemic boom in boat sales. There are still only four public boat ramps in Anne Arundel County for more than 9,000 trailered boats. In contrast, in 2015 Dorchester County had 1,267 trailered boats and 23 public boat ramps. There are only three public swimming beaches in our county. Unless we can squeeze into those three crowded public swimming beaches, our vaunted shoreline is beyond the reach of the eighty percent of us without access to a private community beach or waterfront home.

**2) The final GDP must plan to fund public water access. Now, the haves get more and the have-nots pay for that more. That status quo must change.**

The county must build public boat ramps, public swimming beaches and other public water access improvements instead of diverting public dollars for private benefit. Loch Haven, a subdivision next to South River Farm Park, is getting \$129,000 to fix its private community beach. Next door, South River Farm Park gets nothing for public water access improvements. Cape St. Claire is getting \$250,000 from the state Waterway Improvement Fund (WIF) for "beach nourishment" of its private community beach. Meanwhile, mature hardwood trees are falling into Rock Creek at Weinberg Park. WIF money comes from big boat excise taxes and is meant for public boat ramps. The county must use public funds for public water access instead for private water access improvements for the well off and well connected.

**3) The final GDP must classify public waterfront parks as “Public Use” rather than “Conservation”.**

The draft GDP map shows that our public waterfront parks are systematically misclassified as “Conservation”. That misclassification will lead to struggles over public access and public use.

“Conservation” sounds innocuous – until you dig deep into the elusive definitions. "Conservation" is defined as “Publicly and privately-owned lands where primary function is conservation in perpetuity”.

That is wrong. The primary function of our waterfront parks is public use, not conservation. Our waterfront parks were bought with state Program Open Space (POS) and federal Land and Wildlife Conservation Fund (LWCF) grants. Those grants of public money have public strings. The county must use the land bought with POS and LWCF for public access. Our waterfront parks must be properly classified as “Public Use” in the final GDP.

**4) The final GDP must eliminate the “Peninsula Privilege”.**

The draft GDP contains a “Peninsula Privilege” that will block basic improvements to our waterfront parks. Peninsula Privilege gives special traffic protection and special development protection to the most affluent areas of the county. Traffic and development protections must be applied evenly and fairly across the county, instead of giving special privileges to the already privileged.

Thank you for this opportunity to comment on the draft 2040 GDP.

Regards,

Lisa Arrasmith, Chair  
The Public Water Access Committee  
<https://www.facebook.com/aapwac>  
[waterbug@smart.net](mailto:waterbug@smart.net)

attachment: Trailered Boats and Public Boat Ramps

# Trailered Boats and Public Boat Ramps by County

Anne Arundel County	4 public boat ramps 9,506 trailered boats
Baltimore County	12 public boat ramps 8,836 trailered boats
Dorchester County	23 public boat ramps 1,267 trailered boats
Kent County	20 public boat ramps 763 trailered boats
Queen Anne's County	12 public boat ramps 1,750 trailered boats
Talbot County	20 public boat ramps 1,391 trailered boats

Data Source:  
Maryland DNR website boat ramp lists by county  
Maryland DNR 2015 trailered boat registration statistics

**September 14, 2020**

**Dear Ms. Simmons**

**We have become aware of a Planning & Zoning staff recommendation to change the zoning at our home on 713 Red Cedar Road, Annapolis, Md, 21409 from it's current R-2 to Rural. We have already cast 2 votes to oppose this change.**

**Our principal concern is this: We bought this house in Novemeber 2017. It is a very small house being 1240 square feet with 2 very small bedrooms. Realizing this we are endeavoring to add a second story to the existing structure. Under the county requirements for critical area waterfront properties we are limited to a 50% increase over the existing house footprint. Or 620 square feet with no additional bedrooms or bathrooms. To even make this limited addition, we had to replace our existing septic tank with a BAT type. Working with the AA county health department, it still took us an entire year to accomplish this task.**

**To meet the already very stringent AA county building code applicable to critical area properties, we are in the process of hiring a local county architect in order to obtain a second story design with AA county building department requirements. So why are additional setback requirements necessary to be implemented at this time?**

**In short, how in any way, does this proposed planning and zoning change affect the work which we have underway? That is our core concern regarding this change.**

**But we have other concerns. As retired long time Federal employees for a regulatory agency, the notice of these very significant changes strikes us as incredibly short. Ordnarily on the Federal side these type changes are pulished for public review and comment for at least 60 days. Here it seems at best like a very few days.**

**Next. Whitehall Beach does not have city water and sewer. We all have our own water wells and septic systems. How do these changes affect the future prospects for city water and sewer.**

**Next. These houses are are basically built and in place now. There aren't any empty water front lots of which I am aware. If the planning staff contends that Whitehall Beach is at full capacity --- yes it seems to us that it is, then, what is the purpose of rolling back to a lower level of zoning (rural) ---- since this area is clearly not rural. It**

**was rural back before subdivision and building began in the 1950's. In a word, what is the problem being solved for which the zoning change is the answer? We are at a loss to understand that.**

**Sincerely**

**Patricia and Dennis Rathbun  
713 Red Cedar Road  
Annapolis, Maryland  
21409**

## **Plan 2040, the Environment, and Habitat Protection**

So far, it appears that Plan 2040 (the “Plan”) will constitute a major advance over the 2009 General Development Plan in terms of most of the major issues of land use planning for the County. There is one aspect, however, in which it continues to fall somewhat short: the way in which it addresses environmental protection. To be sure one of the “themes” of the Plan is “Resilient and Sustainable Communities,” a theme that speaks of “protecting the natural environment,” “efforts to reduce stormwater runoff,” striving “to achieve net zero greenhouse gases,” and other laudable environmental goals. And, to be sure, the Plan includes a “Resource Sensitive Policy Area” overlay map, that delineates some major environmental features in particular need of protection. Nevertheless, the Plan says nothing about how the County should go about protecting those areas. Moreover, it fails to discuss the means by which its environmental goals—in particular the goal of protecting sensitive habitats of animals, fish and plants—are to be built into land use decision-making so as to assure they are actually achieved.

In the first place the Resource Sensitive Policy Area falls well short of identifying all the sensitive areas that might be affected by the County’s land use decisions. The Critical Areas law, as originally envisioned called on the County to “inventory or map” all habitat protection areas. Those expressly included waters in which anadromous fish spawn or have historically spawned. That must certainly include the headwaters of virtually every tidal creek in the County. These areas serve as the canary in the coal mine for environmental quality. Their compromise is always an indicator of some greater environmental harm going on upstream—greater and too often irreversible.

The County is spending hundreds of millions of dollars to restore creeks and streams in order to meet its responsibilities under the Chesapeake Bay TMDL. There is even a hope that these restoration efforts will be successful enough to bring spawning fish back to now-sterile tributaries of the Chesapeake. The problem is that there is no mechanism that assures that decisions about development outside the critical area will take into account the potential effects of those decisions elsewhere in the watershed. If we do not focus attention on those potential effects, we risk making decisions that will undermine the work being done to restore these streams.

The County actually commenced an effort to create a map of all habitat protection areas shortly after the passage of the Critical Areas law, but seems to have abandoned it almost immediately. Today, the County’s consideration of habitat protection areas is limited to requiring developers that wish to build in the Critical Area to indicate on their plans whether the development will affect a habitat protection area; to refer all such plans to the Department of Natural Resources with a request that it identify any habitat protection areas in the vicinity of the proposed development; and to ask the Critical Areas Commission for its comments. Other than that, the County’s decision-making process appears to include no express requirement to consider the possible effects of a development on sensitive environmental areas . . . other than requiring that new developments meet applicable stormwater control requirements, too many of which are inadequate to deal with increased storm activity resulting from climate change.



A couple of examples from the current draft of Plan 2040 illustrate this point. The Earleigh Heights Volunteer Fire Department has requested in LUCA-94 that its property be reclassified from Low Density Residential to Commercial. The property in question is currently mostly unpaved. It sits at the top of hill that drains into Old Man Creek, a tributary of the Magothy that once supported spawning anadromous fish and is therefore a habitat protection area. Converting a large part of this property to commercial use would obviously add considerable impervious surface, which in turn would very likely have an adverse effect on Old Man Creek.

The Office of Planning and Zoning's recommendation says nothing about this in its summary recommendation. To its credit, the Office does not support the proposal, but recommends that it be deferred to the Regional Planning process. The summary recommendation says nothing about possible negative environmental consequences, and we can only believe that under current practices little or no attention was paid to them. We recognize that the community will have an opportunity to raise environmental concerns later in the process, but we would have preferred that the staff recognize them now, perhaps even opposing the change in land use on environmental grounds.

Proposal SR-32 is another good example. It deals with an area of land bordering on the feeder stream of Lake Waterford. Some of it is currently zoned Residential, some Commercial, and some Open Space. The staff recommends that this land be designated Commercial. Its basis for that recommendation is not incorrect, but seems incomplete. It points out that some of the area is already commercial and is being used that way; and that it is adjacent to a large area zoned commercial. What is missing is the recognition that increasing the commercial activity in this area would almost inevitably adversely effect Lake Waterford, which is already severely damaged and on which the County is now spending large amounts of money in efforts to restore it to public use. At a minimum, we believe there should be a process for recognizing and accounting for environmental concerns that would have informed this recommendation.

The point of these examples is to illustrate our belief that both the current process for making land-use decisions and the Plan fall short in efforts to protect the environment. What is required, we believe, is a clear process that will require County decisionmakers to consider the environment when making decisions about land use—a process that would require that planners and decisionmakers take environmental consequences under consideration—and that they do so clearly, explicitly, and transparently. Without that, we believe Plan 2040 will fail to achieve its avowed environmental goals.

Arundel Rivers  
Magothy River Association  
Severn River Association  
Patuxent RiverKeeper  
Advocates for Herring Bay  
Parker Creek Coalition  
Davidsonville Area Citizens Association  
Generals Highway Council of Community Associations

Richard Falk  
Ann Fligsten  
Robert Gallagher  
Tom Lewis  
Jim Lyons  
Russell Stevenson

Landmark Property LLC  
c/o Ted Krauss  
16 Maryland Ave.  
Annapolis, MD 21401-1611

Phone: (410) 266-7700  
Email: takrauss@krausswhiting.com

September 10, 2020

Mr. Mark Wildonger, AICP, Senior Planner  
Anne Arundel County Office of Planning and Zoning, Long Range Planning Division  
2664 Riva Road  
Annapolis, MD 21401

Dear Mr. Wildonger and other interested persons:

This letter is to urge that Plan2040 designate the land use of the properties highlighted in yellow on the accompanying Map A as Commercial (see enclosure). Currently they are designated as Low Density Residential.

I refer to these properties as the "Willow Road Neighborhood." Earlier I submitted a Land Use Change Application (LUCA 26) concerning nearby properties. My wife and I own these properties through a single-member Maryland limited liability company named Landmark Property LLC.

The Willow Road Neighborhood's worst kept secret is that I have been working since 2012 to assemble these and adjoining properties for future development. The enclosed Map B shows the properties that Landmark currently controls through direct ownership or pending transactions (highlighted in orange). Landmark holds recorded deeds on Parcels 156, 520, 157 and 163. Landmark also has purchase contracts on parcels 158, 159 161, 183 and 413 at various stages of final negotiations. All are expected to close by early 2021.

The remaining five properties (highlighted in green) in which I have no current interest include three houses (P.367, P.497 and P.701) and two unbuildable lots (P.702 and P.703). A small garage, unsuitable for residential occupancy, stands on P.703, the remnant of a home condemned long ago for Route 50 expansion. The owner of P.701, my friend, has a contract to purchase P.702 from MDOT/SHA and I am providing financing for that purchase.

Having closely observed all these properties and personally knowing the owners and occupants for nearly a decade, I believe that I am uniquely qualified to comment on the factors affecting the Willow Road Neighborhood and its long-term prospects.

**Current ownership and occupancy.** The current owner-occupants of the three houses not controlled by Landmark Property are all baby boomers or older. Looking forward to 2040, these properties are certain to change ownership within the next few years. While I have not and will not pressure any of these owners to sell, they know that I am a potential buyer.

**Character of the neighborhood.** The Willow Road Neighborhood and surrounding residences used to be a real neighborhood. Today's long-time owner-occupants claim that that all changed years ago with the expansion of Route 50 and the construction of the off-ramp to Bestgate Road northbound. Inclusive of my property on P.159, the Willow Road Neighborhood includes only five houses and that is all it will ever be. These houses are in various stages of deterioration. One of the five owner-occupied houses reportedly has no electrical service, no running water and no heat. In my opinion as an experienced preservationist, the cost of general restoration of these houses as they depreciate further would never be economically feasible. I would encourage planners to take a drive down Willow Road to see the situation for themselves. This is not really a neighborhood, just a cluster of five orphan houses, resulting from commercial development to the north and east and highway construction to the south and west. If the properties are not assembled and developed commercially between now and 2040, I predict that their condition will continue their decline.

#### **Infrastructure.**

- a. **Roads.** Ridgely Avenue was more heavily traveled prior to the expansion of Route 50 and the construction of the Bestgate Road off-ramps than it is today. Ridgely Avenue can easily handle the limited commercial development resulting from this land use change.
- b. **Water.** The City of Annapolis provides water to the Willow Road Neighborhood. Recently I tried to obtain a new water meter for one of my properties and determined that the City refuses to make new connections. The necessary water pressure for firefighting is apparently a matter of concern. Commercial development would justify the capital investment for Anne Arundel County to offer water services to these properties.
- c. **Wastewater.** The five houses in the Willow Road Neighborhood are all on vintage septic tanks of questionable functionality (this, a little more than 1,000 feet from Weems Creek). Commercial development would justify the capital investment for Anne Arundel County to extend sanitary sewers to these properties.

These five residences of the Willow Road Neighborhood are all small houses on large lots. This situation prompts the question, how can it be sound land planning not to provide a long-term path to more efficient and environmentally friendly use?

#### **Summary and conclusion.**

Given the high capital costs of development in today's world and the unsuitable residential environment in the cluster of houses, it is most unlikely that any developer would construct low density housing of sufficient value to recover such capital costs. Also, only through land assembly and commercial development can these properties achieve the scale necessary to justify the costs of bringing in new sanitary sewers and fresh water lines.

Land assembly offers the opportunity to do good in pursuit of doing well. Take, for example, the case of the property at 12 Willow Road (the owner-occupied house with no water and no electricity or heat). While I am incentivized to purchase that parcel as part of my long-term plans, I am also sensitive for the need to buy it before the 58-year old owner spends another winter in an unheated house. My deal with him is that he must arrange appropriate new housing and hire a fiduciary to handle his finances prior to me closing.

Long-term planning requires the ability to make educated assumptions about the future in order to see over the horizon. The clues concerning the destiny of the Willow Road properties are all there. In 20 years, the mere 2.24 acres of the neighborhood will not survive as low-density housing.

Land use designations should also address general, broad issues. Zoning addresses the specifics. The reality is that there is a shortage of commercial space north of West Annapolis and west and east of Bestgate Road. Accordingly, for all of the reasons cited above, I urge that the Willow Road Neighborhood be designated as Commercial in the 2040 general plan.

While the specific commercial use for these properties cannot be determined at this time, it will surely be higher and better 20 years hence than continuing as Low Density Residential.

Thank you for your consideration.

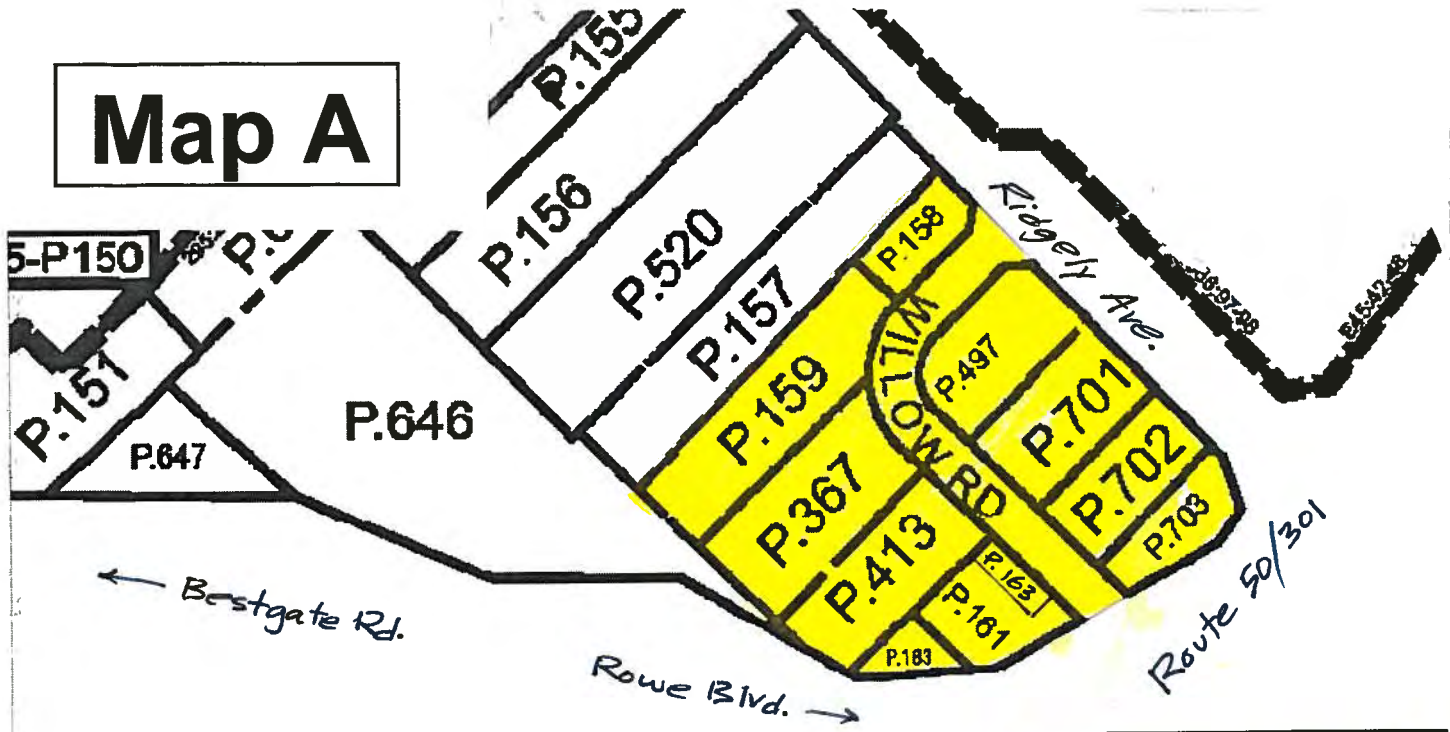
Sincerely,  
Landmark Property LLC



Theodore A. Krauss, manager

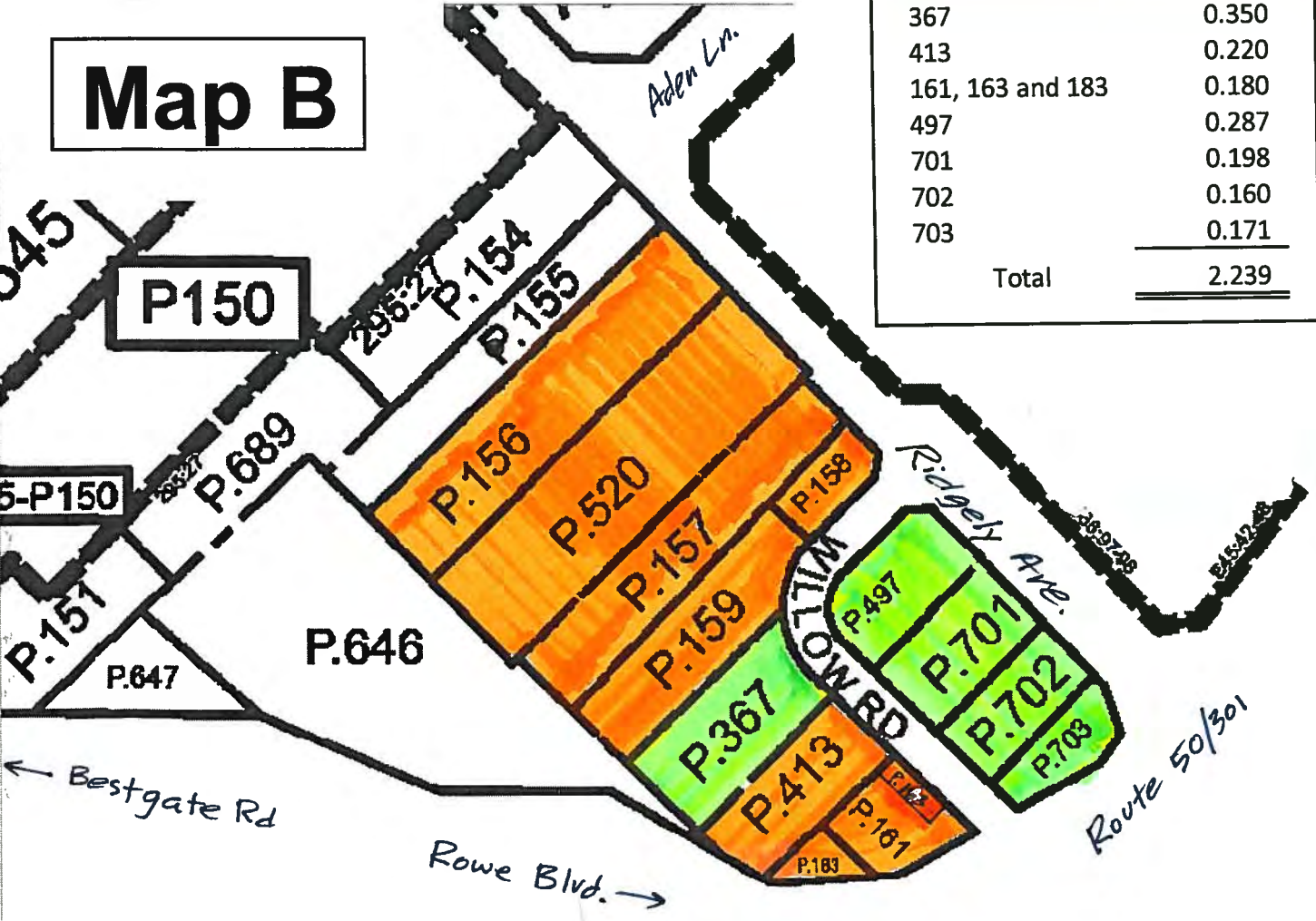
Enclosure

# Map A



Yellow-highlighted Land Area	
Parcel(s)	Acres
158 and 159	0.673
367	0.350
413	0.220
161, 163 and 183	0.180
497	0.287
701	0.198
702	0.160
703	0.171
<b>Total</b>	<b>2.239</b>

# Map B



**Crain West Community Association, Inc.**  
**PO Box 398**  
**Millersville, MD 21108**  
**crainwestmail@gmail.com**

September 5, 2020

County Executive's Office  
ATTN: Steuart Pittman  
44 Calvert St  
Annapolis, MD 21401

Re: Plan 2040 Land Use Zoning and Crain West Open Space Agreement

Dear County Executive Pittman:

The 2009 Land Use Plan has a section labeled Natural Features and the Plan 2040 Land Use has proposed changing the land use to Commercial. The section should remain as Natural Features/Conservation (See yellow circled area on attached Exhibit "A".)

Crain West Community Association, Inc. (hereinafter referred to as "CWCA") entered into an Agreement and Declaration of Covenants, Conditions, and Restrictions with Shipley's Choice Limited Partnership, their successors, and assigns, on November 28, 1988 (See attached Exhibit "B"). Said Agreement is recorded among the Land Records of Anne Arundel County, Maryland in Book 4817 at Pages 824-861. The Agreement at Page 831 grants an exclusive easement to CWCA for the use and enjoyment of certain portions of property as well as a Buffer. The Agreement conveys a perpetual covenant for a Tract of land more specifically described as "lying to the north of Benfield Boulevard, except for Area A, and the first 100 feet of the Tract generally lying south of Benfield Boulevard, shall be classified as OS, Open Space." Additionally, the Open Space is more fully described and noted in Book 4817 at pages 852, 856-857, and 858.

Any changes to the zoning of the property requires the Agreement of CWCA as well as all parties on the Agreement. The initial thirty (30) year term of the Agreement began on November 28, 1988. Thereafter, the Agreement renews for ten (10) successive years. The initial thirty (30) year term expired November 28, 2018. The ten (10) year successive term does not expire until November 28, 2028. At such time, the Agreement will renew for another ten (10) year successive period unless modified by all parties on the Agreement.

Additionally, on December 18, 1988, CWCA entered into an Amendment to the Agreement and Declaration of Covenants, Conditions, and Restrictions with Shipley's Choice Limited Partnership, their successors, and assigns (see attached Exhibit "C"). The Amended Agreement is recorded among the Land Records of Anne Arundel County, Maryland in Book 4817 at Pages 862-867. This Amendment maintains the terms of the original Agreement of November 28, 1988 and confirms the Anne Arundel County Council rezoned the property in a more restrictive manner.

In addition to the above Agreement and Amendment, CWCA entered into an Irrevocable Litigation Trust Agreement with Shipley's Choice Limited Partnership on April 1, 1989 (see attached Exhibit "D"). Said Trust provided the initial sum of ten thousand dollars (\$10,000.00) for the benefit of CWCA to pay legal fees, costs, and expenses that may be incurred to enforce the Agreement of November 28, 1988. This Trust is still fully funded.

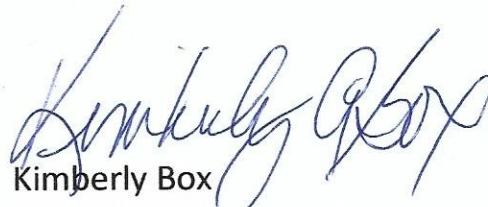
Crain West Community Association and the Trustee of the Crain West Litigation Trust hereby request Anne Arundel County to maintain all Open Space/Natural Features/Conservation zoning as agreed upon by CWCA and Shipley's Choice Limited Partnership, their successors, and assigns in the November 28, 1988 Agreement.

Thank you in advance for your prompt attention to this matter.

Sincerely,



Jason Stern  
CWCA President



Kimberly Box  
Trustee of CWCA Litigation Trust

cc:

**Amanda Fiedler, AA County Council, District 5**

Sarah F. Lacey, AA County Council, District 1

Allison M. Pickard, AA County Council, District 2

Nathan Volke, AA County Council, District 3

Andrew Pruski, AA County Council, District 4

Lisa D. B. Rodvien, AA County Council, District 6

Jessica Haire, AA County Council, District 7

Generals Highway Council of Civic Associations, Inc.  
Board Members  
Joyce Rosencranz  
Maureen Turman  
Jasmine Wilding  
William Moulden  
Steven Kratzer  
Stephen Bradford  
Janet Holbrook  
John Gregory  
Mark Zabloutny

GHCCA  
PO BOX 14  
Crownsville, MD 21032

RECEIVED  
SEP 17 2020  
PLANNING ADMINISTRATION

September 10, 2020

Steuart Pittman  
Anne Arundel County Executive  
44 Calvert Street  
Annapolis, MD 21401

**Re: Anne Arundel County General Development Plan**

Dear Mr. Pittman,

The Generals Highway Council of Civic Associations (GHCCA) represents forty-three (43) communities within the Generals Highway corridor. Thank you for the effort that has gone into the groundwork of the General Development Plan (GDP) and for the opportunity to comment early on.

One of the initial concerns that we have is the abundant overdevelopment along the Route 3 corridor which abuts Generals Highway. The boundaries of the Corridor Management Area (CMA) and the Target Development and Revitalization Area (DRPA) were defined without public input. Particularly of concern are parcels included in the CMA that are currently zoned as rural or residential land use (Reference LUCA 172). Traffic and inadequate intersections on Route 3 pose safety and quality of life concerns. There is a grave concern that the CMS will facilitate development on undeveloped and Resource Sensitive areas, e.g. Jabez Branch, identified in the Crownsville Small Area Plan (SAP) and the 2009 GDP.

We must find ways to cease our sprawl and impervious area. Future development needs to be concentrated where current infrastructure, to include water and sewer, already exists. Redevelopment needs to be a cheaper alternative than tearing down forests. GHCCA strongly supports identifying and incentivizing Redevelopment, as championed during recent County public meetings. However, many of the LUCAs in the Plan 2040 justify further development intensity as "consistent" with nearby unplanned commercial development. Status quo and consistency are not going to save seriously impaired streams within the Corridor or foster "smart growth". Specifically, LUCA 96 and 97 rezoning of rural/ residential parcels (with no supporting infrastructure for development) on Generals Highway will increase the rate, volume and pollutant load of stormwater to the adjacent Natural Environmental Area, the Severn Run, and the Sewell Branch wetlands.



Finally, although not designated as "peninsular" in the plan, much of Generals Highway is a gridlock as there is only one way in and out to the larger community. The resulting gridlock is the same as designated peninsulas and is experienced daily by all GH travelers. Therefore, we request a special "traffic congestion overlay" to illustrate this point in the Plan.

Sincerely,

GHCCA Board of Directors

Encl. (0)

cc: Mr. Steve Kaii-Ziegler  
Mr. Matthew Johnston  
Mr. Chris Trumbauer  
Mr. Matthew Power

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## **Subject: Concerns on Plan 2040 from three community groups**

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Honorable Steuart Pittman, County Executive:

This is a joint letter from the Old Millersville Neighborhood Association, the Neighbors of Millersville Park, and the Indian Landing Community Association; which together represent over 250 households near Millersville Road and Indian Landing Road. We're writing about the draft 2040 Plan. Thank you for all the effort that has gone into this plan and for the opportunity to comment through the Plan2040 Community Engagement@Home website--many of our individual members have already done that. Some of our members' concerns were difficult to provide on the web site, so we present them here. We're very concerned about development along MD Rte. 3, especially at its intersection with Millersville Rd. We organize our concerns under six topics.

### **Maryland Route 3 corridor management area**

The draft 2040 Plan places much of the land along Rte. 3 in a Corridor Management Area (CMA) without public input on the boundaries and without addressing current traffic problems. It is not clear what the future planning process for the CMA will be. Nor is it clear how including a parcel within the CMA will affect future development decisions, particularly for parcels that are currently rural or residential land use.

Frankly, our heads are spinning. A few months ago, the communities and the county administration were talking about a possible growth moratorium in the MD Rte. 3 corridor because no clear solutions were available to fix the decades old (and worsening) traffic problems. Now instead there is a CMA that would focus even more development and higher intensity land use along Rte. 3.

We are very concerned that the CMA will simply accelerate growth, even though the corridor already offers extensive commercial, retail, and service businesses; there are vacant spaces in existing centers; and additional space is currently under construction. New growth in the CMA will result in more sprawl, traffic congestion, accidents, and environmental damage. This outcome will override past commitments to preserving the undeveloped land uses that were agreed to through community consensus in previous planning activities, like the Crownsville Small Area Plan and the 2009 GDP.

We urge the county to provide much more information on how the CMA will be used to plan, manage, regulate, and limit growth rather than to just accelerate it. How will the CMA provide mechanisms to ensure that existing serious problems (like Rte. 3 traffic) would be solved before additional development? Residents need to clearly see the intended benefits of the CMA as well as the threat of even more growth within the CMA. The county should also provide opportunities for public input on the boundaries of the CMAs and how planning there would proceed.

### **Infrastructure first, development after**

New development demands supporting infrastructure: roads, water, sewer, schools, sidewalks, and parks. Recent sprawl development along MD. Rte. 3 has dumped more traffic on inadequate roads and produced commercial facilities that rely on water wells and septic systems with drywells, even on parcels slated for future public water and sewer. We now have roads that don't work well and large commercial septic systems that can pollute surface and groundwater. Residents are also concerned about the impacts of large commercial water wells on nearby residential or community wells.

The 2040 Plan provides an opportunity to slow growth while traffic problems are addressed, and other infrastructure is provided. Therefore, we oppose increasing the land use intensity for any additional parcels along Rte. 3 until the highways and infrastructure are ready. Only then can population and business expansion occur in an orderly, efficient, economically and environmentally sustainable manner.

## Evaluating “consistency” in the land use change applications

We reviewed many of the LUCAs along Route 3 as well as the County’s Proposed Plan2040 Land Uses and the Staff Justifications for those 2040 designations. Many of the LUCAs justified increasing land use intensity to be “consistent” with developed land use on nearby parcels, and Staff Justifications often approved requests based on such “consistency.” This logic ignores our recent history. Unplanned commercial and residential development has crept into areas that were not designated for development; natural areas and green space were lost; and congestion has increased. Perversely, past sprawl development now provides the proposed justification for more development via the “consistency” argument. We believe that past growth management failure should not be the justification for more of the same.

Other measures of consistency should be considered. Is a proposed land use change consistent with nearby parcels that are *not* already developed? Is it consistent with past consensus in the 2009 GDP or the existing small area plans? Is it consistent with *available* infrastructure (not hypothetical future infrastructure)? Is it consistent with smart growth principles? Is it in the Priority Funding Area? Is it consistent with the needs of nearby communities? Is it consistent with protecting environmental or historical resources? Is the land use consistent with solving traffic problems, or will it make them worse? We believe that many of the LUCAs along Rte. 3 are *inconsistent* with many of these criteria and should not be approved.

### LUCA 172 is a special concern for our communities

The draft 2040 Plan has approved LUCA 172, which requests a change from rural land use to commercial for an eight-acre site on the SE corner of the Rte. 3 and Millersville Road. The site contains two parcels, one zoned commercial and one rural low density. The current land use is rural. The owner has submitted a preliminary development plan to the county to build a strip mall that would rely on a private well and septic system with drywells. The mall would provide a convenience store, fast food, and other retail businesses.

The approval of the LUCA 172 request illustrates the general problems mentioned above. The owner requested the change for “consistency,” and the Staff Justification cites “consistency” in approving it. Yet, the LUCA and the Staff Justification ignore some important considerations. The current land use is rural, and the designation was rural in the 2009 GDP and Crownsville Small Area Plans. Although the site is in the Patuxent Planned Sewer Service area, there is no water and sewer service now in place. The Resource Sensitive Policy Area Map at the Plan 2040 web site shows that the site has Historic Resources, is adjacent to a stream, and is part of the Jabez Branch—a watershed that has been targeted for special protection by both the county and the state. The Resource Sensitive Maps identify “areas of natural, cultural, or physical features of special concern or significance within the County intended for conservation and preservation from the adverse effects of development.” Changing the land use to commercial and enabling the planned strip mall tramples on these important sensitivities and the stated commitment to preserve sensitive areas.

This site is at the doorway to our communities, and a strip mall is not consistent with their rural nature. There are already two convenience stores at the intersection. Adding a strip mall would only increase traffic congestion and accidents at this failing intersection. Area residents currently value the rural view the site provides during long waits at the traffic signal to cross Rte. 3. We respect the historical and environmental value of the site. We strongly oppose changing this land use designation from rural to commercial.

## **Mixed-use designation**

The draft 2040 Plan collapses four previous categories of mixed land use (mixed residential, mixed commercial, mixed employment, and mixed transit in the 2009 GDP) into a single land use category. Many of the LUCAs along Rte. 3 propose changing land use to the mixed use designation.

Expanding the area with mixed land use designation offers developers even greater flexibility and freedom; but Plan 2040 does not offer mechanisms for regulating that freedom or for ensuring correspondingly greater public input. There must be clear constraints on what will be permitted in a mixed-use area as well as regulations in place enforce those constraints. Otherwise, mixed use may simply enable more sprawl development.

We recommend that the county maintain the four classifications of mixed use and work with the public to develop a mixed-use vision. We also recommend that there be a clear statement of the objective of each mixed-use designation and what can be constructed there in language accessible to the public. For example, for Mixed Use Residential the maximum extent and nature of commercial development and the minimum percent of open space should be defined to prevent the conversion of an entire parcel to commercial development.

## **Environmental and recreational impacts**

We are also concerned about the environmental impacts of additional development in our area. Unplanned sprawl development has already destroyed much of the green space along Rte. 3, contrary to the recommendations of previous land use plans. This makes it even more important to keep the remaining undeveloped parcels, especially because more development is not really needed and will only make traffic worse (see above).

New mixed use and commercial development along Rte. 3 would increase the percentage of impervious surface in the Patuxent and Severn River watersheds, generating stormwater runoff, increased sediment loads, and thermal pollution that will further damage water quality and biological health of the adjacent streams. This is particularly concerning at the north end of the corridor, which drains to Jabez Branch and the Severn River—streams that have been targeted for special protection (see above).

To protect remaining undeveloped land and prevent environment degradation, we oppose increasing land use intensity along the Rte. 3 corridor. Within the sensitive Jabez Branch watershed (see above), any future projects should include stormwater management practices and forested riparian buffers above and beyond the minimum county requirements and should *not* use commercial septic systems.

## **Summary**

We strongly oppose changes in the 2040 land use designations that increase land use intensity along Rte. 3, especially at its intersection with Millersville Road. Please don't enable more development until the present serious problems within the Rte. 3 corridor have been addressed. Please don't press down on the growth accelerator pedal until the steering wheel and brake pedal are also in use and working well.

Sincerely yours,

Old Millersville Neighborhood Association  
Neighbors of Millersville Park  
Indian Landing Community Association

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I was looking at the Planned Land Use Map and noticed that there are proposed changes that do not appear as land use change applications (LUCA) or staff recommendation (SR) changes in the tab titled "Comment on Draft Planned Land Use Map" (Comment tab). For example, there were large areas on the Broadneck Peninsula and Glen Burnie area (the only areas I looked at) that OPZ proposed be down-zoned from high or medium density residential to medium or low density residential, respectively, but those changes were not identified as owner requested changes, nor were they noted as staff recommended changes in the Comment tab. As a result there is no way to comment on them.</p> <p>For example, here is the 2009 PLU map showing over 10,000 acres of medium density housing &lt;Screen Shot 2020-08-10 at 5.14.14 PM.png&gt;</p> <p>Here is the Proposed GDP 2040 PLU Map showing the same area &lt;Screen Shot 2020-08-10 at 5.14.25 PM.png&gt;</p> <p>And here is the same area in the Comments tab &lt;Screen Shot 2020-08-10 at 5.15.05 PM.png&gt;</p> <p>So the question is, since the changes from Medium Density Residential to Low-Medium Residential were not identified as either LUCA or SR changes in the Comments tab how can comments on these proposed changes be submitted?</p>	<p>Ms. Santoboni, thank you for your inquiry.</p> <p>The Planned Land Use Map Briefing Document, which is linked within the Community Engagement@Home Tool under the Planned Land Use Map tab, goes into greater detail on all the land use changes proposed as part of this draft land use plan. Please see under Section 4: Changes from 2009 Planned Land Use Map for an explanation of the changes you are referencing. Any comments on changes of this nature (or other comments on the land use map) can be addressed in the General Planned Land Use Map Survey; there's an open comment field where you can note the general area and offer your comment.</p> <p>Thank you for your input.</p>
<p>Good afternoon, Can you tell me if the blue parcel to the left of LUCA 137 is included in this proposed change? Thank you.</p>	<p>Matt, Yes, LUCA-137 includes both blue colored parcels.</p>
<p>My father just received the attached letter indicating that P&amp;Z recommended against the change of zoning for which we applied. We would like to schedule a meeting to review the notes of the site visit, the public comments about the application submitted through the website, and the facts upon which the recommendation was based. I have been emailing with Patrick Hughes since we applied on Nov. 13, 2019, but he has not been available to meet with us or to provide the information we requested. Your assistance with this matter would be greatly appreciated.</p>	<p>Thank you for contacting our office regarding your application for a change in land use designation. Please note that this application was for planned land use, not for rezoning. We are not meeting with applicants at this time; however, information you requested is included in this email. Attached are the following: Land Use Change Application datasheet (specific to your application; includes data that no public comments were previously received) Site visit datasheet (specific to your application)</p> <p>Also please see this briefing paper for background and summary information of the land use analysis conducted to prepare the draft Planned Land Use Map for Plan2040, the Anne Arundel County General Development Plan. We hope you find this information helpful. We also encourage you to take advantage of the online open house that we have developed to provide a platform for public engagement in the General Development Plan process while social distancing, Plan 2040 Community Engagement@Home.</p> <p>Please note that the Office of Planning and Zoning recommendation to maintain the Rural land use on this property is a preliminary recommendation and should not be considered final until Plan2040 has been adopted by the County Council. Should you disagree with this recommendation, you may comment within the online tool and your input will be recorded. There will be another opportunity to comment on the draft Planned Land Use Map when the full draft of Plan2040 is available for public comment at the end of September. Additional opportunities to comment are during the Planning Advisory Board and County Council hearings. For updates and additional information, please refer to the Plan2040 website at <a href="http://www.aacounty.org/Plan2040">www.aacounty.org/Plan2040</a>.</p>
<p>Any plans to add the draft map of the 9 regions to the site? I see where it went out today, but it would be useful to have it integrated into the site, I think . . .</p>	<p>Hi, Matt, Not at this point. We had an open comment period on the Proposed Region Boundary Map earlier this year and it will be included in the draft Plan2040 for review later this fall. We have added it to the general Plan2040 for the public to view.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I accidentally made a mistake with my comment on LUCA-66 on the Draft Planned Use Map posted on 8/12/20. Can you delete it so I can do it again?</p> <p>The more time I spend on the site, the better and better it is. Thanks to all there for doing such a great job in putting all of this together in one spot! I walked through the site with some folks last night and the following are some questions that I couldn't answer. If you can get us any help on these, that would be great. . .</p> <p>We've been asked how this process is different from zoning. Can you beam us something that explains the difference between the land use designations that are shown in the Online Open House and actual zoning decisions?</p> <p>Is it still true that actual zoning decisions will await the end of each region's local planning process, even until 2025 or 2026?</p> <p>We are very interested in this new designation Village Center. The description online seems intriguing, but we would like to know more about it and how it impacts and interacts with zoning decisions. Would the county review a zoning request in a Village Center differently from a zoning request elsewhere, and if so, how?</p> <p>Will the voting and comments data from the Open House be released to the public after Sept 10th?</p> <p>The maps are very interesting and a very nice addition to this process. Will they be available after Sept 10th?</p> <p>On the map of the 9 regions . . .</p> <p>do the colors for the areas have any particular meaning? We notice that Mayo appears to be the same color as SERC. Any particular meaning in that from a land use perspective, or maybe not?</p> <p>would it be possible to add this map to the Online Open House site, as it is very handy to have all of this in one spot.</p>	<p>Thank you for taking the time to visit Plan2040@Home. We can't delete the record, but we will flag it and disregard it in the end. You may submit a new comment on the site.</p> <p>We've been asked how this process is different from zoning. Can you beam us something that explains the difference between the land use designations that are shown in the Online Open House and actual zoning decisions?</p> <p>--</p> <p>The Planned Land Use Map is used to guide development patterns within the County based on the Vision and Goals set forth in Plan2040. This is achieved by designating areas with land use categories that represent development types (low density residential, rural, high-density residential, commercial, industrial, mixed-use, etc.). These land use designations are implemented through corresponding zoning districts. For example, the Rural Land Use designation corresponds to RA and RLD zoning categories. Following adoption of Plan2040, Region Plans will be developed which could refine land use with additional stakeholder input in areas such as the corridor growth management areas and the village centers. This refinement will need to be consistent with the overall Vision, Goals and Policies of Plan2040 Comprehensive rezoning will occur with or soon after each Region Plan. The new comprehensive zoning maps will align with the Planned Land Use Map.</p> <p>Is it still true that actual zoning decisions will await the end of each region's local planning process, even until 2025 or 2026?</p> <p>Zoning is changed through two processes in Anne Arundel. The first is Comprehensive Rezoning which typically occurs after a master plan process and only the County can initiate. The last one occurred in 2010-2011. The next comprehensive rezoning process will occur with or soon after each Region Plan is adopted to ensure consistency with the adopted land use plan. The second way that zoning can be changed is through an Administrative Rezoning process. In this type of process, a property owner will file an application with the Office of Planning and Zoning to change zoning on a specific parcel(s). OPZ will make a recommendation to the Administrative Hearing Officer who renders a final determination. There is currently a Countywide moratorium in place for Administrative Rezonings. This moratorium will expire in September. In areas where the Council does not place a moratorium on Administrative rezonings during the Region Plan process, a landowner can apply for an administrative rezoning. The Administrative Hearing Officer will have to find that the request conforms to Plan2040 in relation to land use, number of dwelling units or type and intensity of nonresidential buildings, and location.</p> <p>We are very interested in this new designation Village Center. The description online seems intriguing, but we would like to know more about it and how it impacts and interacts with zoning decisions. Would the county review a zoning request in a Village Center differently from a zoning request elsewhere, and if so, how?</p> <p>Like most of the targeted areas for redevelopment in the County such as the transit stations, town centers and corridor growth management areas, staff envisions that during the Region Plan process, community stakeholders will develop a concept plan for the Village Centers that more specifically defines not only land use and density but pedestrian connections and design features. Some of the strategies within Plan2040 include overhauling the Mixed-Use Zoning District (for example, instead of by mixed use zoning district regulations being defined by land use type as they are now (Residential, Commercial, Employment, Transit), perhaps Low-Intensity, Medium-Intensity, High-Intensity to better align with different densities in the communities but still achieve mixed use) and also looking at developing form-based codes within the targeted areas. This could lead to different zoning categories or ways of implementing the adopted land use than what we currently have to better fit the targeted areas.</p> <p>Will the voting and comments data from the Open House be released to the public after Sept 10th?</p> <p>Yes. The rankings of the surveys and the comments will be available in a report for review on the Plan2040 web page after the Open House closes. In addition, all public comments will be integrated into the draft Plan2040 document.</p> <p>The maps are very interesting and a very nice addition to this process. Will they be available after Sept 10th?</p> <p>The purpose of these draft maps are to receive public input. They will become obsolete as staff evaluates the input and makes relevant changes. New proposed draft maps will be available at the end of September as part of the review of the entire plan.</p> <p>On the map of the 9 regions . . .</p> <p>do the colors for the areas have any particular meaning? We notice that Mayo appears to be the same color as SERC. Any particular meaning in that from a land use perspective, or maybe not?</p> <p>The colors in the Region Planning Area Boundary Map (February 2020) correspond to the identified communities in the County (approximately 50 of them).</p> <p>would it be possible to add this map to the Online Open House site, as it is very handy to have all of this in one spot.</p> <p>Not at this point. We are conscious of the amount of data that is built into the website in terms of performance of the tool and not overwhelming people with too much data so that we receive the intended input from the public. We had an open comment period on the Proposed Region Boundary Map earlier this year and it will be included in the draft Plan2040 for review later this fall. It is currently located on the Plan2040 web page and can be opened as another "tab" on your internet browser.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>First, like thieves in the night, they took down the net and then plowed our Highpoint Park tennis court. Planted grass and it was gone. The one feature of my little community that I loved and was thankful to have. It was an amenity that I'm sure someone besides myself made them choose our neighborhood. We love our boat ramp, beach area, and waterfront living. Our kids enjoyed a park with basketball and tennis. Today, I was taking my CoVid 3 mile walk. There were two County employees dismantling the fencing around the basketball courts. "Oh no" I sighed. What's going on? I can only imagine. I pray I'm wrong and we're not losing that court. My son played there all through elementary school and even now as he's home from college. How did I not know? The County doesn't send us any notifications by mail anymore. They just assume we all see their plans online. I didn't see anything online. Today I found an area I didn't know existed, "Plan 2020 Engagement at Home". Here's the link: <a href="https://gis.aacounty.org/portal/apps/MapSeries/index.html?appid=0969c04f12f442eba1f6c392c487d6d8">https://gis.aacounty.org/portal/apps/MapSeries/index.html?appid=0969c04f12f442eba1f6c392c487d6d8</a></p> <p>Please, get involved with your neighborhood plans. Comment and let them know how you feel. Otherwise, they will come like thieves in the night and take it away, plant grass. It's easier for them to buzz through with a lawnmower than to ensure we have recreation amenities locally. We are forced then, to pay to go to the Parks. Only Waterford will remain free.</p> <p>I am seriously disappointed. They can charge thousands for any changes to our own properties, but can't maintain our neighborhood parks. Please read. I don't know who to speak to. I want some information about High Point Park. What is going on? My neighbors are asking me as I work in Real Estate. I had no idea.</p>	<p>Hi Ellie, I left you a voicemail. Feel free to call at your earliest convenience and I'll be happy to assist you with your questions.</p>
<p>There is an error on the Plan 2040 map that has been presented to the public for comment that will adversely affect Jessup. The County represents property along the South side of Rt. 175 and Brockbridge R.d. as Industrial. This property is currently zoned Small Business. The historic ASA Linthicum House currently sits on it. It is a huge error to mis-represent a Small Business Zoned property as Industrial. The Jessup Improvement Association recently spent 1 ½ years and a great deal of money before the Board of Appeals to keep this property zoned Small Business. This is what the community wishes and has expressed at every opportunity. According to the Plan 2040 Community Engagement map the County wishes to change the properties boarding this subject property along Rt. 175 going west, (north and south sides) to Commercial without upgrading any infrastructure to support it. My concern is that mis-representing the above mentioned property as Industrial implies changing the neighboring properties is 'no big deal. How will the County fix this error?</p>	<p>This is not an error. The Plan2040 Land Use Map is not a Zoning Map. The zoning on the parcel remains split between W1 and SB. Comprehensive rezoning will not occur until the Region Plan for this area has been adopted. The 2004 Jessup Small Area Plan designated a portion of the MD 175 Corridor in Jessup as a "Village Center" with Small Business land use. The 2009 GDP map left this designation except for the parcel owned by COPT. This entire parcel was changed to Industrial. However, the zoning for the COPT-owned parcel and other parcels in this corridor have remained split between W1 and SB. The Plan2040 Development Policy Area Map continues to show this area as a "Village Center." The Office of Planning and Zoning received several requests from property owners along the MD 175 corridor to Industrial. Because the previous "small business" village concept for this area has not come to fruition since the SB Zone was adopted in 2004 and the number of requests from property owners that are requesting Industrial, the recommendation for this Village Area is that future land uses that would define a concept plan be discussed during the Region Planning process when a more comprehensive plan can be developed with input from community stakeholders. We are taking comments on the land use map and on specific applications via the Plan2040 Community Engagement@Home tool or via email to <a href="mailto:Plan2040@aacounty.org">Plan2040@aacounty.org</a></p>
<p>I hope you are all doing well during this very unsettling time. Mr. Pittman, thank you for all of your hard work to keep AA County safe. Looking at the 2040 GDP, I am writing in regards to Staples Corner being a Village Center. The citizens of this area do not agree with looking at this area like this. We cannot afford any more building or construction at this already dangerous intersection of 424/450, especially with the addition of Crofton High to the area that already holds the middle school. Our precious cargo will be going through this area daily. We need nothing more at this already crowded intersection with the High's Convenience Store having just been built. To put it simply, Staples Corner should not be included in the 2040 GDP as a Village Center Overlay in a Targeted Growth and Revitalization Area. The safety of our children and community will be at risk.</p>	<p>No follow up needed.</p>
<p>I have had several people comment to me on the land use and what the proposed zoning classifications changes might be - Elizabeth, these are pretty generalized Land Use classifications, ("Commercial" ranges from home occupations to regional shopping centers). How will this impact zoning classifications? How do we comment on land use definitions? Will the land use definitions dissolve into the actual zoning categories for comprehensive rezoning??? I think some of this is addressed in the Planned Land Use Map briefing Document page 7. Is the thinking to keep C1, C2, C3 and C4?</p>	<p>Land Use designations tend to be more generalized. Zoning will be confirmed during the comprehensive rezoning process which will happen with or soon after each Region Plan. For a majority of the County, zoning will not change unless there is a reason to do so to implement the Land Use Plan. The existing zoning districts could be retained, modified or removed; or new zoning districts could be developed depending on what is needed to implement the land use plan that is adopted. Zoning must be consistent with the Land Use Plan and will specifically regulate how the land can be used. Comments on Land Use definitions or other comments regarding the Land Use Map can be made in the general land use plan comments section that is after the General Planned Land Use Map Survey located under the Comment On Draft Planned Land Use Map tap or emailed to us at <a href="mailto:Plan2040@aacounty.org">Plan2040@aacounty.org</a>.</p>
<p>Planned Land Use Map is missing LUCA176 on the list to the right. In the 2009 GDP on Page 116, Corresponding Zoning Categories are listed, could we do that for Plan2040? There is some confusion that the land use designation don't match up to the zoning. For example in Plan2040 is Rural which looks like RLD zoning, but where is RA. Small Business incorporated into Commercial, will there be a SB zoning or jumping up to C1 ?? I am still grappling with the overlap, is 2 units per acre LD or LMD, 5 units LMD or MD</p>	<p>LUCA 176 shows up on the map and on the list on the right. You may need to zoom out further or refresh the map. Please remember that Plan2040 is focused on Planned Land Use, not Zoning. It would help if you could educate others on that. We have added a table in the briefing paper that gives the corresponding zoning category that would be consistent with the Planned Land Use category. Zoning will be confirmed during the comprehensive rezoning process which will happen with or soon after each Region Plan. Also, please remember that based on the strategies that have been drafted, the existing zoning districts (such as SB) could be retained, modified or removed; or new zoning districts could be developed depending on what is needed to implement the land use plan that is adopted. Zoning must be consistent with the Land Use Plan and will specifically regulate how the land can be used. 2 units per acre (R2) is consistent with Low Density Residential. 5 units per acre (R5) is consistent with Low-Medium Density Residential.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>From an observant resident -            Cattail Commons Settlement: Ritchie Hwy at Cattail Creek, west side. This 11-acre property was to be rezoned, about 2+ acres along Ritchie Hwy to Commercial. The other 9 acres behind Robinson Station Rd was to go to Conservation. Neither map reflects that change. The old map shows the rectangular townhouse shape. The new map shows the wetlands boundary.            Cattail Creek and Wolf Pit Branch at Ritchie &amp; B&amp;A: This area is part of the Enclave at Severna Park. The old map shows Natural Features along the creek area. The new Map shows Low to Medium Residential. The lots planned are single family homes on 3,600 sq ft. That is not Low to Medium Res. The new map shows no Natural Features. Surely the old land use should prevail in this area and not be removed.            Badro Property: The northeast corner of Benfield Blvd at Veterans Hwy. The old map shows Natural Features along the north edge of Benfield Blvd. The new does not. This decision went through the Circuit Court and presently awaits a second decision by the Board of Appeals after a denial by them and the Administrative Hearing Officer on the way to the circuit Court. There is no reason to change the land use yet. It should be Conservation.            Shipley,s Choice Medical Center Property: Veterans Hwy south of Benfield Blvd. The old map shows a 185 foot wide natural woods buffer along the south edge of the property due to an agreement recorded in the Land Records of the State of Maryland between the Shipleys Choice Limited Partnership and the Crain West Community Association. The new map shows that buffer as Commercial. It should be returned to Natural Features, or Conservation on the new map.            Please provide an update.</p>	<p>We will add these notes to our list of comments and they will be addressed at the conclusion of Plan2040@Home. Please encourage stakeholders to comment through the online open house tool. Also, note that in the Briefing Paper we provide on Plan2040@Home, that the Conservation land use category will represent land that is publicly and privately-owned and is used for conservation purposes in perpetuity. This designation includes properties preserved through land trusts, platted floodplains, passive open space adjacent to platted floodplains, and passive parks and other conservation lands. If property owners of privately-owned conservation areas and passive open space (includes community-owned areas) would like to have their properties designated as Conservation or Open Space, then they should note that in the comments on the Planned Land Use Map or email us at Plan2040@aaacounty.org. This can also occur during the Region Planning process.</p>
<p>My first comment is a request to include in the Vision Statement plans to monitor and control “Noise Pollution” from air and land traffic. Once part of the vision, please add the appropriate specifics to the rest of the plan, e.g., goals.            Secondly, I didn’t clearly find plans to address the management and control of a possible second Bay Bridge. It is inevitably going to be an issue for our county. Please correct me, if I am wrong.</p>	<p>Thank you for your comments. A third span for the Bay Bridge will be referenced in the background information that is adopted with Plan2040. Until a preferred alternative is chosen, it is too early to address specifics regarding land use or other potential impacts. The Maryland Transit Authority and the Federal Highway Administration are following the National Environmental Policy Act (NEPA) process to evaluate and choose a preferred alternative for a third span. The Chesapeake Bay Crossing Study, which is part of the NEPA process, will result in a preferred alternative, determine environmental feasibility, gauge public input and evaluate financial feasibility for a new Bay crossing. The County’s Office of Transportation continues to participate in this process. The study is expected to be complete in 2021. The latest information regarding the schedule and public involvement opportunities, can be found at <a href="http://www.baycrossingstudy.com/">http://www.baycrossingstudy.com/</a>.</p>



Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Thanks for your reply to my question tonight. And thanks in particular for the substantial response I now see you have already made to my earlier comments. Those responses go a long way toward addressing my concerns. I would like to amplify a bit, though. I understand that OPZ is supposed to consider habitat protection areas when addressing proposals for development within the Critical Area; and I know that in the past there have been efforts to do so. I would be happy to see those efforts strengthened and supported by a more complete identification of the location of habitat protection areas.</p> <p>My ultimate concern, however, is broader than that. The Critical Areas regs encourage consideration of habitat protection areas in making land use decisions outside the Critical Area. That is what I would like the County to include in the GDP, and in land use planning generally.</p> <p>Habitat protection areas, particularly the headwaters of tidewater creeks are the canary in the Chesapeake Bay coal mine. Their degradation has contributed significantly to the decline of water quality in the Bay. If they can be protected, and better yet restored to health, it will contribute significantly to the recovery of the Bay. As I said in my question tonight, we are spending hundreds of millions of dollars on stream restoration, a good thing. If we don't consider the effects on those streams of development decisions (whether or not in the Critical Area) we will undermine the positive effects of those millions of dollars. What I would like to see in Plan 2040 is an explicit recognition of that relationship, and a commitment to take the effects of development on our waters into account in land use decisions.</p> <p>Let me conclude by complimenting you and the staff for the fabulous job you are doing. I am extremely impressed by what you have accomplished, and by your receptiveness to comments from people like me. I look forward to continuing to work with you to make a very good plan perhaps even a little better.</p>	<p>Thank you for your recent input to Plan2040. I spent a significant amount of time reviewing the correspondence you sent into plan2040@aacounty.org on July 15, 2020, reviewing our Critical Area Ordinance as it pertains to HPAs, reviewing the Natural Features language in Article 17, and reviewing the language we originally had in Goal NE1 and its corresponding policies and implementing strategies. Cindy Carrier and I then worked to revise relevant goals, policies, and strategies in the Draft GDP.</p> <p>In Goal NE1 we now mention the habitat of rare, threatened, and endangered species. We had previously been silent on that. Definitely the Natural Features section of Article 17 needs to be revised to address the habitat of rare, threatened, and endangered species. That language was added in response to your comments. The regulatory changes I would recommend be drafted would include the requirement for all major green field projects to be sent to DNR for a heritage review regardless of whether or not they are in the Critical Area. And then there would need to be regulatory language to make it mandatory for projects to implement the recommendations by DNR. So if DNR recommends a habitat protection plan be created, then our ordinance would require the developer to do that. Now that's my idea and it would need to be vetted, but I think it is a reasonable approach and an approach being employed by other Counties.</p> <p>I agree with you that the Critical Area Ordinance can be strengthened as it pertains to the protection of HPAs. We specifically added Policy NE1.2 to address work the County needs to do for its Critical Area Program. Originally the GDP was silent about the comprehensive update to the Critical Area Program and Ordinance. So that whole section was added to address your comments. We can certainly do better than incorporating the State HPA language by reference. COMAR, Title 27 is guidance geared towards local governments and their work to create regulatory language and implementation manuals. It is not geared towards development review, which makes its use for planners cumbersome.</p> <p>We are not going to put tidewater resources such as anadromous fish spawning areas into the resource sensitive overlay map. The resource sensitive overlay map is an overlay for resources on land. Outside of the update to the GDP, it is on my rather lengthy "to do" list to get a couple more layers from the State MERLIN System added to our Geocortex to facilitate review of these "indicator" layers during the review of Critical Area projects. This would get to your comments in the July 15 correspondence about inventorying or mapping certain resources in the Critical Area. I don't know of a single County that has undertaken a boots-on-the-ground inventory, mainly because it would be incredibly cost prohibitive and the large majority of property owners would absolutely not allow the County or its consultants access to their private property. The approach I am familiar with is that during development review, indicator maps are reviewed by local government planning staff and when indicators are present, the project is sent to DNR for review. If we combine more indicator layers with what I recommend in paragraph 2, then I think we would have a strong approach.</p> <p>As far as headwaters, every headwater in the County leads to tide water, so we are talking about the entire stream network in the County. The CAC recommended in Policy NE1.1, Implementing Strategy c. that we prohibit disturbance within 25 feet of ephemeral streams. In order to implement that we would need an amendment to Article 17. If you think that is too small, then I would recommend that you send formal correspondence into plan2040@aacounty.org with a different recommendation and adequate justification, and then testify at the Planning Advisory Board and County Council hearings. From what I have seen during my career in multiple jurisdictions, for many decades we let developers build over ephemeral streams. This has been a significant problem for the people that own those homes in these areas as they have been the subject of continual flooding. So protecting ephemeral waters with a buffer is important.</p> <p>In summary, I think the things I have outlined go a long way in addressing the issues you raised in the 7/15/2020 email you sent to plan2040@aacounty.org as well as the email you sent to me on August 19, 2020.</p>
<p>Not sure how the lines on the development policy map were drawn. I know we went over this a lot, however the peninsula on the broadneck I don't follow. Who can I talk with about this, Brent ?</p>	<p>Answered by phone.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I have been asked if we can add the Audubon South River Greenway Important Bird Area as a "prioritized" place for forest protection, in a similar fashion to the Jabez/Severn Run area? The IBA covers the contiguous forest of the South River's headwaters, and one of the largest intact and mostly unprotected forests left in the county. See map attached. It is the home of the Bacon Ridge Natural Area. The county itself has spent millions of dollars adding to the natural area over the last decade, but there's still much more to conserve. Also, how did Severn/Jabez Run gain that designation?</p>	<p>Hello Elizabeth,</p> <p>The forest Priority Retention Area layer shared during the mid-July CAC meeting is intended to indicate forest that may meet specific criteria pertaining to "priority retention areas" in the County's Forest Conservation Ordinance (addressed in Article 17-6-303(b)). This map layer is still in development at this time, but it is likely that the portions of the area on the map you shared meet criteria for consideration as a priority retention area per 17-6-303. It should be noted that the Forest Conservation Ordinance is regulatory in nature, and requirements for priority retention areas are implemented when someone proposes development on a property.</p> <p>The Jabez Branch subwatersheds are not prioritized places for forest protection, in and of themselves (though, as with the Important Bird Area, there probably are areas that meet the criteria for "priority retention areas" per 17-6-303(b) here, too). We considered the Jabez Branch subwatersheds because the Jabez Branch is the only stream in the Maryland Coastal Plain that supports a native, self-sustaining population of brook trout, which we wanted to be aware of when considering increases in intensity of land use that may lead to increased impervious surfaces.</p> <p>Based on a general comparison of the pdf you provided and the planned land use map, much of the Audubon South River Greenway Important Bird Area is proposed to be designated Conservation, which are areas of passive use parks; public and privately-owned conservation lands; platted floodplains, and other preservation areas. It appears that much of the rest of the area is proposed to be designated Rural, which includes agricultural uses and single family detached homes at a density averaging or lower than 1 unit per 5 acres.</p> <p>The RSPA is intended as a tool to inform land use decisions, while the Land Preservation, Parks and Recreation Plan serves as a guide for park development, program improvements, and land preservation in the County. The Greenways from the County's Greenways Master Plan, which may include portions of this area in the next update (to be renamed the Green Infrastructure Master Plan) is one of the four designated conservation areas for land preservation in the County.</p>
<p>I'm very concerned about the Route 3 corridor in the Crofton area where I have lived for the last 30 years. I understand the need for growth and business development however, it's been very poorly thrown together and haphazard these last few decades. It reminds me of what happened to Route 1 up and down the eastern US. It's a dangerous, difficult to navigate and ugly route. Crofton is not nearly as pleasant to come to as it once was. I commute daily and dread the Rt. 3 part of my drive as much as Rt. 50 or the beltway.</p> <p>Staples Corner, at the intersection of Rt. 424 and Rt. 450 has also turned into a chaotic and overcrowded area. I couldn't believe it when a new Highways went in recently... that's already a dangerous intersection and impossible to get in and out of the garden market spot! Most of don't want more gas stations, more chaos that the local roads can't support. Most of us don't want those roads around where we live and play to become more traveled even if they are widened (which seems impossible.) Growth needs to be community friendly and what's been happening is NOT community friendly.</p> <p>Please don't include these two areas when considering further business growth. The community and the environment will be forever changed in an entirely negative way.</p>	<p>We have logged your comments. These comments will be reviewed by staff after the Plan2040@Home community engagement period ends. Thank you for your time to review the materials and provide input.</p>
<p>Can you tell me the web address that will take me directly to the plan as shown in the meetings? Thanks</p>	<p>The web address is <a href="http://aacounty.org/plan2040openhouse">http://aacounty.org/plan2040openhouse</a>.</p>
<p>I am specifically trying to find the requests for change in land use from property owners, plus the staff recommendations.</p>	<p>The requests for change in land use from property owners and the staff recommendations can be found on the "Comment on Draft Planned Land Use Map" tab (near the top of the screen) on the <a href="http://www.aacounty.org/plan2040openhouse">www.aacounty.org/plan2040openhouse</a> website. The property owner requests and staff recommendations are noted in the map by "LUCA" and "SR", respectively. Clicking on the property or the number on the right hand side will open a window with more information and an opportunity to comment.</p>
<p>Called disputing land use change.</p>	<p>Indicated that our position is in the justification letter and we stand by it. He may provide comments or provide testimony at the PAB and County Council hearings.</p>
<p>I have some additional comments to Plan2040. They concern the need for better planning coordination between the City of Annapolis and the County — which has a particular impact on the Annapolis Neck — the Planning District I represent. To whom should I address my comments at this point?</p>	<p>Thanks, Kristin, I appreciate that comment. It is an area of shared interest. I recently participated in a meeting with City of Annapolis Planning staff to coordinate on our respective Comprehensive Plans and the City and County have been involved in the Forest Drive Task Force. It is an important comment to make and reinforce. Please submit that comment and others you have in mind to the <a href="mailto:Plan2040@Home">Plan2040@Home</a> website. On the "Comment on Draft Planned Land Use Map" tab there is a link to the General Planned Land Use Map survey. You can write open ended comments there. That helps us collect, track, and analyze all the comments.</p>

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Question/Comment	OPZ Response
<p>Good Morning Desirae- I spoke with Sharon this morning, who provided your information to contact about questions for 2040 Proposed Land Use changes in my zone.</p> <p>My name is Ashley Collins, I'm on the board for the Crain West Community Association (CWCA). Our community is located off of West Benfield Rd, and some of our property lines proposed areas of change in the Proposed 2040 Land Use map. Attached is an image of the area in question. As it's displayed on the map, the area north of CWCA property is changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. Our community has a signed Agreement and Declaration of Covenants, Conditions, and Restrictions that states a 185 foot buffer along CWCA property will be Open Space. However that is not reflected on the 2040 Proposed Plan map.</p> <p>Could you please give me a call at 410-991-1557 to discuss?</p> <p>Thank you!!</p>	<p>Thank you for your comment on the Plan2040 Land Use Map. We have recorded your comment and will be addressing all comments at the close of the comment period. We will make any requested land use changes, if applicable, at that time.</p>
<p>Can you please explain the background and changes????? Plan 2040 left 2009 GDP right Wolf Pit Branch from Ritchie Hwy to the Magothy River shows Open Space Zoning on 2009 GDP Map. It shows none on the 2040 Map. Why? South of Hatton Dr show large area of Open Space on 2009 map, None on 2040 Map. Why? The Cattail Commons 31 townhouse project settled with about 2.3 acres of Commercial along Ritchie Hwy and 11 acres of Open Space to the southwest. Neither is shown.</p>	<p>We will add these notes to our list of comments and they will be addressed at the conclusion of Plan2040@Home. Please encourage stakeholders to comment through the online open house tool. Also, note that in the Briefing Paper we provide on Plan2040@Home, that the Conservation land use category will represent land that is publicly and privately-owned and is used for conservation purposes in perpetuity. This designation includes properties preserved through land trusts, platted floodplains, passive open space adjacent to platted floodplains, and passive parks and other conservation lands. If property owners of privately-owned conservation areas and passive open space (includes community-owned areas) would like to have their properties designated as Conservation or Open Space, then they should note that in the comments on the Planned Land Use Map or email us at Plan2040@aaacounty.org. This can also occur during the Region Planning process.</p>
<p>I am writing to ask you to stop Staples Corner from being designated a Village Center Overlay and from making Crofton a Targeted Growth Area. Crofton residents do not want growth and we do. It need growth. We already have a vilkage center area, inside Crofton itself, located on the Crofton Oarkway. It's time to stop siding with developers ... your honstituets in Crofton fo not want growth and we fo not want developers. No residents of Crofton have asked for growth and there is no justification for it.</p> <p>Staples Corner is not a Village Center, should not be envisioned as a Village Center and should not be a part of a Targeted Growth and Revitalization Area. There should be no more planned development at the intersection of MD Rte 424 and MD Rte. 450 period. There should also be no more planned development in Crofton period.</p> <p>Thank you for taking action to stop this from happening.</p>	
<p>Please do not try to turn Staples Corner into a "Village" community center. The infrastructure does not support more development at that intersection! I live right down the street from this intersection, and if anything is needed, it's to fix the infrastructure.</p>	
<p>[Verbal question to Christina Pompa regarding mapping his community's property as Open Space on the Planned Land Use map]</p>	<p>Hi Erik,</p> <p>Following up on a conversation you had with Christina Pompa recently: OPZ will be able to map your community's property as either Open Space or Conservation (depending on what your community association would like - definitions are included in the briefing paper Christina provided) on the Plan2040 Land Use Plan. To do this, we would need something in writing stating the designation you all would like, along with identifying info for the property (tax account number, tax map and parcel number). The request should also be signed by your community association president.</p> <p>If you have any questions, let me know.</p>

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Question/Comment	OPZ Response
<p>I am reaching out on behalf of one of our constituents who believes they may have filed their land use application incorrectly or their request was missed as it was located in two spots of the application.</p> <p>LUCA 147 was to change from an R2 zoning to commercial. Their use has always been commercial and the plan 2009 was that of commercial.</p> <p>Within the text (2nd page) of their application they noted they would also like to apply for SB as an alternative, but "other" was not noted in the first form page of their application.</p> <p>The very essence of SB is to do what the property owner has been doing for years and would like to continue to do.</p> <p>I believe this may have been an accidental oversight in the department and would like to help them correct it with OPZ for another look. The zoning they currently have has prevented them from both residential and commercial refinancing.</p> <p>I believe SB would be supported by the community as well.</p> <p>Please advise how they should proceed.</p> <p>I neglected to include the property owner in the email, my apologies.</p> <p>For the record, I'm taking no position, just trying to connect Mr. McGurk so he can share his concerns so you and the OPZ staff can direct him in resolving the issue.</p> <p>Good afternoon. I am following up with you to clarify that my, and my wife Kimberly's, Land Use Change Application known as LUCA 147 for 236 Ritchie Highway Severna Park, Maryland was a request to have our property designated under the Anne Arundel County "Small Business District" Zoning.</p> <p>It is our understanding that the Small Business District requires that although the zoning allows for small commercial business, the area remain with the look and feel of Residential Zoning. Which is what we prefer for this area of Ritchie Highway. For example, we have no desire to have this area have the Commercial Zoning look and fell of Ritchie Highway in Brooklyn Park, Maryland in this area of Ritchie Highway in Severna Park.</p> <p>We are not looking to make any changes to our building. I am afraid that we did not make our desire for Small Business District Zoning clear in our original application. If you would be so kind as to let me know what steps we need to take to clarify and correct our application, it would be most appreciated.</p> <p>If you need to speak to me, feel free to call my cell phone anytime on 410-274-4928. Thank you for your kind consideration in this matter.</p>	<p>Right now as the County's General Development Plan (GDP or Plan2040) is being updated, we are working with the planned land use map, which is different from zoning. Although it is a precursor to zoning so to speak.</p> <p>Your land use change application asked for commercial land use. The staff disagreed based on the current land use in the area where the property is located. You are apparently a commercial land use sandwiched between residential uses. From Maryland Department of Assessment and Taxation data it shows you purchased the property in 2003 and the property is assessed for a residential use. In addition, the County's permits database shows various permits associated with construction of a single family dwelling in 2004. I also contacted our Zoning staff to see if the property has official nonconforming use status for a commercial use on residentially-zoned property but there is no nonconforming use status. Your land use change application states that "although the property is currently zoned R2, the site has never been utilized for residential purposes. The building was designed and configured to support its commercial use..." I find that interesting since you applied for a residential building permit and are under a residential assessment, which would be lower than a commercial assessment.</p> <p>Under the 2009 General Development Plan there was a land use classification called Small Business, that land use classification is being phased out in Plan2040. I would suggest you read the briefing paper that is included with the Plan2040 Community Engagement @Home website.</p> <p><a href="https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/open_house_tool/lu_map_brief.pdf">https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/open_house_tool/lu_map_brief.pdf</a></p> <p>The overall list of land use classifications proposed for Plan2040 is contained on page 5 and the reference to the elimination of the Small Business land use category is described on page 7.</p> <p>Based on the analysis I provided above, the staff recommendation is going to be maintained. You will have opportunities to testify at the Planning Advisory Board and before the County Council to make your case as to why the land use category should be anything other than low density residential. In addition, after the GDP is adopted by Council, nine region plans covering the entire geography of the County will be completed. You would certainly have an opportunity during the region planning process to seek a different land use and different zoning. For your information, your property is included in draft Region Planning Area 4. The boundaries of the Region Planning Areas will be formally established when the County Council adopts Plan 2040 or the GDP.</p>
<p>See attached screenshot. Didnt know how else to comment on this. The area where stoney creek runs up is shown as ROW, with no zoning. This should have some type of zoning (its currently R5).</p> <p>There are some lots scattered through here (I have two), and the rest of the land is technically owned by the Christians (original developers of Green haven).</p> <p>Question regarding how to get to linked LUCA applications and staff datasheet</p>	<p>Thank you Mr. Squires. We're working to resolve a technical issue that graphically omitted the Planned Land Use category (note that it's not zoning) from rights of way. There will be a land use category applied to this area.</p>
<p>Is there a way to get an address for a particular staff recommendation? For example, it would appear to me that SR 32 abuts Lake Waterford park but I am not sure from the map. The LUCAs have the applications attached, and by reading the application I can determine a property's address. For the few staff recommendations I have looked at so far, the data sheet doesn't have location information. Thanks!</p>	<p>The Online Open House interactive tool does not provide addresses. In some cases the Staff Recommended changes include multiple properties/addresses so one street address was not applicable or some properties are undeveloped and do not have a street address. I would recommend opening this map [<a href="http://gis-world3.aacounty.org/HTML5Viewer/index.html?viewer=MyAA?viewer=MyAA">http://gis-world3.aacounty.org/HTML5Viewer/index.html?viewer=MyAA?viewer=MyAA</a>] that provides the street addresses. You would then be able to compare the two maps and identify the addresses of properties you are interested in reviewing.</p>
<p>Interesting presentation</p> <p>I tried to use the side-by-side to see changes in my neighborhood between 2009 and the 2040 plan. The screen showed a side-by-side (Left, Right) images, however the maps continued from left to right rather than showing 2 different images of the same location.</p> <p>For example, I got the Edgewater Library in the left panel and the right side showed the continuation of Stepneys Lane into Londontown. When I moved either side, the streets realigned. I did not see 2 different images of the same location.</p>	<p>The tool does not allow for a side by side comparison of the two maps for the same area. You may use the gray bar in the middle of the screen to slide left or right to see how the Plan2040 proposed Planned Land Use for properties changes (or stays the same) from the 2009 General Development Plan Planned Land Use Map. If you are interested in seeing the two maps of the same area, I might suggest taking a screenshot of the area you are interested in for both the 2009 General Development Plan and the Plan2040 and comparing those in another program.</p>
<p>The Plan2040 website allows only cursory feedback: <a href="https://www.surveymonkey.com/t/6TTY7X7">https://www.surveymonkey.com/t/6TTY7X7</a></p> <p>Therefore I will be directing people to email substantive comments on Plan2040 to <a href="mailto:Plan2040@aacounty.org">Plan2040@aacounty.org</a> for official consideration by the county in this critical proceeding.</p> <p>I also ask that the deadline for public input be extended to September 21, 2020.</p>	<p>Plan2040@Home allows you to make general comments. Our preference is that you use this tool. If the comment relates to the Goals - then general comments can be provided at the end of each of the Element surveys. If the comment relates to the Planned Land Use map, then it's a link (General Planned Land Use Map Survey) on the left hand side of the "Comment on Draft Planned Land Use Map" tab. We do not intend to extend the deadline. The tool is currently available through September 10th. At the end of the public comment period for the Plan2040@Home land use tool, we will consider the comments in finalizing the full draft of Plan2040. The full draft will be available for a 30-day public review and comment to begin the end of September. In addition, there will be opportunities to comment at the Planning Advisory Board and County Council public hearings.</p>
<p>Hi - I participated in an exercise a few months ago to submit comments on the Land Use Change Applications. Are those comments that I submitted, and that others also submitted, available? I'm finding it difficult to comment on LUCAs that I disagree with (and that I disagreed with when evaluating the corresponding land use change application) without knowing why my comments were not addressed. Thanks!</p>	<p>The public comments the Office of Planning and Zoning received from the initial Land Use Change Application review can be obtained by filling out a Public Information Act Request. Since Long Range Planning is not specifically listed, please select "All Other Requests" as the Request type. The Office of Planning and Zoning took all comments during that period into consideration when preparing the Proposed Planned Land Use Map. Public comments helped inform the Planned Land Use Map, but commenters were not provided an individual response to their comment.</p>

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Question/Comment	OPZ Response
<p>Good day;                      I asked this question during the on-line meeting for area5 and promised to follow up in writing.                      sorry for taking so long.                      when I look at the 'planned land use map; tab, focusing on the rt 450 corridor between rt3 and rt 424, I cannot help notice that many parcels have changed designation, and none for the better.                      areas that were 'natural feature' are now 'residential low-medium density'; 'residential' has become 'commercial', 'rural' has become commercial', and 'small business' has become commercial' with no limit on size. one rural parcel has gone all the way to commercial.                      on the positive size, a couple small and impractical, undevelopable lots have gone from 'industrial' to 'conservation'. let's be thankful for small gifts.                      and yet there is no LUCA on record for ay of these changes.                      why is it so?                      thank you for any information you can share.</p>	<p>Consistency changes were made in areas where the 2009 GDP Land Use Plan did not accurately reflect existing development types and densities and are planned to remain through the planning horizon particularly with Planned Unit Developments, Multifamily and Townhome developments. Consistency changes were made where the 2009 GDP Land Use did not accurately match the intended parcel boundary. Consistency changes were also made where the planned land use was not reflective of the existing zoning currently in place and expected to remain through the planning horizon.                      Please note that this information along with other additional information about the Planned Land Use Map can be found in the "Briefing Paper", a hyperlink located on the left hand side of the "Planned Land Use Map" tab.</p>
<p>I just had a question regarding Land Use Change Request applications. If the change request is not recommended will you post the application for public comment?</p>	<p>Yes. Please visit the Online Open House [ <a href="http://aacounty.org/plan2040openhouse">aacounty.org/plan2040openhouse</a>]. There you can click on the "Comment on Draft Planned Land Use Map" tab to locate the land use change requests and comment on them.</p>
<p>On the online Open House I noticed there is a 250 character word count to submit comments on the Land Use Change Applications. Will there be an opportunity to write a lengthier response to the County's proposed land use?</p>	<p>Patrick followed up by phone. Encouraged using online tool if possible, but offered <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a> if necessary</p>

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Question/Comment	OPZ Response
<p>My name is Sherrill Neese and I live in the Crain West Community. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. I realize that this is probably an administrative error, but I do want to bring this to your attention.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please correct/update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>Thanks for sending this reminder. Generals Highway Council of Civic Associations (GHCCA) is planning to send a comment from the board. I did have a couple of questions.</p> <p>1) How is this public comment different from the one in the summer? There was a similar map feature where you could comment on proposed land use changes. Were any of those screened out for this version?</p> <p>2) Are Priority Funding Areas done away with? Are "Peninsula" the new version of that? What does Peninsula mean as far as land use planning?</p>	<p>The previous public comment period was just for the land use change applications prior to completion of staff review. Those comments were taken into consideration as staff finalized recommendations on the land use change applications and developed a Planned Land Use Map. The Online Open House allows for the public to review the staff recommendations of the Land Use Change Applications, consistency changes, and staff recommendations in the full context of the proposed Planned Land Use Map.</p> <p>Priority Funding Areas are still mapped in the County per State requirements. Due to the criteria involved in mapping these areas, they will not be updated until after comprehensive zoning is complete for each of the Region Planning Areas.</p> <p>"Peninsula" is one of the County's Development Policy Areas. Development Policy Areas are used in the Plan2040 land use planning process to provide a sound, predictable framework for achieving the Vision and a mechanism for informing land use and public facility decisions. The Peninsula Policy Area is defined as existing, stable communities, primarily residential, that are nearly surrounded by water and land within the Critical Area; and served by a single primary road corridor for access and egress. These areas are located both within and outside of the PFA and the public sewer service area. Development is limited to infill and redevelopment that must be compatible with the existing character of the neighborhood and where consideration of salt-water intrusion and vulnerability to sea-level rise are given. Example: Mayo Peninsula. Please be sure to read the explanations and companion documents, located on the side bar, which will help explain the different maps and materials.</p>
<p>My name is Dan Grimes, and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>My name is James Mildenerger, and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>Please ensure that Plan2040 enables:</p> <p>1) Public water access, public boat ramps and public swimming beaches. Eighty percent of the people in Anne Arundel County do not live in waterfront homes or water privileged communities. The county must build public boat ramps and public swimming beaches instead of diverting public tax dollars for private benefit.</p> <p>Anne Arundel County has the most trailered boats and the fewest public boat ramps of all the counties in Maryland on the Bay. WIF must be spent for new public boat ramps, not private community beaches.</p> <p>2) Our public parks to be classified as "Public Use" not misclassified as "Conservation" areas. These parks were bought with state Program Open Space (POS) and federal Land and Wildlife Conservation Fund (LWCF) grants. Those grants of public money have public strings - the county must use the land bought with public money for public access.</p> <p>3) Eliminate the proposed Peninsula Privilege, which will block basic improvements to our waterfront parks. Peninsula Privilege gives special traffic protection and special development protection to the most affluent areas of the county. Traffic and development protections should be applied evenly and fairly across the county, instead of giving special privileges to the already privileged.</p>	<p>Thank you. Your comment has been recorded.</p>

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Question/Comment	OPZ Response
<p>After years of complaining about over development of the Rt. 3 corridor through Crofton and Gambrells, we are furious to see applications for more high density housing in this area.</p> <p>We were assured during Mr. Putman's campaign that we would be protected from more development, more noise, more congestion and the increase in crime that high density housing brings.</p> <p>We feel abandoned,</p>	<p>Thank you for your comment. Please note that property owners are permitted to submit a land use change application during the GDP process, however, it does not mean that the application will be recommended by staff for approval nor approved by the County Council. The Planned Land Use Map on the Online Open House illustrates the Office of Planning and Zoning preliminary recommendations on the land use change applications as well as changes that reflect consistency with existing zoning and development (see the Briefing Paper link in the Planned Land use tab helps explain these changes). The Office of Planning and Zoning is not recommending High Density Residential in the MD 3 corridor. In regards to next steps, the Office of Planning and Zoning will take public comments from the Online Open House into consideration when preparing a proposed draft Planned Land Use Map that will be available for public review at the end of the month.</p>
<p>My name is Krishna Motiram and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>My name is Laura DuPee, and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>My name is Bill Zephir and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. THIS IS AN ERROR.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>My name is Jennifer Greeff, and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>What happened to LUCA #69? It's no longer showing on the Community Engagement webpage. Are you working on editing the comment regarding the proposed change to "Industrial" – which was incorrect? Please let us know when LUCA 69 will be re-posted.</p> <p>LUCA 176 is also no longer on the community engagement webpage. We would like to comment. Kindly let us know when it will be back on-line.</p>	<p>Both applications (#176 and #69 per your previous email) are available to review and comment. If you do not see them listed on the right hand side of the screen, please zoom out to the County scale.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>We would like to submit comments on the new county General Development Plan (GDP). The draft GDP lacks any mention of public water access and basic park improvements for the next 20 years. We are in favor of public water access, against misclassification of our public parks and against Peninsula Privilege.</p> <p>Our community wants more public water access, public boat ramps and public swimming beaches. Eighty percent of the people in Anne Arundel County do not live in waterfront homes or water privileged communities. The county must continue to build public boat ramps and public swimming beaches instead of diverting public tax dollars for private benefit. Loch Haven, a subdivision next to South River Farm Park, is getting \$129,000 from the county to fix its private community beach. Next door, South River Farm Park gets nothing for public water access improvements. Cape St. Clare is getting \$250,000 from the state Waterway Improvement Fund (WIF) for "beach nourishment" of its private community beach. WIF money comes from big boat excise taxes and is meant for public boat ramps. Anne Arundel County has the most trailered boats and the fewest public boat ramps of all the counties in Maryland on the Bay. WIF must be spent for new public boat ramps, not private community beaches.</p> <p>Our public parks should be classified as "Public Use" not misclassified as "Conservation" areas. These parks were bought with state Program Open Space (POS) and federal Land and Wildlife Conservation Fund (LWCF) grants. Those grants of public money have public strings - the county must use the land bought with public money for public access.</p> <p>The Peninsula Privilege must stop. As a county, we cannot continue to block basic improvements to our waterfront parks. Peninsula Privilege gives special traffic protection and special development protection to the most affluent areas of the county. Traffic and development protections should be applied evenly and fairly across the county, instead of giving special privileges to the already privileged.</p> <p>Please take water access into consideration as you move forward with the GDP plans.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>I've taken the time to provide feedback on planned use map for one of the "land use change applications" in Annapolis Neck, HOWEVER as i was reviewing 2040 vs 2009, there seems to be a major omission which is not showing on either map, that is the 33 Acres conversation easement, Ogleton Woods that our community of Annapolis Roads put in conservation easement in 2008. I've tried searching on 'Carrolton or Ogleton Road" but on the the only property showing up changed is the Fusco Field designation from "natural feature" to "open space"</p> <p>Can someone in OPZ please clarify for us why Ogleton Woods is not showing up as a conservation Easement. I need to escalate this to our Board if this is an issue.</p>	<p>Thank you for taking the time to provide comments. The Office and Planning and Zoning has prepared a planned Land Use Map with specific land use categories as noted in the "Briefing Paper" provided on the "Planned Land Use Map" tab. In the "Briefing Paper", you'll note that a Conservation land use category represents land that is publicly and privately-owned and is used for conservation purposes in perpetuity. This designation includes properties preserved through land trusts, platted floodplains, passive open space adjacent to platted floodplains, and passive parks and other conservation lands. We have not designated private HOA lands without the knowledge that these are conserved in perpetuity. Unfortunately we do not have a database of all private conservation land but are hoping to build that during this process and the subsequent Region Plan process. With that being said, if the HOA wishes that this parcel be designated as Conservation, please have the HOA Board provide us with a formal letter that specifies the tax account number and/or tax map and parcel number.</p>



## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Members of our Arden on the Severn community are extremely concerned that there has not been adequate time allotted to respond to the Plan 2040 initiative and to the individual LUCAs.</p> <p>We ask that the comment period be extended through year end for a variety of reasons.</p> <p>Specifically, LUCA-4 which was supported by the county planning comments seems oblivious to the adjacent siting of a new fire station, a county park and the need for critical safety upgrades at the intersection of Sunrise Beach Road and General's Highway. Apparently the landowner request for a change from residential to commercial is for the development of a bar or club right across from anticipated public service facilities.</p> <p>The justification for this change is simply that this is a commercial intersection. This is nonsense. How can this be acceptable and supported by planning? This is a defective filing and should be withdrawn for cause.</p> <p>Many of the LUCAs have errors and defects that have not been corrected. They should be further reviewed and be amended for clarity and required to be reconsidered.</p> <p>The Plan 2040 representative for Crownsville has been AWOL when it comes to informing the public. He should be replaced. No one in the community had any input into his selection except the previous county executive.</p> <p>The website is unusually complicated and takes a steep learning curve to use. This was not what was promised to us at the Plan 2040 meetings which I have been attending for the last two years. I feel that we were given a bait and switch outcome by planning and zoning.</p> <p>The website should automatically notify interested parties electronically about all the LUCA listings, instead of having to search the maps to get to a comment screen.</p> <p>The survey section is vague. Each Plan 2040 section should have an associated survey to allow for more specific comment.</p> <p>As VP of the Arden Civic Association, I am filling my individual concerns and comments before the 10th and request immediate relief by extending the comment period.</p> <p>What's the rush? There are no upcoming hearings and there should not be during the pandemic. There were over 100 residents at the last developer hearing I attended in overwhelming opposition to the plans for the sawmill site in Herald Harbor. Even the engineering company that presented at that meeting in 2019 admitted that the plans were incomplete and nonconforming. The landowner was being rushed by the developer to file before the Tree conservation deadline in September 2019. The developer did not own the land but was driving the bus anyway. The county needs to stop these deceptive practices by developers.</p>	<p>Thank you for your comments. We do not intend to extend the deadline. The tool was made available on August 5 and is currently available through September 10th. At the end of the public comment period for the Plan2040@Home land use tool, we will consider the comments in finalizing the full preliminary draft of Plan2040. This preliminary draft will be available for a 30-day public review and comment period to begin at the end of September. In addition, there will be opportunities to comment at the Planning Advisory Board and County Council public hearings.</p> <p>All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>We got the letter informing us that our property listed at 0 Edgemont St, Edgewater, tax account number 157990088062 is proposed being changed from Low-Medium Density Residential to Low Density Residential, which I believe requires a lot size of 40,000 sq. feet. Our lot listed is 10,000 square feet which is consistent with lot sizes in that neighborhood that currently have houses on them. I currently have an offer of \$100,000 from a builder for our lot.</p> <p>What happens if the lot now becomes unsellable because it doesn't meet the requirements of the new map change? What is my recourse with a lot that now has no value? Do I stop paying taxes on the property and abandon it? Can it be grandfathered in to the previous land use plan?</p> <p>I appreciate your guidance on this issue.</p> <p>We received the attached letter regarding a property that my company owns, Beam Me Home Builders, LLC, which is a very small company, two owners, both of us senior citizens (both age 77) living in the area and refusing to give up on what we love to do, building homes. We have an offer from another small local builder to buy our property for \$100,000, the funds of which we were counting on to complete a building project in progress. Your letter blew these plans up and the offer is now in limbo, leaving our company in financial stress, not knowing where the money is now going to come from for both our project and to pay bills, such as the tax due on the property. We need help and guidance fast or a couple of old guys are going to be out of the construction business through no fault of our own.</p> <p>Our property listed at 0 Edgemont St, Edgewater, tax account number 157990088062, is proposed being changed from Low-Medium Density Residential to Low Density Residential, which I believe requires a lot size of 40,000 sq. feet. Our lot listed is 10,000 square feet which is consistent with lot sizes in that neighborhood that currently have houses on them. What happens if the lot now becomes unsellable because it doesn't meet the requirements of the new map change? What is our recourse with a lot that now has no value? Do I stop paying taxes on the property and abandon it? Can it be grandfathered in to the previous land use plan? Can the county buy it from us to use as a park or open space? It seems as the change is intended for lots in the country, not one in an already established neighborhood where no lots are 40,000 square feet or larger.</p> <p>It appears as if a bad mistake has been made and we are the unintended victims of that mistake. But this mistake has extreme consequences for us. We need to be able to continue forward quickly with the builder interested in buying our property so guidance you can give us soon is very much appreciated.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to plan2040@aacounty.org.</p> <p>Mr. Bandy, The change in the proposed land use from Low-Medium Density to Low Density Residential will not change your current zoning and lot size requirements. The purpose of the recommendation is to make the planned land use consistent with the overall density of how the neighborhood has developed. The development potential of these lots has not changed.</p>
<p>The land use 2040 plan is going to ruin AA county and take away from the natural beauty that we all enjoy. It needs to be amended so less land is developed for commercial use.</p>	<p>thanked him for his feedback and said I would pass it along to your department.</p>
<p>Please save our water access for kayakers!</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>My name is Brian Forsyth. My address is 13464 Lore Pines Lane, Solomons, MD 20688. I am a 20+ year Navy veteran and have lived in Maryland for the last 22 years. No I don't currently live in Anne Arundel County, but my daughter and son-in-law do (Severna Park). I visit them often and much of our recreation time together is spent on the water, sailing a trailerable sailboat, and paddling kayaks and SUPs. I am a member of the Chesapeake Paddlers Association and a former kayak instructor.</p> <p>I am concerned about the draft AA GDP for the following reasons:</p> <ol style="list-style-type: none"> <li>1) I feel it does not adequately address the need for increased public water access, public canoe and kayak launches, public boat ramps and public swimming beaches.</li> <li>2) I feel it does not adequately address water quality issues as many AA County waters are unsafe to swim in.</li> <li>3) I am concerned that public funds are being used for the benefit of private community beaches and launch ramps, instead of public water access.</li> <li>4) I strongly believe that our public parks should be classified in the AA GDP as "Public Use", and not misclassified as "Conservation" areas.</li> <li>5) I am strongly against the concepts of Peninsula Principles and Peninsula Privilege. Public water access is for all.</li> </ol> <p>Please take into consideration these points in the AA GDP.</p>	
<p>I received a letter saying the zoning of my property at 924 Williams Cove Edgewater, MD is proposed from changing from low-medium density residential to low density residential. I am very excited for this change because I'm assuming it means the land around my property can't be developed on. This is good because the land around my property serves as storm drainage for the neighborhood. If the land were developed on it would bring more stormwater into people's yards and on the roads.</p> <p>I would like to know if my assumption about stopping future development is correct and if there are any other effects of changing the designation I need to know about (e.g. change to taxes, livestock allowances, etc.)</p> <p>Thank you very much for your time.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>.</p> <p>--</p> <p>Thank you for your comment. The proposed change is intended to make the planned land use designation consistent with the existing development density in this area. The RCA Critical Area designation will remain and is what in fact controls future development potential. The change in Planned Land Use is not expected to affect your property taxes.</p>
<p>I recently received a letter regarding a parcel at 0 Belle Grove Road (504790225313).</p> <p>I agree with county staff's recommendation to change SR-02 from Residential to Commercial. However, I believe this particular parcel would be better served zoned as W-2.</p> <p>The parcel is an unimproved 25' wide strip located between 4020 Belle Grove Road (proposed to be zoned commercial) and 4012 Belle Grove Road (currently zoned W-2). The parcel is currently used by both 4024 and 4012 in support of industrial-type activities (4024 is a property management/general contractor, 4012 is industrial manufacturing). The parcel is adjacent to existing W-2 zoning and it would be consistent with existing uses. If 4020 is zoned commercial and the Parcel zoned W-2, there would still be a seamless transition from industrial (4012 &amp; Parcel), to commercial (4020 &amp; 4024) then to residential.</p> <p>I wasn't sure if there was a way to make a parcel-specific comment, can you please forward this comment to appropriate parties or let me know how to submit?</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Would the proposed change from residential to rural affect a homeowner's right to build a new house in place of an existing house?</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>.</p> <p>--</p> <p>The proposed land use change from Low Density to Rural will not have an affect on your ability to build a new home or replace an existing structure. If a future change in zoning to rural low density (RLD) were to occur to be consistent with the planned land use category of Rural, it would have little effect on existing lots because the neighborhood was platted prior to 1987, so they would be considered 'grandfathered.' (see County Code 18-4-401(2) &lt;<a href="https://codelibrary.amlegal.com/codes/annearundel/latest/annearundelco_md/0-0-0-20100">https://codelibrary.amlegal.com/codes/annearundel/latest/annearundelco_md/0-0-0-20100</a>&gt;).</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I'm going to need you to explain why I just got a letter sent to my home saying that you're looking to change my property from residential to commercial in the next 20 years?            What is this supposed to mean? We bought this house as residential. Why would our property change?</p> <p>Sent to Anthony Brent: I live at 1906 Ridgeville road, Edgewater. I got a letter in the mail yesterday saying that in the plan2040, my property is proposed to be rezoned as commercial rather than residential.</p> <p>I have many issues with how this is playing out and I'd like some insight/answers/help.</p> <p>My first Issue: we received this letter on September 5th, 2020. I saw that the comment period was August 5th - September 10th. It is Labor Day weekend. I cannot call the Zoning officer until Tuesday, the 8th, for any sort of clarification. My house was JUST impacted by the Edgewater tornado, and I am being induced to give birth to my first child at 5:30AM Tuesday morning. I'm pretty upset with how late we received this letter and the fact that I will probably have to be calling the zoning officer in between contractions at the hospital while trying to safely deliver my baby. I do not think we were given enough notice of this and thus we will be disputing the boards timeline for public comment because the letter wasn't even postmarked until August 26th- 21 days into a 36 day comment period, during a time when the post office is struggling to deliver mail on time.</p> <p>Issue #2: I bought this house a year ago as a starter home. We used Maryland's first time home buyer program. My family does not have the cash to hold on to this property for 20 years to maybe sell it as commercial, and buy another residence when we need to upgrade to more space. If the rezoning plans affect my ability to sell my house, my family will be ruined. We bought this property as an investment and have put a great deal of money into making it a nicer home with hopes that when we want to move in 5 or so years, we will be able to move up to a larger house for our growing family.</p> <p>Issue #3: this letter is incredibly vague. I looked at the map that the letter gave a link to, and I cannot tell how much land on my property is set to be rezoned. The letter states that my address is being rezoned, not part of my address. The map shows a sliver of rectangle like land that looks like maybe 1/4 to 1/5 of my property where we have our driveway, on the side of our property that shares a property line with a commercial business. But, the letter indicates our entire property tax ID is being rezoned. There are no details about this, and I can't find any and there is no one for me to contact right now, again, 2 days before I give birth. This is not helpful to our current levels of stress.</p> <p>Issue #4: because of the lateness of this letter, I have nearly no time to prepare a formal letter that I can have delivered via certified mail indicating my grievances to dispute this. I don't know if I need to dispute this... are they rezoning part of our lot that isn't actually our lot but needed for the commercial utilities? Are they trying to rezone an entire single family home? the amount of detail lacking here is ridiculous to say the least, especially with our livelihoods on the line. If we want to sell our house, we will have to disclose that it is planned to become commercial and that could make selling more complicated. I have consulted my realtor and title company and both of them have never in their careers seen a letter like this one, and both said that the timing and the content were "odd". I whole heartedly agree with their outlook. We are looking into whether or not we need to consult an attorney, but again, we have been given nearly no notice in order to do this. After dealing with tornado cleanup, and a baby on the way, we can't afford an attorney. Again, this would make our lives extremely difficult.</p> <p>I really do need some answers. If this is nothing for us to worry about, I'm going to need a very detailed explanation as to why. I do think the public comment period should be extended, because this council has obviously failed to fully inform in a timely manner those possibly affected.</p> <p>Anthony Brent: I am writing to you two this morning in an attempt to clarify a situation I have been contacted about.            The property owners have received a letter from the Office of Planning and Zoning(OPZ) stating their property would be rezoned to commercial from Residential (R-5).            The property is at 1906 Ridgeville Rd, Edgewater and is the first house behind Londontowne Wine and Spirits. I am looking at the different county maps and see that it is part of the SR-54 which is the OPZ recommendations for clearing up the Commercial/Residential property lines off of Mayo Road.            I am going to assume this parcel will not be changed to Commercial but is the rear driveway which belongs to the liquor store and this is nothing more than cleaning up of the property lines in the county's system between the two properties? OR is this a change to the Land Use and not a rezoning of the parcel?            IF, this is not the case can you please answer the following questions from the property owner, I am CCing them as well as forwarding there initial email:            · The letter states that my address is being rezoned, not part of my address. The map shows a sliver of rectangle-like land that looks like maybe 1/4 to 1/5 of my property where we have our driveway, on the side of our property that shares a property line with a commercial business. But, the letter indicates our entire property tax ID is being rezoned. There are no details about this, and I can't find any and there is no one for me to contact right now, again, 2 days before I give birth. This is not helpful to our current levels of stress.            · I don't know if I need to dispute this... are they rezoning part of our lot that isn't actually our lot but needed for the commercial utilities? Are they trying to rezone an entire single family home?            As the property owner alludes to, she is about to give birth and this level of stress does not lend itself to the situation.            Please let us know ASAP.</p>	<p>The letter does not regard zoning. Lot 553 is currently split between Commercial and Low-Medium Density Residential land use. We will recommend to change Lot 553 to Low-Medium Residential land use in its entirety, reflective of the existing single-family dwelling.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Mark – FYI. I am trying to help some people access the map to comment and find that, depending on the browser you’re using, going to <a href="http://www.aacounty.org/plan2040openhouse">http://www.aacounty.org/plan2040openhouse</a> gives different results. If I put that into my Chrome browser, I get to a map that, instead of a tab for Comments on Draft Plan Land Use, has a tab with three or so horizontal lines and no words. If I enter the address into an Edge browser the version with the actual Comments tab shows up. I don’t know whether there are any other differences.</p> <p>Also: I have a case where a property’s current use is defined as Low-Medium Density Residential Maritime. The zoning is actually part MA2 and part R5. There was a request from the owner to make it all Maritime. The Staff Recommendation was Maritime, and the justification was that the property owner is not asking for a change in land use. But of course that is not the case...he is asking to make the property all Maritime, which would support rezoning the residential property. When I try to object, there is no way to select a multi-use like the current use...I have to pick Low Density, or Maritime, or some other single use. What is the best thing to do in this case...Low-Med Density Residential?</p>	<p>I just opened the website in both Chrome and Edge and everything looked fine. Do you mind sending some screenshots so I have a better idea of what may be happening?            Re: property’s land use - Please select one option and you may include comments in the box provided to explain your position.</p>
<p><a href="#">2-page letter</a></p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>The upcoming General Development Plan appears to have some flaws that need to be corrected.</p> <p>Public waterfront parks should not be classified as "conservation areas" but instead should be classified as "Public Use" areas. It is vital to all AA County residents to be able to use the public spaces we pay for in our taxes.</p> <p>Peninsula Privilege is code for privatizing public land for the benefit of a few at the cost of the rest of the taxpayers. This is misappropriation of public funds and must be stopped.</p> <p>All of us county residents deserve access to the public waterfront, not just the privileged few.</p> <p>My comments are about developing Staples Corner as a Village Center as a hub of walkable suburb. The development guidance in the Plan for a Village Center includes "human-oriented development" and "pedestrian-friendly frontages with sidewalks." Development policies should promote safe and pleasant pedestrian walkways as the backbone of Staples Corner. Three pedestrian pathways focused on Staples Corner are provided for planning scenarios: From Crofton High School to Bell Branch Athletic Complex via Staples Corner. The new Crofton High School will bring significant amount of new pedestrian traffic; teenage students, their parents, and people attending events at the high school. Safe and attractive pedestrian walkways need to be planned from the High School through Staples Corner and on to the Bell Branch Athletic Complex. Walking from either High School or Bell Branch for retail and food options can bring pleasing growth as a village center.</p> <p>From Crofton and Gambrells neighborhoods to Staples Corner. Crofton is growing beyond the "parkway" and "triangle." As the Route 3 Corridor is automobile centric, there is no reasonable expectation that it can be reoriented to be pedestrian friendly. Already the pedestrian injuries and death on Route 3 increase with development. A "Vision Zero" approach for Crofton and Gambrells as a walkable suburb can be based on defining and protecting walkable development from the Crofton Village Green to Staples Corner and surrounding neighborhoods e.g., on Underwood road.</p> <p>From Patuxent River to Annapolis via Staples Corner. A broader perspective on walkability and recreation in the county would include a plan for traveling by foot and bike from the Patuxent River crossing near Two Rivers, safe crossing of Route 3, leading to Staples Corner as a recreational oasis and destination, continuing on from through forested trails from Crofton across Bacon Ridge to Annapolis Waterworks park.</p> <p>These examples show how Staples Corner can become A pedestrian-focused hub for Crofton area as a walkable suburb.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>My name is Wiliam Pierson, and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>I represent over 1600 Sea-Kayakers , many of whom reside in Anne Arundel County , as Director and Organizer of Maryland’s most active sea-kayaking club ,The WatersEdge Sea Kayaking Club. (see <a href="https://www.meetup.com/watersedgekayak/">https://www.meetup.com/watersedgekayak/</a> and <a href="https://www.facebook.com/groups/WatersEdgeKayakClub">https://www.facebook.com/groups/WatersEdgeKayakClub</a>.)</p> <p>We frequently utilize existing AA County Public Access points, such as the new Jack Creek Park where we launched 9/5/20 for a wonderful day on the water !</p> <p>I am writing to you to advocate for more public access to Anne Arundel County waterways. This is an urgent need ! The current draft GDP lacks any mention of public water access, misclassifies our public waterfront parks as Conservation areas to be “used for conservation purposes in perpetuity” and set up a Peninsula Privilege that will effectively block basic park improvement for the next 20 years ! Our group would like to demand that all three of these errors be corrected as soon as possible !</p> <p>Practical considerations / improvement that we would like to see include the following :</p> <p>We DESPERATELY need MORE access to the South River and the Severn river ! South River Farm Park on Selby Bay would be an excellent kayak launch with minor improvements and would give access to the South River, Selby Bay and Ramsey Lake areas.</p> <p>Valentine Creek on the upper Severn River is a new county acquisition that would give us access to the upper river, when further developed.</p> <p>Thank you very much for your consideration in expanding public access to the water in AA County. Most of us do NOT have water access through our residences, so public access is critical. Even those who do not live in AA patronize local businesses after utilizing the water access- as an example, multiple members of our group visited Happy Harbor and Pirate’s Cove restaurants after recent paddling adventures in AA County !</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I am in receipt of the Plan2040 Planned Land Use Map Change dated 8/26/20. My property listed above is slated to move from "Low-Medium Density Residential" designation to "Low Density Residential". Can you clarify what this means to me as the property home owner?</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>--</p> <p>Thank you for your comment. The proposed change is intended to make the planned land use designation consistent with the existing development density in this area. The RCA Critical Area designation which regulates development of your property will remain unchanged.</p>
<p>I submitted comments on the "Open House" tool. There was no acknowledgment so I'm not sure they were received. Following are my comments; It is profoundly disappointing there is no mention of the gross inadequacy of public access to the public waterways of AA County. Read and incorporate the recommendations of the Community Services Background Report for the GDP-Plan 2040 (<a href="#">annotated copy attached</a>) On behalf of Davidsonville Area Civic Association I have attached a <a href="#">letter</a> regarding the Plan 2040 Community Engagement @Home draft documents, and specifically how they relate to our concerns regarding potential changes to LUCA-176, a parcel in Davidsonville. We have written this letter because we have general concerns about the Land Use designations, and there was not enough space in the comment area for LUCA-176 to include our specific concerns regarding recommendations for that parcel. Thank you in advance for your consideration of the issues we have raised.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p> <p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>This email is a follow-up to a letter i received from your office today 9/8/20 regarding the above change to modify my property designation from its current status to Town Center. It appears unreasonable that in your letter dated 8/26 (which I just received today which is postmarked 9/2) the comment period closes 9/10. Given the possible impact this may this is not adequate notice for comments. Please provide me reference materials and contact personnel from your office to discuss questions I may have regarding this matter.</p>	<p>Mr. McKenna,</p> <p>I'm following up to a phone message I left for you. As I mentioned, you may offer any feedback on the proposed land use change to our general email at <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>. The comment period for the online tool will end September 10; however, we will continue taking comments at the email address.</p> <p>Additionally, we are preparing a full preliminary draft of Plan2040, which will include all the elements of the GDP, to be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p> <p>Please let me know if you have additional questions.</p>
<p>Our names are Peter and Sylvia Flaton, and we live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has a proposed change from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. We believe this is in error, or an oversight. Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer. Thank you for your assistance.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>My name is Doug Lane and I live in the Crain West community. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error. Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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<p>My name is Eric Boroff and I live in Crain West. Our community property as well as residents' property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>We received a letter that our property at 717 Red Cedar Road is being changed from Low Density Residential to Rural.</p> <p>This is inaccurate in that the current zoning for homes in Whitehall Beach is R2 - not RLD. Also "Rural" is not a defined zoning classification in the County Code. As Whitehall Beach has lots that have been here for many years (since the 1950s), that have anywhere from 10,000 to 15,000 square feet per lot, changing the classification to rural seems extreme. It is not "agricultural" so RA- "rural agricultural" is not the proper classification. Please explain whether "rural" will be a new zoning classification in the plan and what the lot restrictions will be for said zoning classification.</p> <p>Finally, please note that although your letter is dated August 26, 2020, it was not received in the US Mail until Saturday, September 5, 2020 - 10 days after it was dated. This does not provide the residents of the County in affected communities enough time to review and understand how we will be affected by the proposed zoning classification changes.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>--</p> <p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). A key element of the General Development Plan (GDP) is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land to be in the next twenty years. The Office of Planning and Zoning is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan.</p> <p>The Office of Planning and Zoning is proposing to change the Planned Land Use for your neighborhood from Low Density to Rural to be more consistent with the overall existing rural development pattern of the peninsula and because the area is within the No Public Sewer service category. We have heard through this planning process from the residents who live on the peninsulas concerns about additional growth and traffic congestion. Limiting subdivision potential through reduction of allowed density is one one way to address these concerns. We are not proposing to change the zoning at this time. Lot size requirements for your property or neighborhood are not affected.</p> <p>You can read more about Plan2040 at <a href="http://www.aacounty.org/plan2040">www.aacounty.org/plan2040</a></p>
<p>As a property owner at 1807 Beachfield Rd I want it known that I am completely opposed to changing our designation of R2 to Rural</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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<p>There was NOT enough space allowed on the website Comment form for my response and I felt I needed to explain all the important issues. Response to SR-29:</p> <p>This land is on the West Side of Brock Bridge Rd and is currently designated as Low Density Residential. The Jessup Community supports this designation. This land is zoned Small Business along MD175. The purpose of the Small Business zoning was to provide a buffer and transition from the heavy Commercial uses on the East side of Brock Bridge to MD295 (Baltimore Parkway). In addition was chosen and was “designed” to maintain the “look and feel” of the traditional Jessup community. A small town “look and feel” has always been the desire of the Citizens of Jessup. South of the Small Business zoning is W1 that allows uses that can accommodate the overflow needs from the National Business Park. A large portion of the property is the remains of an iron ore mine that is about 20 ft. deep. Finally, the south most area is currently targeted for low income housing as approved recently by the County Council.</p> <p>The portion of this property closest to MD175 was proposed as a Town Center for Jessup in the 2009 Small Area Plan. But based on the requirements discussed in the RKG study it does not meet the density requirements for Town Center type development. In addition the OPZ has approved and built a Gas station-truck stop-Car Wash-Convenience Store in the center of what was the proposed Town Center and recently approved another mega Gas Station-Car wash-convenience store &amp; 80 seat restaurant directly across the street on the north side of MD 175. Another serious problem with the Town Center idea is the fact that MD175 is NOW a 5 lane highway with a “natural speed” of about 45 to 50 mph which MDOTSHA says they support. The OPZ proposed Neighborhood Preservation in their Plan 2040 Development Policy Area map. This makes sense since the County Executive and the County Council voted to support a large Low Income Housing project on this property. The Neighborhood Preservation goal is consistent with the rest of the Jessup Community. This makes sense as new single family homes are being built along MD175 and the areas north of MD175 are consistent with R1 zoning.</p> <p>The OPZ SR-29 work sheet states: “The recommended change from Low Density Residential to Industrial recognizes a change in character of the area and it is compatible with the surrounding planned land use.” This statement is just plain wrong for many reasons: The most obvious is that this OPZ statement has been rejected by the County Hearing Officer and again it was rejected by the County Board of Appeals. The attorney representing Tom Fahs, Fred Delavan, argued this “change of character” story both times and it was rejected both times in the courts. A member of the Board of Appeals countered that a developer who changes the character across the street should not use that as justification to proceed with the domino effect further down the road. The Jessup Improvement Association fought and won to keep the property Small Business. Finally “surrounding planned land uses” will be a low income development NOT more Industrial. Industrial uses do NOT belong next to people’s housing. People have a right to a quality of life community to raise their families. Suggesting and planning an Industrial land use next to homes is just plain rude. Think how the people in South County would react to such a poor choice for land use and KNOW that those of us in the West County demand the same treatment for our community and families!</p> <p>A very serious problem that OPZ’s recommendation will cause is to tie the hands of the Regional Planning committee. If this property is zoned Industrial the only choice the Committee has is to zone the rest of MD Rt175 Industrial to the West. If the Regional Planning Committee does not zone the adjacent properties Industrial it will be very easy for the Hearing Officer and the Board of Appeals to grant the property owner’s request based on “change of character”. It is NOT ok to destroy the Community of Jessup’s quality of life for the financial gain of a couple of developers.</p> <p>Jessup wants the same things that South County wants. Jessup does not want to be the dumping ground for the county. It is time to start doing “real” land use planning for West County.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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Question/Comment	OPZ Response
<p>My name is Timothy Miguel Elliott and I am an Anne Arundel County resident who enjoys the Chesapeake Bay and its rivers for what they have to offer. I most often spend my time on the water kayak fishing in Rock Creek, a small tributary located at the mouth of the Patapsco River. Currently, there are two public parks located on Rock Creek, Fort Smallwood Park and Weinberg Park. fort Smallwood is one of the few public boat launches in the county, whereas Weinberg Park is considered a soft launch. However, Weinberg Park lacks basic improvements. I frequent Weinberg Park quite often, and it is one of the best hidden gems in the Pasadena area (I highly recommend a visit there sometime). Others enjoy fishing and crabbing, while there are those who enjoy a boat cruise. Some enjoy the simpleness of sitting at the water's edge. It's the adventure, the bounty of seafood, peace of mind, relaxation, joy, and the witnessing of other intelligent creatures that inhabit the water that are important in many peoples' lives, not just mine. Every single person who resides in Maryland has a connection to the Bay, in some form or another. It is only fair for them to have access to the waterways just as those who live on water-privileged communities do.</p> <p>I demand more public water access, such as building public boat ramps, public kayak launches, public fishing piers, and public swimming beaches. I would love to know why Anne Arundel County has the most trailered boats, yet the fewest public boat ramps compared to the other counties in Maryland. But I already know the answer, it's because the vast majority of Anne Arundel County shoreline is private, with very little public access, yet it's the minority who live in those water-privileged communities. so why does the majority of residents who do not live in water-privileged communities suffer when it comes to water access? All residents deserve the right to nature, not just private water communities.</p> <p>It would only make sense for the Waterway Improvement Fund (WIF) to be spent for new public boat ramps, not private communities. I also urge that our public parks should no longer be misclassified as "Conservation" areas, but rather be classified as its' true, intended purpose, "Public Use". Anne Arundel County parks were bought with State Program Open Space (POS) and Federal Land and Wildlife Fund (LWCF) grants. Those grants of public money have public strings, therefore, the county must use the land bought with public money for public access. I insist that one park in particular, Weinberg Park (the one I had mentioned above, the address being 1543, Fairview Beach Road, Pasadena, MD), be given the basic improvements that it is in dire need of, rather than be the local dumping grounds for trash and waste.</p> <p>I also demand the elimination of the proposed Peninsula Privilege, which will block basic improvements to our waterfront parks (which they already are lacking). The Peninsula Privilege gives special traffic protection and special development protection to the most affluent areas of the county. Traffic and development protections should be applied evenly and fairly across the county, instead of giving more special privileges to the already privileged.</p> <p>My mail address is 8075 Newcomb Court, Pasadena, Maryland, 21122.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>I have already submitted some comments using the new comment system on the Planning and Zoning website, however, I also wanted to contact the three of you personally with my concerns regarding the Draft General Development Plan. The number of proposed changes along Route 3 is both shocking and disappointing, especially as this administration is well aware of the problems with this corridor even going so far as to suggest a development moratorium. In contrast, the proposed GDP sets the stage for rampant development along Route 3, which has been identified as a Targeted Development Area. How much overdevelopment can West County take when we have already taken on the lion's share in recent years? While some of the traffic concerns have been temporarily alleviated by the current pandemic, it is a matter of time before they will worsen once again. I am also concerned about the identification of the Staples Corner shopping area as a Village Center. The intersection of 424 and 450 is already fraught with problems and I cannot imagine the traffic worsening when we don't have adequate infrastructure in place to handle the current traffic problems that will no doubt only be exacerbated when Crofton High School opens its doors. In short, it seems prudent to ensure that we have adequate public facilities and infrastructure present to handle the overdevelopment already in place before adding to the current problem. I love living in Crofton. Twelve years ago, my husband and I decided to raise our family here but much has changed during that time. Please don't let our quality of life be diminished more than it already has. If you have made it this far, thank you for your time and consideration.</p>	<p>No response needed. Forwarded from Steve Kaii-Ziegler</p>
<p>My name is Meredith Memmer and I live in the Crain West Community, on Cactus Court.. My backyard and the community's property borders land that has been slated to change in the 2040 Land Use map (The parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park). As it's displayed on the 2040 Land Use map, the parcel area north of Crain West -- Hila Rd &amp; Cactus Ct -- has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan. This must be an error and we'd like to draw your attention to it.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer so the open space continues to be protected.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>



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Question/Comment	OPZ Response
<p>I'm hoping you can guide me in understanding how to interpret changes that appear to be slated for the south end of Hatton Drive in the community of Olde Severna Park.</p> <p>From the map, it appears the, now wooded "conservation" area at the end of Hatton Drive, is losing that designation in Plan2040, but, I'm not sure if I'm reading it correctly. If it is being changed, can you tell me what the new designation will be, and what changes to this area could occur under the new designation?</p> <p>I live on Hatton Drive and have just been made aware of this issue. Since we are under a time-constraint with submitting our comments, I like to go to our community association with information you can share on this issue.</p> <p>Feel free to contact me if you'd like more conversation. Hope you have remained well during these crazy times. Thanks in advance for any clarity you can offer.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>.</p> <p>--</p> <p>The area at the southwestern end of Hatton Drive is the Severn River Swim Club and in the 2009 General Development Plan had a planned land use of Natural Features. The Briefing Paper [link to document] located on the "Planned Land Use Map" tab of the Online Open House tool, notes that the Natural Features category will be eliminated and provides definitions for two new land use categories: Conservation and Open Space. Land that does not meet the definition for the Conservation or Open Space land use categories or properties that were not documented/verified as such are designated with a land use that is consistent and compatible with the area around them. In this case, staff is recommending Low-Medium Density Residential, compatible with the surrounding neighborhood. The Briefing Paper also explains what types of uses could occur for each of the proposed Plan2040 Planned Land Uses. We are looking for input into this draft land use plan and hope that community associations and private entities who wish to change their land use to Conservation and Open Space when their property meets the definition will make a request.</p> <p>Also, please note that this is not a zoning change. The briefing paper describes the difference between planned land use and zoning.</p>
<p>I received a letter that it is proposed that our property change from Industrial, Commercial to Mixed Use. We currently use it as it is zoned and this would not only hurt or business, but the value of the land. Could someone please call me to explain this letter to me. I can be reached on my cell phone at 410-303-7050.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>.</p> <p>--</p> <p>The Office of Planning and Zoning is updating the Planned (future) Land Use map for the General Development Plan, or Plan2040; this update is what the letter you received references. The Planned Land Use map guides how land is developed over the coming 20 years, and though it is different from zoning, it does serve as a precursor to zoning.</p> <p>In working with the Citizen Advisory Committee, the plan is drafted with a long-term goal to "Provide a high-quality mix of employment, residential, commercial and service uses near existing or funded transit stations," with a subsequent policy to "Encourage mixed-use development and redevelopment around transit stations, with links between transit-oriented areas and employment centers, community attractions and residential areas." To help implement this goal, several properties on the Dorsey Road corridor are proposed for a Planned Land use designation of Mixed-Use due the proximity to the Dorsey MARC station. If ultimately adopted, this potential change in land use designation would not prevent your business from continuing to operate.</p> <p>Let us know if you have further questions. Your feedback on this proposed Planned Land Use change can be sent to the Plan2040 email address (<a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>); we're processing feedback on these types of proposed land use changes until September 18. We are currently preparing a full preliminary draft of Plan2040, which will include all the elements of the GDP, and this will be available for an additional 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>

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<p>Dear Honorable Pittman,</p> <p>I am very concerned about how and where development is occurring along the Route 3 corridor. The 2040 Plan could be the mechanism to bring order to what has been chaotic development. Regretfully, based on what I have seen this does not appear to be the case. I hope I am wrong</p> <p>1. Over the past several decades, development has been directed to West County. This was logical, but buildable land is finite. Thus, there must be a vision for this portion of the County prior to permitting additional development. MD Rte. 3 is an example of transportation sprawl. It is in danger of becoming a Route 1 if solutions are not implemented. The 2040 Plan does not provide such a vision only opportunities for additional sprawl development. The Plan has approved increasing the land use intensity on Rural or low-density parcels that have been combined with higher intensity land uses in a single LUCAs in the name of consistency. New development should be limited until the problems along Rte. 3 are addressed. There needs to be a clear definition of the objective of each mixed use designation and what will be permitted to be constructed.</p> <p>2. Inclusion of MD. Rte. 3 in the Corridor Management Area is already being used to increase the land use to mixed use, commercial or higher density land uses. This is the cart before the horse. This could be a tool to allow thoughtful planning for how Md. Rte. 3 should evolve and develop solutions. As presented in the 2040 Plan, it is a justification for increasing land use intensity not just along the Md. The boundaries of the area have been defined without public input, and it is not clear what the future planning process for the CMA will be. Nor is it clear how including a parcel within the CMA will affect future development decisions, particularly for parcels that are currently rural or residential land use. We simply can't load more traffic on the existing failing roadways. The roadways physically work, but just barely. The State Highway Administration has documented that Route 3 has unstable traffic flow, heavy traffic volumes, significant delays and vehicle backups, and inadequate intersections.</p> <p>3. Many of the LUCAs along Route 3 propose changes to mixed land use designation with no restrictions or vision on what would be good for the county, the communities, the environment, traffic, or local businesses. In reality a mixed-use land use will provide developers even greater flexibility and freedom. It is an open door to build what they want. Plan 2040 does not offer mechanisms for regulating that freedom or for ensuring correspondingly greater public input. There must be clear constraints on what will be permitted in mixed-use areas as well as regulations in place to enforce those constraints prior to changing the land uses. Otherwise, mixed use may simply enable more sprawl development. The Mixed Use LUCAs should be put on hold until guidelines and regulations to prevent more sprawl.</p> <p>4. Because land for development is finite, every effort should be made to cluster development to minimize impervious footprint and retain natural and recreational space. In targeted growth areas, development should be compact and accompanied by open space and neighborhood parks that can easily be accessed. Walkability should be a key component. Developers should be required to incorporate neighborhood parks that are interconnected and linked to a Countywide network of regional trails and open space. Much of the past development has been in traditional patterns and has not incorporated recreational space or walkability.</p> <p>5. There should be no changes to Staples Corner. Staples Corner should not be part of a Targeted Growth and Revitalization Area. Staples Corner is not a Village Center, should not be envisioned as a Village Center. There should be no more planned development at the intersection of MD Rte 424 and MD Rte. 450 until both roads meet traffic and safety standards, not planned standards, not prioritized standards and certainly not questionable standards provided by developer mitigations.</p> <p>6. The 2040 Plan includes no discussion of neighborhood active and passive recreational opportunities. It is recommended that undeveloped parcels within existing neighborhoods should be evaluated for parkland acquisition before they are developed as infill. This is especially critical in the West County and established neighborhoods in order to increase the amount of parkland in these communities. As these parks are established, efforts should be made to connect them in a manner similar to the network of parks around Rock Creek Park in Montgomery County.</p> <p>7. The site on Millersville Road should be a neighborhood park with a few soccer fields, ball park, tennis courts, playground and exercise trail and no lights. Marley Station would be an excellent site for the regional tennis court. This site could also accommodate inside soccer as well as outside fields.</p> <p>8. No construction should be permitted until infrastructure is in place – roads, schools, water, sewer, community parks. Thus, the need for a comprehensive vision. Without these assets, Anne Arundel will not be a place people will want to live, work, play and visit.</p> <p>9. Additional commercial development in many areas may not be needed and may reduce the viability of the existing business. This process can place an economic burden on the county. Damaging existing business is especially likely in the portions of the County that are already developed. The 2009 General Area Plan stated that County has struggled to keep pace with the ongoing demand for maintenance, renovation and rehabilitation, and replacement of existing infrastructure and facilities that have been in place to serve the existing population and employment base. Treating water, with annual revenues insufficient to cover the estimated costs of providing public facilities and infrastructure on a consistent yearly basis.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>As a Crofton resident, I oppose the development proposals for the Rt 3 corridor included in the Land Use Change Application. There are already traffic flow issues and overdevelopment along that road and any further development would significantly decrease the living quality of the area.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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<p>Phone call: 8257 and 8253 Baltimore Annapolis Road - use has been low density residential, not commercial. The Commercial began illegally in 1989. Caller is concerned about high density commercial and changing it to Commercial is not adequate to address pollution. He also does not want to pay higher taxes. No email address given.</p> <p>NOTE COMMENTS FROM 9/11 CONVERSATION, FOR RECORD</p>	<p>Patrick called Mr. Powell, who owns 2 properties in the area impacted by SR32, and explained the GDP update and upcoming comment opportunities. Key points from the property owner to be recorded as comment:</p> <ul style="list-style-type: none"> <li>- There are existing runoff/pollution issues from the commercial uses that exist on the road, with serious impacts to Wishing Creek and Lake Waterford. There is no infrastructure in place now to handle these existing issues, and expanding commercial (particularly Heavy Commercial) uses in the area will only exacerbate the pollution problems. There are ongoing enforcement issues/violations with the businesses operating currently; additional unsupervised commercial use in the area will not help</li> <li>- There were issues when other properties in the area were zoned commercial in the 1989/1990 timeframe. Petitions were allegedly forged. An exemption was granted from the County for parcels 709 and 710 to be treated as residential. Other residences remain in the area.</li> <li>- There is no water/sewer on this portion of the road. Residents are on well water; additional commercial threatens the quality of that water source. These are and will continue to be residential uses.</li> <li>- Owner wishes to maintain his current taxation status, not higher taxes for commercial designation.</li> </ul>
<p>SR -50: At the present time I vote no to the proposal, as not enough time since letters were received . Some residents have not received the letters yet. We need time to what effect this zoning may have on future additions or changes to our property.</p>	<p>Thank you. Your comment has been recorded. Please note there will be additional opportunities to comment on the full General Development Plan, which includes the Planned Land Use Map. At the end of the public comment period for the Plan2040@Home land use tool, we will consider the comments in finalizing the full draft of Plan2040. The full draft will be available for a 30-day public review and comment to begin the end of September. In addition, there will be opportunities to comment at the Planning Advisory Board and County Council public hearings.</p>
<p>phone call to Patrick; property owner within SR48 area (1305 Quiet Lake Cove); received letter regarding proposed change</p>	<p>Patrick spoke with him by phone and followed up with the following email: Following up on our phone conversation yesterday regarding the proposed land use change to your neighborhood. We have a Briefing Paper on the proposed land use map that explains the analysis behind the development of the draft land use map and recommended changes. The online open house tool is available for any feedback you may have, but if you have comments you would like to submit after September 10, we will continue taking feedback to our Plan2040 email address (plan2040@aacounty.org). We will be putting together a full draft of Plan2040 for public review at the end of September, and there will be a 30-day public review and comment period. Additional opportunities for comment will be at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December. I have added your email to our Plan2040 listserve so that you will receive updates on the plan's progress.</p>
<p>We recently received a letter regarding a zoning change from 'Residential' to 'Rural' for our neighborhood. As I understand it, this will restrict improvements as well as lower property values. This proposal is being pushed through very quickly, which also leads me to believe it is not in our best interest. As a homeowner in this area, I do not support this unnecessary zoning change.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to plan2040@aacounty.org.</p> <p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Hello Patrick,</p> <p>I am following up on a voicemail I left for you a few minutes ago. I have some questions about the process of the proposed land use map now available for comment on the Plan 2040 website. In particular, what is the recourse for community members who do not agree with a land use change, beyond commenting on the website at this time? What other steps can be taken between now and comprehensive rezoning to have their comments heard regarding any proposed zoning change? I'd like to discuss over the phone if you have some time this afternoon.</p> <p>Thank you, [note: voicemail indicated specific interest in the Gibson Island LUCAs that were not recommended for LU change]</p>	<p>Hi Andrew, I received your voicemail as well.</p> <p>Comments submitted into the online Community Engagement tool are being logged for consideration, and this is the best way to submit comments to us. The comment period for the online tool ends on September 10th, but we will continue taking any feedback to our Plan2040 email address at plan2040@aacounty.org. Additionally, we are preparing a full preliminary draft of Plan2040, which will include all the elements of the GDP, to be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p> <p>Comprehensive rezoning will take place with the Region Planning process that will follow the adoption of Plan2040; additional information on that process is at our website.</p> <p>Let me know if you have any additional questions.</p>
<p>Hi Patrick,</p> <p>I've run into a zoning issue with a client and thought you may be able to shed some light. I have a client who purchased a multi-family dwelling in June (to rent out) and one month later discovered that the seller failed to disclose that the property is not legal and that the seller was unsuccessful in registering as a nonconforming use. Property is located in R5 and multifamily dwellings have never been permitted in R5, except prior to 1952. The Property has been operating as a multi-family dwelling since the early 1960's.</p> <p>I know the time for submitting a LUCA has come and gone. How would you propose we asserts ourselves in the Plan2040 process to get this property rezoned? Any guidance appreciated!</p>	<p>Ana,</p> <p>Ideally a comment on this would be submitted into the online tool that is still open through EOB tomorrow; that will get the comment into the record.</p> <p>Note that comprehensive zoning is going to take place with the Region Planning process that will begin after Plan2040 is adopted. Information on that is available on our website.</p>
<p>There is an error in the Plan2040 Land Use Designation for the beach located at approximately 500 Lymington Rd., Severna Park, MD. The Plan2040 designation is 'Public Use' or 'Government/Institution'. However, this beach is privately owned by the Colchester on the Severn Community Association. The change was not given a letter/number designation for comments (For ex. the closest one is SR-40. I put in a comment there since it was closest.) On the 2009 Land Use Map, the beach property is 'Residential Low Density' (see attached) but on the Plan2040 Land Use Map, the same property is designated as 'Public Use' or 'Government/Institution' (see attached).</p> <p>We do not want Plan2040 to cause a rush of confused people coming onto our property.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to plan2040@aacounty.org.</p> <p>--</p> <p>Thank you for your email. The property appears to have been coded as Public Use due to State Assessment information that indicated the parcel was owned by Anne Arundel County Department of Recreation Parks. We have contacted Recreation and Parks who confirmed that the County does not own this property. There could be a few reasons for this ranging from the parcel being deeded to the County before a HOA was formed or a simple mistake on the tax assessment site. We agree that the property should not be coded as a Public Use but we would like to ask if the Association prefers an Open Space Land Use or retaining Low Density Residential for this parcel. Please let us know.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I was made aware of the Plan2040 website as of yesterday - September 8th - after an anonymous flyer was placed in my mailbox informing me of the site and of the proposed changes to zoning in my community. I've heard from other neighbors that a letter was sent by the County last week, informing the community of the proposed changes and soliciting comments through September 10th. I did not receive this letter. I am deeply concerned that a community that stands to be significantly impacted by zoning changes was not given adequate time to understand or publicly comment on the changes. Our residents have questions about the impact of these changes and only have one more day to make their comments heard by the County. What is the process to request an extension for the public comment period or who may I contact to get some of our resident's questions answered prior to the end of the current public comment period? The perception in our community is that the County purposely waited to make the website and proposed zoning changes public until the last minute so that our residents won't get ample time to ask questions or make their opinions heard.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>Please note that not all residents received a letter, only those whose Planned Land Use is recommended to be changed significantly. We do not intend to extend the deadline for the Plan2040@Home tool, which is currently available through the end of today. You may still send comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a> through September 18th to be considered in the preliminary draft plan. The preliminary draft will be available for a 30-day public review and comment to begin the end of September. In addition, there will be opportunities to comment at the Planning Advisory Board and County Council public hearings.</p>
<p>I am a homeowner/resident of a home in the Colchester On Severn community. This community includes an HOA-owned waterfront parcel located at 506 Lymington Road in Severna Park, MD (GPS coordinates Lat 39.0712529, Long -76.5735868) [Tax map 31, Parcel 364]. This parcel also has a government access to a county sewer pump-out station located on the property closer to the road, but this property has always been a privately-owned community-only access property since it was developed nearly 40 years ago, and throughout that time the Colchester On Severn Community Association has maintained the property as such. In reviewing the Plan2040 online map, we noticed that our HOA-owned parcel is mislabeled, in baby blue, which according to the legend incorrectly identifies it as "Public Use," which is how a county school or park property would be labeled. I am attaching a screenshot (below). All other community-owned waterfront properties in the county are identified with a darker sky blue which in the legend identifies them as "Maritime." We have also been unable to find any way on the Plan2040 website to provide our comments regarding this error. The Colchester On Severn board may have already contacted you regarding this issue. In any case, please consider this email as a formal comment and request for the map to be corrected to show its proper designation. If additional action is required, please inform either myself or the Colchester On Severn board ASAP. Thank you.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>I am a resident of the Crain West neighborhood, and would like to bring an error on the Plan 2040 Land Use map to your attention. Our community property as well as three residents' properties border the southern side of Shipley's Choice Medical Park, which is located on the southeast corner of the intersection of Veterans Hwy and Benfield Rd. As it's displayed on the 2040 Land Use map, the parcel area directly north of Crain West (Hila Rd and Cactus Ct) has been changed from Natural Features (green) in the 2009 Plan to Commercial (red) in the 2040 Proposed Plan. This area should remain color coded as Open Space. The Crain West Community Association has an Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated November 1988 that established a 185 foot buffer along the southern boundary of the Shipley's Choice parcel to be maintained in its natural state. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer. Thank you for your assistance.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>My name is Lisa Beall (Lephew), 254 Autumn Chase Drive, Annapolis, 21401, Riva Trace, Map SR-51, Account No. 265590043049, Low-Medium Density Residential to Low Density Residential, (better alignment with the parcel boundary).                      I do not understand any of this. Please explain please!! My house has common ground beside it. Are you thinking about building another home there or playground or something? I hope this doesn't mean my property tax is going up again to pay for the common ground????                      I am probably unnecessarily worried (to death) about this. Please explain so I can get some sleep at night.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). A key element of the General Development Plan (GDP) is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land to be in the next twenty years. The Office of Planning and Zoning is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan.</p> <p>Your community is an existing development and we do not expect it to change significantly in the next 20 years. It is currently designated as Low-Medium Density Residential planned land use (2 to 5 dwelling units per acres) on our most recent 2009 GDP however, the overall community density is more aligned with the Low Density Residential designation of 1-2 units per acres. The recommended change in land use is to preserve the established community at its existing densities and for the County to better analyze existing conditions and provide more accurate projections for community needs. The common ground adjacent to your property will remain as such. All private community open space (common areas) has been designated with the same land use category as the existing neighborhood. The change in Planned Land Use is not expected to affect your property taxes.</p> <p>You can read more about Plan2040 at <a href="http://www.aacounty.org/plan2040">www.aacounty.org/plan2040</a></p>
<p>I live at 166 Windward Passage. First,LUCA 69, I agree "Yes" to the turning down of the owners' application for Proposed Land Use Change. Second, LUCA 13, which is asking for a commercial in a residential area on Pike Ridge Road. WE STRONGLY ARE AGAINST ANY DEVELOPMENT THAT CONNECTS TO OUR NEIGHBORHOOD WITHERNSEA. The developer proposed connecting this new townhouse to Hawks Bill Rd. We would be devastatingly impacted by such an action. We have three young children who have the freedom of playing outside because we live on a quiet street, with limited car traffic and know all our neighbors. Making Hawks Bill Rd. a connector would radically and horribly change our quality of life. This is not a possibility we can support in any way. Not only to mention our concern for the environmental impact on the critical wetlands that surround the area.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>First, congratulations on and thank you for the Plan 2040 - General Development Plan website and what it does for envisioning our County, promoting discussion, and providing greater transparency.                      As someone who believes that Anne Arundel should expand, protect and make available to the public its waterways and green spaces, I urge you to do the following:                      1. INCREASE PUBLIC WATER ACCESS. Please use public monies FIRST to support and further create water access available to the public. (And not to improve privately owned and restricted access water access and park lands, for example, \$250,00 to Cape St. Clair from State Waterway Improvement Fund). I swim and kayak. I'm happy that some of my county neighbors have homes on the water, but I am not one of them. I should have access to county resources, in the form of multiple water access opportunities.                      2. INCREASE PUBLIC GREENWAYS, PARKS, AND GREEN SPACE. In considering further development, please create greenways and prioritize green space. This includes parks and walking trails available to the public, and paths for walking/bicycling, including between commercial areas. For example, commercial development along Route 3 Crofton/Gambrills offers few, if any, safe ways to travel by foot or bicycle from one set of stores to another. (It's not much safer by car, but that's another issue!)                      I enjoy the outdoors and live in a formerly agricultural, now overbuilt suburban, area where there are no public parks for children and adults, much less walking trails or hiking opportunities. Children sometimes are transported in their parents' car into to our neighborhood just to use the community playground! Build public parks/playgrounds in Crofton/Gambrills, etc.                      3. PROPERLY CLASSIFY PUBLIC AREAS AND ENSURE SPACES ARE USED ACCORDING TO THE FUNDS THAT PURCHASE/IMPROVE THEM. Classify public parks as "Public Use" lands. Public parks appear wrongly classified as "Conservation" areas. If more "Conservation" areas are desirable (and I believe they are), create them and designate Public Parks for Public Use as separate, additional entities.                      I strongly believe that the economic viability, desirability, social well-being, and health of our county, depend upon the access county residents have to the county's many natural resources.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Please see the attached Memorandum (#1 and #2) outlining serious shortcomings in Anne Arundel County Draft Plan 2040: As written, there is not sufficient information for communities and citizens to judge its effectiveness or appropriateness.</p> <ul style="list-style-type: none"> <li>- Performance Measures are not defined</li> <li>- Extensive current and planned development along Forest Drive, with five failing intersections and the highest rate of accidents and fatalities in Anne Arundel County is not included.</li> <li>- "Climate Change" is presented as the basis of County plans, policies and operations. Parameters--to reduce carbon emissions-- are only mentioned in one area. California has implemented "Climate Change" without balancing conversion to wind and solar power with power from fossil fuels. Communities there have power outages.</li> </ul> <p>Recommendations include:</p> <ul style="list-style-type: none"> <li>- Put performance measures in the draft</li> <li>- Include City of Annapolis Development along Forest Drive with a plan and milestones to make it safe.</li> <li>- Include costs and performance measures of "Climate Change" recommendations.</li> </ul> <p>Detailed comments on the 42 pages and 400 goals and implementing strategies are included at the second pdf.</p>	<p>Thank you. Your comment (and attachments) have been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p> <p>Please note that this is not the complete Plan2040 document. We are currently preparing a full preliminary draft of Plan2040, which will include all the elements of the GDP, to be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>Regarding property 122 Likes Road...tax account number 100001393330</p> <p>What is the difference between Low-Medium Density Residential and Low Density Residential</p> <p>How will a change to Low Density Residential affect my property.</p> <p>One additional question...with the change in zoning, could I receive a reduction in my yearly property tax amount?</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). This is a land use planning and policy effort.</p> <p>A key element of the General Development Plan is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land over the next twenty years. The Office of Planning and Zoning is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan.</p> <p>The proposed change in Planned Land Use for your property and several others along Likes Road and Elm Street from Low-Medium Density Residential (2-5 dwelling units per acres) to Low Density Residential (1-2 dwelling units per acre) sets the policy direction to keep those areas in large lot, low density development. Please note, the Planned Land Use is just that, a planning designation. The Zoning Map and Code regulates allowed development. No changes in zoning are being proposed as part of the General Development Plan process. In the next several years, zoning will be evaluated comprehensively at a more local scale in Region Plans. Zoning changes may be proposed as part of that future process. However, you should also note that your property is currently within the Chesapeake Bay Critical Area and is designated with a Resouce Conservation (RCA) Overlay Zone which governs the density and use of your property. A future change in land use or zoning for this property will not remove this Critical Area designation.</p> <p>The County has set up a virtual open house website you can visit <a href="http://www.aacounty.org/plan2040openhouse">www.aacounty.org/plan2040openhouse</a> to view the draft Planned Land Use Map. That website includes a briefing paper that defines the different Planned Land Use categories in more detail. The online open house comment tools close tonight, but the stie will remain available to the public to view information.</p> <p>You can read more about Plan2040 at <a href="http://www.aacounty.org/plan2040">www.aacounty.org/plan2040</a></p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Your name was provided to me by the Office of Planning and Zoning so that I might get some additional information about the similarities and differences between the zoning designations “Low Density Residential” which is how my home is currently zoned and “Rural” which is being proposed for the 2040 Plan per a letter dated 8/26/20 about SR-50 which I received about 9/5/20.</p> <p>While I have already commented on the Plan2040 Community Engagement@Home website, the comment options were limited (for example, I noted that I think the zoning should be “Low Density Residential” because I thought that best describes our current zoning, perhaps I should have selected Low – Medium density residential given the RLD description above) I don’t feel that I have all the information I need to be fully informed in my comments nor did the comment box on the website allow sufficient space.</p> <p>I have tried to find out what I can from the county website.</p> <p>Per the GIS maps, my property is currently zoned as: R2 - Residential</p> <p>This District is generally intended for low-density suburban single-family detached residential development at a subdivision density of either 1 dwelling unit per 20,000 square feet (no public sewer) or 2.5 dwellings per acre (with public sewer). A minimum lot size is 20,000 square feet if not served by public sewer, 15,000 square feet is required if served by public sewer. Maximum lot coverage by structures is 30%. Maximum height is 35 feet. (<a href="https://www.aacounty.org/departments/planning-and-zoning/zoning/zoning-classifications-guide/">https://www.aacounty.org/departments/planning-and-zoning/zoning/zoning-classifications-guide/</a> and <a href="https://gis.aacounty.org/portal/apps/webappviewer/index.html?id=b46df2f799bd489fd855e509bf28c35">https://gis.aacounty.org/portal/apps/webappviewer/index.html?id=b46df2f799bd489fd855e509bf28c35</a> although I will note that )</p> <p>The letter I received (re SR-50) details a designation change from Low Density Residential to Rural</p> <p>The closest descriptions I could easily find for those two zones were: RA - Rural Agricultural</p> <p>This district is generally intended to preserve agricultural lands and provide for very low-density rural single-family detached residential development at a subdivision density of approximately 1 dwelling unit per 20 acres (see Code for exact formula). Minimum lot size is 40,000 square feet. Maximum lot coverage by structures is 25%. Maximum height is 45 feet.</p> <p>And RLD - Residential Low Density</p> <p>This District is generally intended for low-density rural single-family detached residential development at a subdivision density of 1 dwelling unit per 5 acres. Minimum lot size is 40,000 square feet. Maximum lot coverage by structures is 25%. Maximum height is 45 feet. (<a href="https://www.aacounty.org/departments/planning-and-zoning/zoning/zoning-classifications-guide/">https://www.aacounty.org/departments/planning-and-zoning/zoning/zoning-classifications-guide/</a>)</p> <p>Would you please point me to full/complete descriptions of R2 (NB I have found 18-4-601. Bulk regulations at <a href="https://codelibrary.amlegal.com/codes/annearundel/latest/annearundel_md/0-0-0-20236">https://codelibrary.amlegal.com/codes/annearundel/latest/annearundel_md/0-0-0-20236</a> is that correct?) and Rural (NB I have found § 18-4-301. Bulk regulations but that’s for Rural Agricultural rather than “Rural”)</p> <p>Also please let me know where I should send any additional comments I have. (plan2040@aacounty.org?)</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>--</p> <p>Dear Ms. Templeton,</p> <p>You are correct regarding the description of your neighborhood; although some lots are smaller, the actual overall density of the neighborhood is 2 units per acre or Low Density Land Use. This is considered the Existing Land Use (how the property is currently used). However, the Rural Planned Land use Designation is recommended for your community for compatibility with the surrounding character of the peninsula south of St. Margaret’s Road (see the Planned Land Use Map in the online open house tool; the Pleasant Plains subdivision and some lots within Whitehall Beach neighborhood are currently designated as Rural land use on the existing Planned Land Use Map).</p> <p>In addition, the Rural land use designation is recommended to be consistent with properties that are not planned for public sewer service and to be consistent with the Peninsula Policy Area that recognizes the importance of limiting growth on the County’s peninsulas due to limited road access and sensitive shorelines (for more information, see the link to the description of Policy Areas under the Development Policy Areas Map tab in the online open house tool).</p> <p>The land use change in itself has no effect on the neighborhood. If a future change in zoning to RLD were to occur to be consistent with the planned land use category of Rural, it would have little effect because the neighborhood was platted prior to 1987. You are using the correct Code link - see County Code 18-4-401 (2)). A change in zoning to RLD would however affect the inability to subdivide for properties that are greater than an acre.</p> <p>Note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunity to comment at Council hearings will begin in January 2021.</p> <p>Thank you for your input. If you have additional questions, please let us know.</p>
<p>Please see comments below, derived from information provided by Lisa Arrasmith, Chair, the Public Water Access Committee. The information, applying to a planning process sponsored by Anne Arundel County, with likely the most-underserved population in Maryland with regard to public water access, is confounding.</p> <p>The Plan2040 website creates a Conservation category, defined as “Conservation (CON) Publicly and privately-owned lands where primary function is conservation in perpetuity”, then classifies county waterfront public parks as Conservation.</p> <p>The primary function of county waterfront public parks is to be public parks, open to the general public. The county used state Program Open Space (POS) money and federal Land and Wildlife Conservation Fund (LWCF) money to buy our waterfront parks and that funding mandates public access.</p> <p>Further problems: 1) The county is using public money to fix private community beaches instead of building public boat ramps and public swimming beaches. 2) The draft GDP creates a Peninsula Privilege with special traffic policy, creating the threat that it will be used to block public access to public parks 3) There is no mention of public water access in the draft GDP.</p>	



## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Hello. I have tried to access your website all day today using two different browsers. It has been balky at best. I am not able to complete the goals survey at all, regardless of builtenvironment, natural environment etc. The land use map has been losing the gray bar that allows me to overlay 2009 plans with the 2040 plans. I know I still have one more day left but I was hoping to get through this today. Is traffic extremely high today because tomorrow is the last day? I will continue to try but I wanted you to know how difficult and tedious this process has been today.</p>	<p>You are correct regarding the description of your neighborhood; although some lots are smaller, the actual overall density of the neighborhood is 2 units per acre or Low Density Land Use. This is considered the Existing Land Use (how the property is currently used). However, the Rural Planned Land use Designation is recommended for your community for compatibility with the surrounding character of the peninsula south of St. Margaret's Road (see the Planned Land Use Map in the online open house tool; the Pleasant Plains subdivision and some lots within Whitehall Beach neighborhood are currently designated as Rural land use on the existing Planned Land Use Map).</p>
<p>Is there anything to review or comment on at this time? I thought I saw that there was. I live int the Edgewater planning area.</p>	
<p>Please consider the attached <a href="#">comment</a> on Plan 2040, submitted on behalf of the organizations and individuals listed at the conclusion of the document.</p>	<p>In addition, the Rural land use designation is recommended to be consistent with properties that are not planned for public sewer service and to be consistent with the Peninsula Policy Area that recognizes the importance of limiting growth on the County's peninsulas due to limited road access and sensitive shorelines (for more information, see the link to the description of Policy Areas under the Development Policy Areas Map tab in the online open house tool).</p>
<p>Dear Office of Planning and Zoning,</p> <p>We received the attached email and letter from Steve Kaii-Ziegler. The letter states that "The requested change to Low Density Residential land use is not consistent with the surrounding planned land use nor the Rural and Agricultural Policy Area." I agree that our property is not consistent with the "Rural and Agricultural Policy Area" that we are currently designated as. I agree that perhaps our property was not planned as Low Density Residential land use. Our property does seem to meet Plan 2040's definition for Low Density Residential land use even if that was not the plan. What services will be reduced based on this designation? Will our taxes be affected? Will our "rain tax" be reduced?</p> <p>I would like to discuss this with someone either via email or phone. I tried to contact Steve Kaii-Ziegler at the number listed but got a voice mail saying to use this email. The link listed in the email for the Plan2040 website at <a href="http://www.aacounty.org/Plan2040">www.aacounty.org/Plan2040</a> does not seem to have the information I am looking for.</p>	<p>Staff recommend that the Plan2040 land use for 754 Fairhaven Road remain the same as the 2009 General Development Plan land use. As you note, this designation is consistent with the Rural and Agricultural Policy Area in which the property is located. This designation is applied to areas characterized by large lot residential areas, farms and very limited commercial and industrial areas outside of the Priority Funding Area (PFA), and served by public septic systems. OPZ staff did not find expanding Low Density Residential use in this area to be consistent with this Policy Area or compatible with the surrounding Rural planned land use. Additionally, the surrounding properties in your area are also designated Rural, and the property and surrounding area are zoned RA – Rural and Agricultural. This recommendation does not impact services or taxes.</p> <p>The draft Land Use Plan will be available for public review and comment in the coming weeks, and there are additional opportunities for you to comment during the Plan's public hearings with the Planning Advisory Board and the County Council.</p>
<p>Subject: Rural (SR-50 - ) I vote against the change</p>	<p>The land use change in itself has no effect on the neighborhood. If a future change in zoning to RLD were to occur to be consistent with the planned land use category of Rural, it would have little effect because the neighborhood was platted prior to 1987. You are using the correct Code link - see County Code 18-4-401 (2)). A change in zoning to RLD would however affect the inability to subdivide for properties that are greater than an acre.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I am an Anne Arundel County resident and have lived in Crofton since 2002. I have seen many changes in the county in the past almost 20 years, not all of them good. There has been too much development in the wrong places resulting in traffic snarls (Route 3 especially) and the wrong type of development in other places, seemingly without much of a plan. The new draft Anne Arundel County General Development Plan (GDP) is a very good, much needed step in the right direction. It is obvious that a great deal of hard work, much thought, and dedicated effort went into it. I truly thank you for that.</p> <p>This GDP is an extremely important working document and as such will set county land use policy for the next 20 years. I am therefore dismayed that the draft GDP lacks any mention of public water access, misclassifies our public waterfront parks as Conservation areas to be “used for conservation purposes in perpetuity” and sets up a Peninsula Privilege that will effectively block basic park improvements for the next 20 years. Please accept my extremely strong and urgent comments in favor of public water access, against misclassification of our public parks, and against Peninsula Privilege. It is truly sad how little public water access is available in our county given that it is so blessed with a truly awesome amount of waterfront and shoreline.</p> <p>1) Please provide for more, much more, public water access, public kayak launches, public boat ramps and public swimming beaches. Eighty percent of the people in Anne Arundel County do not live in waterfront homes or water privileged communities. The county must build public boat ramps and public swimming beaches instead of diverting public tax dollars for private benefit.</p> <p>For example, Loch Haven, a subdivision next to South River Farm Park, is getting \$129,000 from the county to fix its private community beach. Next door, South River Farm Park gets nothing for public water access improvements. Cape St. Clare is getting \$250,000 from the state Waterway Improvement Fund (WIF) for “beach nourishment” of its private community beach. WIF money comes from big boat excise taxes and is meant for public boat ramps. Anne Arundel County has the most trailered boats and the fewest public boat ramps of all the counties in Maryland on the Bay. WIF dollars must be spent for new public boat ramps, not private community beaches. As a kayaker, I truly care about and greatly appreciate public boat ramps and public swimming beaches. Public boat ramps always have a little beach on one side for kayaks and public swimming beaches also have an area for kayaks. Boat ramps and swimming beaches sometimes have funding sources that aren’t available for stand-alone kayak launches. As a member of the Chesapeake Paddlers Association this is an issue of great importance to me and to many others in the county.</p> <p>2) Please correct any misclassifications and ensure that our public parks are properly classified as “Public Use” not misclassified as “Conservation” areas. These parks were bought with state Program Open Space (POS) and federal Land and Wildlife Conservation Fund (LWCF) grants. Those grants of public money have public strings - the county must use the land bought with public money for public access.</p> <p>3) Please eliminate the proposed Peninsula Privilege, which will block basic improvements to our waterfront parks. Peninsula Privilege gives special traffic protection and special development protection to the most affluent areas of the county. Traffic and development protections should be applied evenly and fairly across the county, instead of giving special privileges to the already privileged.</p> <p>4) Please expand the amount of green space, public parks, walking and bicycle trails and other outdoor spaces in Anne Arundel County. I truly believe these outdoor spaces and activities have allowed us to better survive the COVID-19 pandemic and the associated lock-downs, social distancing, and isolation. As Benjamin Franklin is often quoted, “One learns the value of water when the well is dry.” We do not want to learn the value of green spaces and public parks when there are no more of them.</p> <p>I truly believe the draft GDP as written threatens public water access and goes against the many statements, verbal and written, by County Executive Pittman ensuring that he will expand public water access and public beaches. Let’s have an Anne Arundel County General Development Plan that truly embraces that goal and philosophy.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Please consider our <a href="#">comments</a> as attached. If you have additional questions, please let me know. You may want to contact Paul Shank or Kevin Clarke at MAA for further background. A check of the County planning files for further information and background pertaining to this area may be beneficial.</p>	<p>Note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunity to comment at Council hearings will begin in January 2021.</p>

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<p>The people living in Jessup/Hanover have a long-standing history of championing for the betterment of our community. We are a neighborhood of generations from the same family living in the community along with newcomers as more housing communities are built. We are small farmers enjoying fresh eggs from our chickens, enjoyment from riding our horses, tending to our animals like goats, donkeys, cows, quail, and turkeys, cats, and dogs. We are government workers from nearby agencies, military personal, public servants, business people, moms, dads, and kids. We value putting family first. We have been outspoken about the quality of life in our Community and want to retain our “rural like“ atmosphere. We are a residential community with mostly R1 zoning and would like to preserve this.</p> <p>Stuart Pittman ran for county executive on a platform saying he would listen to the people living in their communities and they would have a say over the development. The people in Jessup/Hanover would like to hold him to that campaign promise.</p> <p>We have been outspoken at every community meeting to retain the rural character of Jessup along route 175, a state road that is one lane in each direction with no plans for expansion. We recently won a case before the board of Appeals to keep the zoning of a property along Rt. 175 small business. We are a small community counting of our government to protect our rights.</p> <p>Half of the property along Rt 175 is zoned R1 and a small portion is zoned small business. A very small portion, from National Business Parkway east to route 295, was rezoned to mixed use development and some commercial to accommodate the National Business Park. The developer chose to use the land to build apartments and townhouses.</p> <p>It is our understanding; the county wants to eliminate our quality of life and change this area to commercial and industrial. Commercial and industrial are completely out of character with our community and the current infrastructure cannot support it! The remainder of Rt. 175 to the County line is lined with homes, 1 lane in each direction, and zoned R1. This change will leave the people who live in the community to suffer the consequences of increased traffic throughout our neighboring streets, an increase in crime, pollution, noise, and flagrant disregard of the people living here. Existing homeowners would be forced out. This zoning change, if allowed, will be the beginning of a domino effect that will completely destroy the natural, rural character of our community.</p> <p>Each zoning change in favor of larger commercial development brings us closer and closer to losing the quiet enjoyment of the homes we have struggled and saved to purchase. and Jessup would look like RT.1.</p> <p>We have dealt with increased air traffic as BWI grows and denser flight paths with the implementation of next GEN. We deal with illegal truck traffic on our local roads and increase car traffic from people wanting to avoid the daily back-ups already forming on routes 175, 100, 32 and 295.</p> <p>Let's fix problems, not create more.</p> <p>We want to see less tractor-trailer traffic on our local streets, not more. We want to see less crime in our neighborhoods, not more. We want to see a reduction in traffic, not an increase. We want a safe place for our children to play outdoors. We want to walk to our neighbors without fear. More commercial development will bring more traffic through our local streets where we struggle with vehicles trying to avoid already crowded main roads. Please don't make it worse.</p> <p>Rt. 175, East of Rt. 295 is ripe for this kind of commercial development. The road has already been widened to 2 lanes in each direction and a turning lane. This would decrease the already burdened Rt. 175 West of Rt. 295. Let's develop where it is prudent to develop.</p> <p>The County Executive, wrote in the capital gazette “It’s about what our residents think, and it’s about how we move forward.” I hope you stand by these words and honor what the majority of people living in the Jessup/Hanover community have said loud and clear.</p> <p>Do not allow the county to change route 175 to industrial or commercial zoning. This is not the place and it is not what the people want.</p> <p>Go to Google Maps Street View and take a walk down our street. Help us preserve it.</p> <p><a href="https://www.google.com/maps/@39.1434546,-76.7656096,3a,75y,263.37h,84.12t/data=!3m7!1e1!3m5!1sqyK-4LaZ8bpAdY7c-l8i2Q!2e0!6s%2F%2Fgeo3.ggpht.com%2Fcbk%3Fpanoid%3DqyK-4LaZ8bpAdY7c-l8i2Q%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D170.4283%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192">https://www.google.com/maps/@39.1434546,-76.7656096,3a,75y,263.37h,84.12t/data=!3m7!1e1!3m5!1sqyK-4LaZ8bpAdY7c-l8i2Q!2e0!6s%2F%2Fgeo3.ggpht.com%2Fcbk%3Fpanoid%3DqyK-4LaZ8bpAdY7c-l8i2Q%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D170.4283%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192</a></p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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Question/Comment	OPZ Response
<p>I neither support nor oppose this change. I simply don't understand the impact on homeowners. I live in a long-established townhouse community that is fully developed. Will we experience any changes now or in the future? What is the short &amp; long term impact?</p>	<p>Thank you for your input. If you have additional questions, please let us know.</p> <p>--</p> <p>I am writing in response to your email to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>, dated September 9. The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). This is a land use planning and policy effort.</p> <p>A key element of the General Development Plan is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land over the next twenty years. The Office of Planning and Zoning is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan.</p> <p>The proposed change in Planned Land Use for your community from High Density Residential (15-22 dwelling units per acre) to Low-Medium Density Residential (2-5 dwelling units per acres) sets the policy direction to maintain the overall density of the Bay Hills community.</p> <p>No changes in zoning are being proposed as part of the General Development Plan process. In the next several years, zoning will be evaluated comprehensively at a more local scale in Region Plans. Zoning changes may be proposed as part of that future process. R5 is the zoning that corresponds with Low-Medium Density Residential Land Use (for more information, see this Planned Land Use Map Briefing Document). Because your property is already developed, this will likely have little impact on you as a homeowner. Townhouses are permitted as a conditional use in both R15 and R5 zoning districts. There are a few additional conditions for townhouses in the R5 zoning district; however, most of them pertain to the initial development of the townhouse development. If you're interested, you can find the conditions outlined in the County Code, Article 18-10-123. If you were to redevelop, you would be subject to all applicable requirements found in Articles 17 and 18 of County Code (Subdivision and Development, and Zoning, respectively).</p> <p>You can read more about Plan2040 at <a href="http://www.aacounty.org/plan2040">www.aacounty.org/plan2040</a></p>
<p>We've lived in Crofton for 33 years and love our community. However, we've been very dismayed at the chaotic growth in our community over the last decade, especially up and down Route 3. We don't need more business growth or more traffic. We need more open space, more trees, more community friendly spaces. Please don't expand the zoning and business development in the Crofton area. The increased development and resulting traffic, destruction of environmentally sensitive areas, impacts to the river and watershed areas have already changed the character of the area to the detriment. And please allow the community to have meaningful input into this process.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Hi. First, thank you for all your hard work on putting these together for our county. I am shocked at the utter lack of any mention of Public Health and Access to Healthcare for county residents, particularly in our more rural areas and within areas with high numbers of underserved populations, within the goals of a Healthy Community. How was Healthy Food included but nothing regarding actual Healthcare included? Shocking.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. Please also note that Implementing Strategy d of Policy HC7.1 under Goal HC7 in the draft goals, policies, and strategies available on the "Goals Survey" tab states "Support a built environment that encourages walking, biking, and public transportation use to access healthy food, health care services, social services and employment opportunities where transportation is one of the main barriers to residents accessing health care services, and ensuring that there is an increase in timely access to areas of the County where there remains a shortage of appropriate health care services." Please let us know if you have additional suggestions.</p>
<p>On behalf of the APC Board of Directors I completed the survey and commented on Arnold's LUCA's and SR's, however ran out of room on some. Therefore, for the record, please see the attached <a href="#">memo</a>.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>NO to rezoning SR50 from R2 to rural. That is also no from my wife so 2 NOs from this household.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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Question/Comment	OPZ Response
<p>I received a letter from AACO planning &amp; zoning "To whom it may concern" Yet personalized with my EXACT property tax account #s on it this Labor Day Holiday Weekend . It states AACO is proposing to change my zoning from "Residential" to "RURAL".</p> <p>Then is says I have till Tomorrow 9/10/2020 to respond . (That's 3 whole work days after I received the letter)</p> <p>Questions</p> <p>Re: Tax Account #'s: 390490000997, 390418530950</p> <p>Please confirm this is not a SCAM letter or one of my buddies practical Jokes , they always told me I looked like a Farmer.</p> <p>If this is a real letter why did I get it only 3 workdays before the response Deadline?</p> <p>Why wasn't I notified before the Plan2040 website was live on 8/5/2020 &amp; available for research &amp; comments to the proposed changes?</p> <p>Who exactly made the decision to mail this letter on a Holiday weekend with 72 hrs to respond to?</p> <p>Could I please have a detailed explanation of how STAFF changing our Whitehall Beach communities zoning to " Rural "meets ANY of the Visions &amp; Goals as explained in the letter. Items</p> <p>Better reflect alignment with our parcel boundaries? We would all be considered NON-CONFORMING with less then 40,000 sq ft lots &amp; NON-Conforming "Rural" Setbacks to parcel boundaries.</p> <p>Change NON-Conforming use expected to continue within the planning horizon? WHAT, changing Whitehall Beach would make 95% of properties Non-Conforming? How does that meet goals?</p> <p>In better Alignment to Development policy areas? Homes have existed since the 1930's, there is not new development as the Plan2040 is promoting in North County. How does this apply to us?</p> <p>I am not a Rocket Scientist, but it seems if zoning is changed to "RURAL" it instantly successfully accomplishes the Opposite of all the Goals &amp; Visions as stated in the AACO letter I received . Please explain how that works?</p> <p>I am not trying to be a unreasonable trouble maker. I truly believe AACO staff have some good reasoning behind the recommendation to downgrade our zoning. I just would like to know what it is? I know none of my neighbor's have a clue why this zoning change is being proposed?</p> <p>Please Advise ASAP , Tomorrow 9/10/2020 by 12 noon if possible so I have a chance to make a informed decision on how to respond with my comments on your website.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>--</p> <p>I am writing in response to your email to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>. The letter you received is an actual notice from Anne Arundel County.</p> <p>Please note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunity to comment at Council hearings will begin in January 2021.</p> <p>Although some lots in your community are smaller, the actual overall density of the neighborhood is 2 units per acre or Low Density Land Use. This is considered the Existing Land Use (how the property is currently used).</p> <p>The Rural Planned Land use Designation is recommended for your community for compatibility with the surrounding character of the peninsula south of St. Margaret's Road (see the Planned Land Use Map in the Plan2040 Community Engagement @ Home website).</p> <p>The Pleasant Plains subdivision and some lots within Whitehall Beach neighborhood are currently designated as Rural land use on the 2009 General Development Plan Land Use Map).</p> <p>In addition, the Rural land use designation is recommended to be consistent with properties that are not planned for public sewer service and to be consistent with the Peninsula Policy Area that recognizes the importance of limiting growth on the County's peninsulas due to limited road access and sensitive shorelines (for more information, see the link to the description of Policy Areas under the Development Policy Areas Map tab in the online open house tool).</p> <p>The land use change in itself has no immediate effect on the neighborhood. If a future change in zoning to rural low density (RLD) were to occur to be consistent with the planned land use category of Rural, it would have little effect because the neighborhood was platted prior to 1987, so would be considered 'grandfathered.' (see County Code 18-4-401 (2)). A change in zoning to RLD would however affect the inability to subdivide for properties that are greater than an acre.</p> <p>Thank you for your input. If you have additional questions, please let us know.</p>
<p>I am a long-time resident of Anne Arundel County and avid kayaker.</p> <p>We need our county officials to add more public water access to the many members of AA County. This year glaringly showed the need for people to spend time outdoors. Many could not travel for a variety of reasons, but it is all due to the pandemic.</p> <p>The beaches and parks maxed out many times because there is just not enough water access for the population. Narrowing the scope of already opened parks is not the answer. Add more public beach access for swimming, car-top launch ramps for non-powered watercraft, etc.</p> <p>Please consider using more county funds allotted for beach/park improvements to improve water access for the many instead of the few who already have community water access.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Please find attached my personal <a href="#">comments</a> regarding Draft Plan2040.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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Question/Comment	OPZ Response
<p>We vehemently oppose this downzoning of our Whitehall Beach community without our input or consent. We received a vague letter describing the proposal taking our zoning from R2, consistent with our suburban small neighborhood, to a rural designation on a Holiday Tuesday the 8th with a response due by Thursday, September the 10th, which is not adequate notice. The letter was dated in early August and we just received it? There has been no discussion with the community and we have not had proper notification and dialogue. This proposal to down zone our community was not handled correctly by the County and reflects a very poor process in place by the County to review these type of opportunities. Our community is typical of a residential community with homes on a quarter to a half of an acre with no farms. In the last 14 years, with water tables rising, wells have now gone from 150 feet to over 350 feet deep so the Bay water does not infiltrate. Bay water compromises water conditioners and destroys piping and fixtures, not to mention health concerns. At some point, the county may have to provide public water to our area and putting us at rural zoning, takes that off the table. Our community was founded in the 1930's where multiple families bought plots and there was no zoning essentially until the 1970's, so most of our homes would not even comply with the rural setbacks and more strict constraints. I would not be able to add a garage which would make my home obsolete and unsellable at some point. Most homes do not fit the definition of rural, contrary to the letter from the county. The two sod farms are not in Whitehall Beach or Burley. We have paid R2 taxes since the 1930's and have purchased our homes with the rights to improve them to fit the character of the neighborhood and the needs of our families. Some of our homes were summer cottages and now need to be brought current to housing and modern codes. To constrain our rights to improve our homes, without representation or input is dictatorship, not democracy. By the water, we have paid our lion's share in nitrogen septic systems and flush taxes and higher taxes to justify a cleaner Bay. To insinuate that promoting this downgrade of our zoning and value would protect the environment is incorrect rhetoric. We live near the water because we love and respect it. If the county continues to disallow future water and sewage improvements if needed, those who can't afford new systems will actually not upgrade their systems which would cause further environmental damage. We want the plan to take our community to a Rural designation to be reversed immediately. There should be public meetings and you can be assured that our community will band together to fight this proposal.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Again, THANK YOU for an amazing Plan2040 website / Open House!            I want to share some growing concerns that I have had over the past month or so as there have been various developments, specifically on the Mayo Peninsula.            1 - I want to WITHDRAW my suggestion for a Village Center and Corridor Management designation on MD 214. In my initial CAC comments that partially led to these designations, I envisioned a small area for community gathering with a pavilion and open space. What has appeared on the Development Policy Areas Map is over 53 acres for a Village Center?. This is completely unacceptable and out of scale with our community. It is also much beyond our Envision Mayo expectations.            The Corridor Management area was intended for multi-modal and emergency accommodations. Instead, we see the entire Mayo Reclamation Center and significant parcels (totaling over 5,565 acres) indicated for Corridor Management that reach almost completely to the end of the peninsula. Again, this is unacceptable and beyond our Envision Mayo intensions.            2 - The Peninsula Principles and our growing concerns about sea level rise and SWM should speak clearly to the Land Use designation of the Mayo Reclamation Center. A significant portion of this land is environmentally sensitive / wetlands. With the significant loss of forest cover / eco system services and the growing frequency and intensity of extreme weather, this land should be put in Conservation to counter the continuing infill development and impending destruction to our designated Greenway. Per my 'Opinion' piece in today's Gazette, NOW is the time to preserve all that we can. This is a unique opportunity when the County already owns land that can be reforested to help counter Climate Change impacts.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>White Hall Beach Community. We vote no or against for 2 votes.                      Patricia &amp; Dennis Rathbun                      713 Red Cedar Road                      Annapolis Md 21409                      Next. Please call us at 301-385-4124. Why? We take serious objection to the extremely short notice for this proposed change.                      We are looking forward to receiving your call.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 48 hours. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>.                      --                      I am writing in response to your email to <a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>, dated September 10. I will follow up Monday morning with a call.</p> <p>Thank you for providing input. Please note, the comment period for the preliminary Staff Recommended land use changes, including those proposed in your neighborhood, has been extended until September 18th. There will also be three additional opportunities to comment on Plan2040, including the Planned Land Use Map. These will take place during the public review of Plan2040, as well during the review by the Planning Advisory Board and the County Council.</p> <p>No changes in zoning are being proposed as part of the General Development Plan process. The proposed change is related to a Countywide process to update the General Development Plan. This is a land use planning and policy effort. A key element of the General Development Plan is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land over the next twenty years. The Office of Planning and Zoning is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan. In the next several years, zoning will be evaluated comprehensively at a more local scale in Region Plans. Zoning changes may be proposed as part of that future process.</p> <p>You can read more about Plan2040 at <a href="http://www.aacounty.org/plan2040">www.aacounty.org/plan2040</a></p>
<p>I am unable to access the section for Goal comments. What do I do?</p>	<p>The website should be working properly. You may need to refresh your page and try again. If you are still unable to access the site, you may send us comments to <a href="mailto:Plan2040@aaacounty.org">Plan2040@aaacounty.org</a>.</p>
<p>This is part of a condo community of 68 +- townhouse surrounded by holes 15, 16, 17, of the Bay Hills Golf Court, entered by Andrew Hill Road. Your recent letter dated August 26, arrived at my homes on Sept 8 giving a deadline for contacting of Sept 10. Very few days to discover much about this except I have read much on line. Could you please advise what the reason would be for this 20 year old community to be subject o the proposed zoning change from High Density to Low Medium Density Residential. With my extremely limited knowledge of zoning I have always known that Towns were High Density as evidence of zoning needed for development of R30 or there about.                      Question 2, would be whom wants this zoning to change, and why?                      Could you please be so kind as to provide answers to these questions?</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 2 business days. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aaacounty.org">plan2040@aaacounty.org</a>.                      --                      The letter that you received discusses a proposed Land Use change for your property and neighborhood for the County's Planned Land Use Map. The Planned Land Use map guides how land is developed over the coming 20 years, and though it is different from zoning, it does serve as a precursor to future rezoning through the comprehensive rezoning process. The Office of Planning's recommendation to change your Land Use from High Density to Low-Medium Residential Density would not change your property's zoning.</p> <p>The reason for the proposed Land Use recommendation to Low-Medium Residential Density was to make your neighborhood consistent with the overall residential developed density of the Bay Hills community and the proposed Neighborhood Preservation Development Policy Area. Please click the link below to find out more about Development Policy Areas:  <a href="https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/development-policy-areas/index.html">https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/development-policy-areas/index.html</a></p>

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Question/Comment	OPZ Response
<p>I am the President of the Whitehall Beach Community Association and have had contact both with my community and members of the Burley Community Association, and respectfully, we vehemently oppose this downzoning of our communities without our input or consent. We received a vague letter describing the proposal taking our zoning from R2, consistent with our suburban small neighborhood, to a rural designation on a Holiday Tuesday the 8th with a response due by Thursday, September the 10th, which is not adequate notice. The letter was dated in early August and we just received it? Our community is typical of a residential community with homes on a quarter to a half of an acre with no farms. In the last 14 years, with water tables rising, wells have now gone from 150 feet to over 350 feet deep so the Bay water does not infiltrate. Bay water compromises water conditioners and destroys piping and fixtures, not to mention health concerns. At some point, the county may have to provide public water to our area and putting us at rural zoning, takes that off the table. Our community was founded in the 1930's where multiple families bought plots and there was no zoning essentially until the 1970's, so most of our homes would not even comply with the rural set backs and more strict constraints. I would not be able to add a garage which would make my home obsolete and unsellable at some point. Most homes do not fit the definition of rural, contrary to the letter from the county. The two sod farms are not in Whitehall Beach or Burley. We have paid R2 taxes since the 1930's and have purchased our homes with the rights to improve them to fit the character of the neighborhood and the needs of our families. Some of our homes were summer cottages and now need to be brought current to housing and modern codes. To constrain our rights to improve our homes, without representation or input is dictatorship, not democracy. By the water, we have paid our lion's share in nitrogen septic systems and flush taxes and higher taxes to justify a cleaner Bay. To insinuate that promoting this downgrade of our zoning and value would protect the environment is incorrect rhetoric. We live near the water because we love and respect it. If the county continues to disallow future water and sewage improvements if needed, those who can't afford new systems will actually not upgrade their systems which would cause further environmental damage.</p> <p>Thank you for your consideration and let me know if there are specific other questions or concerns I may have overlooked,</p> <p>Mary Ann Zaruba maryannzaruba@gmail.com 410-320-1806 President of the Whitehall Beach Community Association</p> <p>We are encouraging feedback on the website yes or no, but that also gives us a small amount of room to comment and the questions are leading and misleading at best as if we vote against we are environmentally unfriendly.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 2 business days. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to plan2040@aacounty.org.</p> <p>--</p> <p>I am writing in response to your email to plan2040@aacounty.org, dated September 10. You are correct regarding the description of your neighborhood; although some lots are smaller, the actual overall density of the neighborhood is 2 units per acre or Low Density Land Use. This is considered the Existing Land Use (how the property is currently used). However, the Rural Planned Land use Designation is recommended for your community for compatibility with the surrounding character of the peninsula south of St. Margaret's Road (see the Planned Land Use Map in the online open house tool; the Pleasant Plains subdivision and some lots within Whitehall Beach neighborhood are currently designated as Rural land use on the existing Planned Land Use Map).</p> <p>In addition, the Rural land use designation is recommended to be consistent with properties that are not planned for public sewer service and to be consistent with the Peninsula Policy Area that recognizes the importance of limiting growth on the County's peninsulas due to limited road access and sensitive shorelines (for more information, see the link to the description of Policy Areas under the Development Policy Areas Map tab in Plan2040@Home, the online open house tool).</p> <p>The land use change in itself has no effect on the neighborhood. If a future change in zoning to RLD were to occur to be consistent with the planned land use category of Rural, it would have little effect because the neighborhood was platted prior to 1987. See County Code 18-4-401(2). A change in zoning to RLD would however affect the inability to subdivide for properties that are greater than an acre.</p> <p>Note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunity to comment at Council hearings will begin in January 2021.</p> <p>Thank you for your input. If you have additional questions, please let us know.</p>
<p>I vote no for 619, 625 Burley Road, Annapolis, 21409 to not be moved from R2 to RURAL... [SR-50]</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>I cannot access the place on the Goals Survey tab which permits feedback on 1-5 scale. Is it working today? Last day!</p>	<p>Ms. Parkhurst, yes, the Goals Survey tab is still working. Once you click on "Planning for the Natural Environment (Healthy Communities, etc)," scroll down on the right side of the screen to the goals survey itself. From there, use the new scroll bar that appears within the goal frame to continue scrolling through the survey as you enter your selections and comments into the survey. You may have to click and drag the second scroll bar; see the screenshot attached.</p>
<p>Please take the proposed use of South River Farm Park into consideration. The park must be available for the use of the many youngsters in AACo who deserve and +need to be on the water and have very little access. I was 53 before I had access and training, and do not want the thousands of children in AACo to miss the opportunity. Unlike other sports, the water is here, and its use is something one can enjoy for a lifetime. I marvel at the lack of access, and hence the lack of a cadre of youngsters pushing their way into the maritime industry, even as there is a need for them right here in our environment. Eastport Yacht Club Foundation gives scholarships for maritime related scholars, and most are from elsewhere because we are not paying attention to our local need. Let us wake up and use our natural resources to develop our own youngsters and help everybody have a pleasant time on these abundant waters.</p> <p>Two attachments - <a href="#">1</a> and <a href="#">2</a>.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>



Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>This is specific to WHITEHALL BEACH COMMUNITY on the Broadneck Peninsula.            You all sent a letter dated August 26, 2020, which didn't arrive until early September, right before the long Labor Day weekend, with a response due on September 10th. On your website, it says the open house on this issue has been posted since August 5, 2020. This alone has sparked probably the biggest push back and anger regarding this attempt to change our designated land use.            What I would like to know, is how would any such change, from R2 to Rural, impact our county real estate taxes, if at all. I'm fairly certain there is some tie between designation and tax rate, so I would like to hear the specifics or confirmation if it does not.            Lastly, can anyone simply answer why this change is being proposed, who is behind it and for what gains by the county, along with, what it means (good and bad) for the residents who have lived here for some time.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 2 business days. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to plan2040@aacounty.org.</p> <p>--</p> <p>I am writing in response to your email to plan2040@aacounty.org. The Rural Planned Land use Designation is recommended for your community for compatibility with the surrounding character of the peninsula south of St. Margaret's Road (see the Planned Land Use Map in the online open house tool; the Pleasant Plains subdivision and some lots within Whitehall Beach neighborhood are currently designated as Rural land use on the existing Planned Land Use Map).</p> <p>In addition, the Rural land use designation is recommended to be consistent with properties that are not planned for public sewer service and to be consistent with the Peninsula Policy Area that recognizes the importance of limiting growth on the County's peninsulas due to limited road access and sensitive shorelines (for more information, see the link to the description of Policy Areas under the Development Policy Areas Map tab in Plan2040@Home, the online open house tool).</p> <p>The land use change in itself has no effect on the neighborhood. If a future change in zoning to RLD were to occur to be consistent with the planned land use category of Rural, it would have little effect on your ability to renovate or build, because the neighborhood was platted prior to 1987. See County Code 18-4-401(2). A change in zoning to RLD would however affect the inability to subdivide for properties that are greater than an acre.</p> <p>Note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunity to comment at Council hearings will begin in January 2021.</p> <p>Thank you for your input. If you have additional questions, please let us know.</p>
<p>The 2009 Land Use Plan has a section labeled Natural Features and the Plan 2040 Land Use has proposed changing the land use to Commercial. The section should remain as Natural Features/Conservation (See yellow circled area on attached Exhibit "A".)            Crain West Community Association, Inc. (hereinafter referred to as "CWCA") entered into an Agreement and Declaration of Covenants, Conditions, and Restrictions with Shipley's Choice Limited Partnership, their successors, and assigns, on November 28, 1988 (See attached Exhibit "B"). Said Agreement is recorded among the Land Records of Anne Arundel County, Maryland in Book 4817 at Pages 824-861. The Agreement at Page 831 grants an exclusive easement to CWCA for the use and enjoyment of certain portions of property as well as a Buffer. The Agreement conveys a perpetual covenant for a Tract of land more specifically described as "lying to the north of Benfield Boulevard, except for Area A, and the first 100 feet of the Tract generally lying south of Benfield Boulevard, shall be classified as OS, Open Space." Additionally, the Open Space is more fully described and noted in Book 4817 at pages 852, 856-857, and 858.</p> <p>Any changes to the zoning of the property requires the Agreement of CWCA as well as all parties on the Agreement. The initial thirty (30) year term of the Agreement began on November 28, 1988. Thereafter, the Agreement renews for ten (10) successive years. The initial thirty (30) year term expired November 28, 2018. The ten (10) year successive term does not expire until November 28, 2028. At such time, the Agreement will renew for another ten (10) year successive period unless modified by all parties on the Agreement.</p> <p>Additionally, on December 18, 1988, CWCA entered into an Amendment to the Agreement and Declaration of Covenants, Conditions, and Restrictions with Shipley's Choice Limited Partnership, their successors, and assigns (see attached Exhibit "C"). The Amended Agreement is recorded among the Land Records of Anne Arundel County, Maryland in Book 4817 at Pages 862-867. This Amendment maintains the terms of the original Agreement of November 28, 1988 and confirms the Anne Arundel County Council rezoned the property in a more restrictive manner. In addition to the above Agreement and Amendment, CWCA entered into an Irrevocable Litigation Trust Agreement with Shipley's Choice Limited Partnership on April 1, 1989 (see attached Exhibit "D"). Said Trust provided the initial sum of ten thousand dollars (\$10,000.00) for the benefit of CWCA to pay legal fees, costs, and expenses that may be incurred to enforce the Agreement of November 28, 1988. This Trust is still fully funded.</p> <p>Crain West Community Association and the Trustee of the Crain West Litigation Trust hereby request Anne Arundel County to maintain all Open Space/Natural Features/Conservation zoning as agreed upon by CWCA and Shipley's Choice Limited Partnership, their successors, and assigns in the November 28, 1988 Agreement.</p> <p>Thank you in advance for your prompt attention to this matter.</p> <p><a href="#">Five attachments</a></p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I represent Cedar Hill Development, LLC and related entities ("Cedar Hill") which own substantial property surrounding property owned by Blackjack Trucking, Inc. ("Blackjack") on Maryland Route 2 in the Brooklyn Park area of Anne Arundel County. The property owned by Blackjack is the subject of an application to change the existing 2009 General Development Plan designation from Medium Residential and High Density Residential to a "Commercial" designation on Plan 2040 (Application Number LUCA-65).</p> <p>I have reviewed the application filed by Blackjack Trucking and the materials submitted in support of the application, and I have concluded that the application and supporting materials contain a number of omissions and misrepresentations which distort the description and land use status of the Blackjack properties. The properties owned by Blackjack include Parcels 276, 257, 144, 275 Lot 3 and 267 Lot 2, Tax Map 5, (collectively 6025-6037 Ritchie Highway, Baltimore, MD. 21225). The application recites that the character of the neighborhood is "Commercial" due to the concentration of commercial uses a half mile to the south (i.e., on the other side of the Baltimore Beltway/MD. Rte. 2 interchange), and the relatively narrow strip of commercial uses north of the Blackjack properties on both sides of Ritchie--Highway. While some commercial uses and commercial zoning districts do exist adjacent to Ritchie Highway north of the subject property, the depth of those uses on Ritchie Highway in the area north of the subject property is typically only several hundred feet.</p> <p>The application misrepresents that the subject properties are "split zoned" in C3 and R1 5 zoning districts. In actuality, the property contains no C3 zoning district designation. The only C3 zoning district in proximity to the subject properties is Parcel 346 between the subject properties and Ritchie Highway containing a business known as Marvin's Muffler Shop which is not part of the subject properties. Another property, Parcel 371 north of the subject properties containing a liquor store, is also zoned C3. As noted above, none of the subject properties is zoned C3, and all are zoned in an R15 Residential zoning designation. A set of exhibits depicting each of the 1989, 2005 and 2011 zoning maps as an overlay on the Anne Arundel County Tax Map No. 5, are attached, showing that the subject properties (shown in green) are completely contained in an R15 zoning district.</p> <p>The application also states that the 2009 General Development Plan classifies the subject properties as "COM" (commercial), H (residential, high density) and M (residential, medium density). This representation is also in error. The only Commercial designation shown on the 2009 GDP in proximity to the subject properties is the area comprised of Parcel 346 ( currently occupied by an automotive use, Marvin's Muffler), and a narrow strip of properties bordering Ritchie Highway to the north of the subject properties. None of the subject properties is shown in a Commercial land use designation.</p> <p>The application recites a "history" of the subject properties, indicating that these properties have been used commercially for more than 60 years, have contained contracting and auto service uses and are currently occupied by Blackjack Trucking, Inc. (a dump truck contract hauling operation) and Why's Auto Service, a car repair use. The actual history of the use of the site from the mid-1970's until 2012 was a junkyard operation and recycling facility owned by William Fraley. This use was the subject of a zoning violation initiated by the OPZ Zoning Enforcement Division which led to the termination of the junkyard operation in the years 2012-2016. In 2016, the Zoning Enforcement Division concluded that the site had been cleaned up and deemed the zoning violation abated. Blackjack sought recognition of a non-conforming use designation for the subject properties as a contracting operation, which was initially denied by OPZ. In an appeal to the Board of Appeals, the Board rendered a decision in Blackjack's favor, and the Circuit Court affirmed such decision. That decision by the Board of Appeals is now on appeal to the Maryland Court of Special Appeals.</p> <p>The application recites that the commercial land use designation on the Plan 2040 is compatible with "the surrounding development patterns and trends", in spite of the presence of the existing "Cedar Hill" community immediately to the north of the subject properties along Cedar Hill Road, and in spite of the new Cedar Hill PUD development (1300 dwelling unit residential development) which surrounds the subject properties to the north, east and south. A "commercial" land use designation on Plan 2040 (and eventual C3 zoning district designation) for the subject properties would inject a significant intrusion of commercial zoning and uses into an existing and stable community and into the middle of a significant new residential project presently under development and construction, the antithesis of "compatibility".</p> <p>Thank you for your consideration of these issues.</p>	<p>Thank you for your input on this proposed land use change. Our mapping databases show the site is primarily zoned R15, but with the encroachment of some C3 along the eastern portions of the subject property. These are likely due to alignment issues in the data, possibly intended to follow the property lines of parcels 346 and 371. There is also a split in the 2009 land use similar to the zoning split in the database, also likely due to misalignment with the property lines. Portions of the subject property are classified as Commercial, High Density Residential and Medium Density Residential, with the majority of the site being High Density Residential. The applicant, using the County's mapping applications, appears to have noted these as such on the application. We are also aware of the pending appeal of the BOA decision.</p> <p>We will record your comment for consideration before a final draft land use plan is prepared. We are preparing a full preliminary draft of Plan2040, which will include all the elements of the GDP, to be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>It came to my attention today, that an area in Severna Park is shown on the Proposed Land Use Map on the Plan 2040 Engagement @Home website as Mixed Use Residential, and that it is shown as having been in that same land use category in the 2009 GDP. Unfortunately, this appears to be incorrect. The area is currently a commercially-zoned strip on both sides of MD Rt. 2, Ritchie Highway, between McKinsey Road to the south, and extending almost to the intersection of Whites Road with Baltimore-Annapolis Boulevard. to the north. I checked the land use map from the 2009 GDP, and found that that area was designated a mix of predominantly low-medium density Residential, some Commercial, and what may be a few small areas of mixed use - the map is not clear. But certainly not the broad swath of Mixed Use Residential shown on the 2009 land use map on the Plan 2040 Engagement @Home website. My understanding was that if OPZ staff believed the land use for a parcel or an area of parcels, should change, there was a corresponding staff recommendation for parcel(s) in that area. But there is no staff recommendations for the parcels in that area, so no opportunity for residents to comment on a proposed land use change.</p> <p>If my information is incorrect, I apologize, as I am hampered by not being able to enlarge the area in question from the 2009 GDP with enough resolution to determine the exact proposed land uses. However, I wanted to bring this to your attention in light of the Bill 65-20 before the County Council regarding workforce housing in mixed use residential zoning. Given what is shown in the Proposed Land Use and past land use map, residents of that area are quite concerned about the impact the zoning change in the bill could have on that area of Severna Park.</p> <p>Thank you for your consideration of this issue.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p> <p>--</p> <p>I'm not sure what you mean by incorrect. Existing Use and Planned Land use are not necessarily going to be the same. The Planned Land use Map guides how land should be developed over the coming 20 years based on the Vision. The Planned Land Use from the 2004 (Small Area Plan) and current 2009 GDP reflect Mixed-Use which is what the community's vision was for this area. It has not been implemented to date through a change in zoning (currently C3 and C4) to a Mixed Use Zoning Category. Other than a clean up of a parcel line and recognition of the park-and-ride as transit, the Severna Park Mixed planned land use designation remains Mixed-Use as it did on the 2009 GDP Land Use Map.</p> <p>It should be noted that workforce housing is currently permitted in the C2, C3 and C4 Zones as a conditional use.</p>
<p>Hi! I worked hard to get Steuart elected because he came to Heritage Harbour at least 4 times to talk with the residents here. I told him many things that I felt were important for our county to function at its best. The day he was sworn-in, we were asked to tell what we wanted him to do for our county. I wrote out my list and turned it in that day. I am still asking for several things I consider important to be carried out.</p> <ol style="list-style-type: none"> <li>1) The lights on all towers should be red, NOT WHITE. White lights attract birds and they fly into the towers, killing thousands of birds per year.</li> <li>2) All lights on buildings from the second floor on up should not leave their lights on at night, because this, too, attracts birds to fly into the windows, killing tens of thousands of birds each year. Note: At night, when cleaners come into an office or condo to clean, they can turn on the lights, clean, then turn-off the lights as they leave. It isn't that difficult to do!</li> </ol>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>What is the cut off time today for posting comments on the Draft Planned Land Use Map?</p>	<p>Comments are due by midnight tonight. Thank you.</p>
<p>Thank you for considering my comments on the draft Plan2040 GDP.</p> <p>One of the glories of Anne Arundel County is the extensive waterfront in our County. Unfortunately, the majority of people in Anne Arundel County do not live on the water or in a water-front privileged community. It is important to provide access to our County's waters to that majority of our people. I am concerned about the Conservation Land Use category. While I am supportive of conservation, it is unclear to me what is meant by "conservation purposes" and "passive parks." Will citizens be able to use properties such as South River Farm Park and Valentine Creek, designated in the draft plan as Conservation Use, to access the water, as we can today? The conservation land use designation should not prevent the County from improving access to the water at these sites. These two properties are currently parks open to the public and they need to remain so.</p> <p>Conservation can coexist with water access. Properties can offer the benefits of conservation and still provide small amounts of their total acreage for low impact use providing water access for the public. Homeport Farm Park is a great example of a property that provides both conservation over most of its acreage and water access. The definition of Conservation should be modified to make conservation and water access compatible.</p> <p>The Peninsula designation is also concerning. As described it is innocuous, but I can see it being used in arguments for special treatment, such as in traffic studies. People living there bought properties on a peninsula, and it was a peninsula when they moved in. It is wrong to now expect that fact to motivate special consideration from the county. I live in an area which is a nexus for major roads that get very crowded when the residents of the peninsulas leave their homes. Should there be a "Central" designation so we can get special consideration in traffic studies?</p> <p>I wish to see these changes in the GDP:</p> <ol style="list-style-type: none"> <li>1. Either amend the Conservation Land Use definition to include use for water access or remove the County's waterfront properties from the Conservation category.</li> <li>2. Include and plan for improved water access</li> <li>3. Somehow, ensure the Peninsula designation does not result in excluding the majority of our citizens from using our waterways.</li> </ol>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
Hello, please see the attached <a href="#">comments</a> related to the 2040 GDP. Thanks for your consideration!	
Please see attached <a href="#">comments</a> for the 2040 General Development Plan. Thank you for your consideration.	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.
<p>[Note: two different comment letters]</p> <p>Thank you for the opportunity to submit comments.</p> <p>There is an inconsistency between the General and the Small Area plans that will result in frustration in achieving the goals and objectives of the General Plan.</p> <p>The General clearly acknowledges the dire need for more public water access. This will not only enhance the County overall but will also serve to balance the inequities recognized as a problem that warrants correction. Simply stated, the water must be made accessible to all citizens and the citizen owned waterfront property must be made meaningfully accessible to all of us.</p> <p>This goal will be frustrated by provisions buried in the small area protections and the zoning overlays. "Preserving the existing character" is thinly disguised code that will be used to perpetuate excluding people from the people's waterfront land.</p> <p>These properties were acquired with Program Open Space funds and in many cases as a concession from developers in order to secure development densities. It is ironic that these developments and their occupants will continue to use the preservation of the existing character protection to prevent the people from using the people's land and securing access to the people's resources.</p> <p>Recreational access is a right and a benefit.</p> <p>Please strip out the peninsula privilege and unwarranted reclassification to prevent access.</p>	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.
<p>I won't even trave the road anymore unless I have too and I live a mile from it. Please especially pay attention to LUCA #172 at the MD Rte.175/Rte. 3 N intersection. Also based on size and/or location, LUCA-5, LUCA-157, LUCA-173 &amp; LUCA-180.</p> <p>Please help us to improve our way of life, not make it worse ...</p>	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.
<p>I send this email because I was distressed at the proposed designation of staples Corner as a Suburban Village. Surely the county planners could not have been listening to the Crofton community.What we want is less development not more. For too many years, we have lived with overcrowded schools and traffic clogged roads that make even a grocery store visit a frustrating adventure not to mention what the intersection of 424 and 450 is during rush hour. I do not desire a Village. The latest buzz word for even more development that our over burdened roads cannot handle.Townhouses? Apartments over more commercial uses? In return the community gets some added green space and some sidewalks ... maybe pretty storefronts? Instead, how about stopping any additional commercial development and allow the large residential lots that surround the property to remain.</p> <p>The recommendations for the route 3 corridor were equally disappointing and failed to address community concerns.</p> <p>I have lived in this community for 54 years. There have been too many broken promises-address the traffic and overcrowded schools ( and not by redistricting our children out of their neighborhood schools) before proposing even more development.</p>	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.
<p>I am the current President of the Burley Creek Community Association representing the 130 homes in the Beechwood on the Burley subdivision. Please find the attached <a href="#">letter</a> with our community response to the recently proposed zoning changes. We hope that future communication and notification of proposed changes will be more transparent.</p>	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.
<p>I have reviewed the Plan, and can honestly say that I support 'none' of the proposals for all of the LUCAs. Anyone that thinks it might be OK clearly does not live here. Route 3 is beyond capacity already, plus infrastructure (including schools) is definitely not in place to support further growth. Without a doubt, these 'improvements' would further degrade the quality of life for current residents.</p>	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.
<p>Please find <a href="#">comments</a> from Arundel Rivers Federation on the Plan2040 Engagement at Home materials attached. As always, please contact me with any questions or concerns/</p>	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.
<p>Because this area was not listed with a LUCA number, I could not find a way to comment on the Plan2040 Draft Land Use Map. Rather, I have attached a PDF (<a href="#">#1</a>, <a href="#">#2</a>)showing the area upon which I am commenting.</p> <p>A large swath of area, located between Forest Ave and the railroad tracks and between Montevideo Rd and Dorsey Road, was designated as a Conservation Area in the 2009 Land Use Plan Map. This is an area that surrounds part of Deep Run which is already subject to flooding. As a Conservation Area it mitigates at least some of the run-off that would otherwise flow into the active stream.</p> <p>Changing the designated use to Low-Density Residential not only removes the protection against worse flooding, it encourages additional development with expanded impermeable surfaces that would increase water flows to the stream. Furthermore, due to extensive residential development recently built, underway or proposed along Forest Avenue, traffic has increased substantially and the road is not, in my opinion, adequate to handle the additional cars that would result from the likely expansion of housing along this road.</p> <p>Thank you for hearing my thoughts on this matter.</p>	Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>There's a racist dogwhistle in Plan2040 survey.</p> <p>"3. Do you support protecting the character of older, suburban neighborhoods?" <a href="https://www.surveymonkey.com/r/6TTY7X7">https://www.surveymonkey.com/r/6TTY7X7</a> found by following the General Planned Map Use Survey link from: <a href="https://gis.aacounty.org/portal/apps/MapSeries/index.html">https://gis.aacounty.org/portal/apps/MapSeries/index.html</a> Character? That's a paraphrase of "our way of life". In South County it's usually accompanied by complaints about "people from DC" and "people from Virginia" and "illegals poaching" and "crime". In North County it's usually accompanied by complaints about "people from Baltimore" and "why can't they learn English" and "light rail" and "crime". I'm interpreting it as keeping workforce housing "those people" out of the suburbs. How did this racist dogwhistle get into an Anne Arundel County government survey in 2020?! Overall this elaborate website provides a sham of public input opportunity. You can comment on individual pieces of property, or you can take a self-fulfilling 5 question survey (including the dogwhistle) and add less than 25 words of comments. I'll be finding a way to make substantive comments. Here are my first observations:</p> <p>1) No mention of public water access. Zip, zero, nada.</p> <p>2) Public waterfront parks systemically misclassified as "Conservation" instead of "Public Use". This will cause obstacles to the basic improvements to waterfront parks that are necessary for families to enjoy our public parks in safety and comfort. Look at Beverly Triton 2009 v. Plan2040. I can hear the obstructionists now - "We can't put parking, bathrooms or a swimming beach here, it's a Conservation area that is to be "(u)sed for conservation purposes in perpetuity." Phooey, the county bought public land with public money for public parks. Please get the public parks properly classified as Public Use in the GDP. <a href="https://gis.aacounty.org/portal/apps/MapSeries/index.html">https://gis.aacounty.org/portal/apps/MapSeries/index.html</a> <a href="https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/open_house_tool/policy_area_def.pdf">https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/open_house_tool/policy_area_def.pdf</a></p> <p>3) Peninsula privilege baked into the GDP? This effectively gives special traffic protection and special development protection to the most affluent areas of the county. How can anyone with a straight face say that sitting in traffic on Mountain Road or Central Avenue is worse than sitting in traffic on 175? Please get this knocked out of GDP. Traffic and development protections should be applied evenly and fairly across the county, instead of giving special privileges to the already privileged. Plus, the waterfront parks are on peninsulas. That's what surrounded by water means. A peninsula privilege will let the park obstructionists stage faux traffic arguments against opening and improving parks. <a href="https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/open_house_tool/policy_area_def.pdf">https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/open_house_tool/policy_area_def.pdf</a></p> <p>4) Again, a sham of a public input process and a short fuse deadline of September 10.</p> <p>Thank you for considering my input.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>I am trying to get South River Farm Park to become a maritime center. We need a center for the development of youth sailing and marine industry skills that are lacking in AACo.</p> <p>Most of the youth in Annapolis have not one thing to do with the water even though Annapolis claims to be the sailing capital of the world. I rarely see a black kid on the water. The city amuses itself by having summer programs that get a kid out, maybe for the one and only time in life. Because of this kind of thinking, I did not get the full appreciation of life on the water until I was 53 years old.</p> <p>South River Farm Park is only 15 minutes from the Yellow Fin Restaurant, meaning it is within a circle of activity for Annapolis Middle School and High School youth. The water there is great for learning to sail and out of the general traffic patterns of fast boats. Managed properly, youth could learn about cooperation on the boat, how to maintain their equipment, and other more complex aspects of the marine trades. And, by sharing equipment, they could learn responsibility to one another for a pleasant activity. We are missing a key activity to improve life for our youth, and an essential learning program to support our large maritime industry, not just in Annapolis but across the county. I understand that the equipment storage now in the park is to be relocated. If so, the barn there is ideal for boat storage, boat repair, sail repair, and a small learning environment.</p> <p>Lisa Arrismith has walked the parks with me, helping me to identify the right place to get this program underway. This public park needs minimal upgrading to support this activity. Even if we cannot get it established in the next year, the park needs to remain available for this activity.</p> <p>Please do all in your power to support this lifeline for many youth in Annapolis. The maritime industry needs their skills, and the pay is much better than the minimum wages they are destined to earn locally. Some will be inspired to go further in their education when they see the possibilities.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>We wanted to follow-up with the recent letter you received from our HOA president, Mary Ann Zaruba, and formally express our significant opposition to the rezoning of the Whitehall Beach Community. In addition to her concerns, we appreciate the opportunity to voice our comments on the new plan. We purchased our home nearly three years ago with plans to add to the structure as our current home does not completely fit our needs, however the area and neighborhood were exactly what we were looking for as we raise our children. Based on the current zoning, we would be able to accomplish our aspirations for our home.</p> <p>We received the letter regarding the new zoning proposal over Labor Day weekend and were recently informed that those that received the letter will be significantly impacted by the proposed changes.</p> <p>After reviewing the repercussions of the proposed zoning to Rural, the new zoning recommendations will completely deter us from any possibility of improving our home, therefore making it harder to sell and decreasing the market value as our current home would already be in violation of the proposed zoning setbacks.</p> <p>The very way our AACO representatives went about this process is suspicious and appears to undermine the views of our residents.</p> <ul style="list-style-type: none"> <li>· In no place within the letter were the changes outlined to include updated setbacks and lot coverage.</li> <li>· Some of our community members would not even have had the opportunity to voice their concerns since not everyone received the communication from the County.</li> <li>· The website provides absolutely no information on the actual changes and is extremely vague, making your constituents have to navigate all over the AACO Zoning website and piece together what exactly these changes may mean and given an extremely short timeline to gather pertinent information on the impact of these changes.</li> <li>· The fact that the letter was dated in August, yet sent out only a few days prior to the deadline for comments projects to your constituents an attitude in which you really don't care about our comments, only that you push through your own agenda.</li> <li>· Furthermore, the website is not mobile friendly, which reiterates an impression that County representatives have chosen avenues to make it increasingly harder for our voices to be heard.</li> </ul> <p>As Mary Ann voiced for our community, we chose to live near the water because we respect it and the surrounding environment. Any planned improvements are to ensure the community maintains its character, brings older houses up-to-date, and continues to take care of the surrounding environment and waterways. For several reasons to include those mentioned by Mary Ann related to septic and well issues, accepting the proposed changes, the Plan2040 committee would actually be working against the very environment they wish to protect.</p> <p>We appreciate you taking the time to review our concerns both in relation to the proposed zoning changes and our frustrations with the process and look forward to the opportunity to continue to be updated and provide our input into Plan2040.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Find below some comments for the Plan2040.</p> <ul style="list-style-type: none"> <li>- The Transportation Commission recently created Move Anne Arundel. The goals of the plan have been aligned with the goals and approach from the State's Department of Transportation. We would like to request that goals for Plan 2040 align with the strategic goals and performance measures outlined in the Transportation Plan</li> <li>- The COVID Pandemic highlighted our dependence on our cars. We have also seen how some cities in the world have used the pandemic to create more opportunity for bike and walk access, not just for recreational use, but also as means for transportation to/from work and school. I would like to request that walk and bike access will be provided as an option in any new development. Goals to be set could be that 50% of the school youth could safely bike or walk to school.</li> <li>- In regards to the village centers: the village centers seem to define very small and limited sized areas. Examples are Bay Dale and Cape St Claire. I would suggest that the village centers are larger in size and will be connected to the neighborhoods in a 1-2 mile radii. When there are no connections other than car connections the village center purpose gets lost in the small scale of it</li> </ul>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Comments (#1, #2) on the draft 2040 GDP are attached. Thank you for the opportunity to participate in this process.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>My name is Austin Holley, and I represent 854 homes comprising the Shipley’s Choice Homeowners Association (“SCHOA”). Thank you for the opportunity to comment on the Plan2040 Land Use Map.</p> <p>As SCHOA’s Director of External Operations, I am intimately familiar with the history, land use, and zoning issues of the land surrounding Benfield Boulevard at Veterans Highway--in particular, the properties on the northeast corner of that intersection (the “Properties”). The Shipley’s Choice neighborhood lies immediately adjacent to the eastern edge of the Properties.</p> <p>SCHOA remains strongly opposed to changing the zoning of the southern border of the Properties (Parcel 546 and a portion of Parcel 308) from Open Space to Commercial.</p> <p>This area is covered with mature tree canopy and wetlands and was originally part of contiguous Open Space stretching to the south, prior to the construction of Benfield. Approved by the County Council over 30 years ago, this Open Space zoning was intentionally retained along both sides of Benfield to create a natural buffer along the thoroughfare, which remains a gateway to the residential communities of Severna Park. Furthermore, this undeveloped land is not part of the Targeted Growth Area, all of which lies north of this Open Space zoning.</p> <p>Importantly, SCHOA believes that retention of the Open Space parcels within the Properties, including along Benfield, will not hinder development of the commercially zoned areas. To the contrary, it will continue to protect sensitive watersheds and beautify the area for years to come.</p> <p>Similarly, SCHOA enthusiastically supports the proposed expansion of Open Space zoning along the eastern edge of the Properties, an area that is already designated as Open Space in current county tax records. This undisturbed, tree-covered area comprises the steep flood plain of Bear Branch, part of the Severn River headwaters, and must be permanently protected.</p> <p>SCHOA also stands in solidarity with the efforts of the Crain West Community Association and our sister organization, Shipley’s Choice Community Association, in their efforts to preserve Open Space zoning south of Benfield Blvd, including enforcement of decades-old, legally binding agreements protecting that area from further development.</p> <p>I am happy to provide current and historical documentation supporting all of SCHOA’s positions described above.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Attached please find my <a href="#">comments</a> as a member of the community concerning Plan2040.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Please forward this to your IT team for future consideration during next phase of Community Engagement</p> <p>In future web postings soliciting users input where questions provide a selection of choices to choose from, requiring a single answer, the choices should be radio button controls and not checkmark box controls, which mistakenly allow multiple selections when not intended. This can be confusing to the user, even if error handling is used (after submit is selected). Better error handling could be used to only allow one box to be checked if still going this route.</p> <p>Such is the case for each question in each category in the Goals Survey. All ratings (1 - 5) can be selected, when only one is desirable. User is not notified until they submit completed form that there is a problem with their selections (see attached screenshot). And in the error handling used here, the wrong message is displayed "This question requires an answer". In this case, the user selected all 5 options for an answer. This confusion and additional decision making logic can be avoided by using radio buttons where single choice is required. And if ALL questions require an answer, then prompt the user with an error message and which question(s) is missing an answer.</p> <p>Examples of the correct gui controls (see attached screenshot) were used at end of the goals survey for each category:</p> <p>Demographic survey</p> <p>Age</p> <p>Race</p> <p>Housing</p> <p>Length lived there</p>	<p>Thank you for pointing this out and letting us know.</p>
<p>The Anne Arundel Group, Sierra Club wants to express its strong support for the Draft Plan 2040. We thought that Plan 2040 was very impressive both in its comprehensiveness and its emphasis on environmental protection and compatibility with surrounding uses. Its interactive features are amazing. We found little to question on both the land use map and the County’s responses to land use change requests. We appreciate that the land uses shown for areas designated as Peninsulas reflect the policies developed for such areas.</p> <p>Our major concern is getting enough public support to getting it approved. To that end, We sent an email to all members of the AA Group to urge their review and support followed by a reminder email. We also contacted several other environmental organizations to ensure their review and comment.</p> <p>While reference to a Greenways Plan was made, no date was given for its completion or how it would be incorporated into Plan 2040. I also looked at the policies and strategies for each of the Goals in each of its four areas of focus. As with the other areas of the Plan, I found them comprehensive and appropriate. However, there are two additional strategies I would add. Under NE1.3 Protect, enhance, and create living shorelines and nearshore habitat., I would add a new strategy f: “protect shoreline areas used by horseshoe crabs and shorebirds as breeding and migratory stopover areas”. Under NE1.4, a new strategy c, “protect and expand areas providing habitat for diminishing species such as milkweed for Monarch Butterflies.”</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p> <p>Good afternoon, Earl.</p> <p>The Office of Planning and Zoning will soon be releasing a full preliminary draft of Plan2040. Thank you for your support of the Plan and for reaching out to other environmental organizations. We hope that you are just as pleased with the full preliminary draft of the Plan as you are with the land use plan and goals.</p> <p>The full preliminary draft Plan2040 will be released for public review in a few days. Would you mind if we use your first statement “The Anne Arundel Group, Sierra Club wants to express its strong support for the Draft Plan 2040. We thought that Plan 2040 was very impressive both in its comprehensiveness and its emphasis on environmental protection and compatibility with surrounding uses” in an announcement that will go out to the public when we release the preliminary draft?</p> <p>Thank you, and thanks again for your support!</p>
<p>Attached please find the <a href="#">position statement</a> of the Neighbors of the Mayo Peninsula on Plan 2040.</p> <p>We’d be happy to discuss more if needed and look forward to the next phases of this process.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>

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Question/Comment	OPZ Response
<p>The comment box under the Comment Draft Planned Use Map for the Plan 2040 Community Engagement@ Home does not provide enough space to leave a message. Therefore, I am submitting my comment for review through your email. The Planned Land Use Map for the Jessup and Hanover Communities should remain in its current status as an R1 with no additions, and no new proposed changes allowed. During the COVID-19 pandemic, health officials have found overcrowding and clustering of spaces as a contributing factor to the spread of the disease. This will continue to remain as a factor in the future with the numerous benefits of a natural untouched landscape being a necessity. Please take in to account the economic savings by renovating already existing commercial and industrial sights that are empty to save on the natural environment. One positive thing this unprecedented crisis has shown is this earth needs a rest and ultimately we flourish.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>Please reopen and extend the period for the Plan2040 Community Engagement public comment period to allow for meaningful public engagement and comment on the proposed zoning changes. You did not allow sufficient time for actual public engagement.</p> <p>My neighbors and we received a letter from the County in our mailbox on 9/8/20 notifying us of the proposed change from R-2 to Rural zoning for our low density residential community, Whitehall Beach. The letter stated the public had only until 9/10/20 to comment on this proposed change. That is NOT public engagement! This lame effort to engage with the public seems disingenuous and projects negative optics - it makes it appear you are rushing this "proposed" change through to approval behind the backs of taxpayers, including the people in the County most affected by it.</p> <p>Given the deleterious impacts of this proposed change on our environment (yes it would be) and on homeowners - it would further limit our already modest freedoms and significantly reduce our home values - more time is required for real "public engagement" and comment. Many people in the affected areas didn't receive notification letters and many are away on vacation. Most of us are not zoning experts and don't fully understand the serious implications and impact of this proposed change. Due to the fact we had only 2 days to try to understand this and then comment on it, you have essentially taken away our right and ability to engage with you in this process.</p> <p>This is especially critical, because you have not justified the need for this proposed change in any of the plans or documents we've reviewed. The primary reason given for the change to Rural is that we do not have access to public sewers. What is the real reason?</p> <p>If that is the primary criteria, then every home with septic systems would be under Rural zoning. Why is Amberley considered R-2 then, when that community is similar to Whitehall Beach? Just because we are a low density residential community that happens to be next to a sod farm and other farmland doesn't make us a "Rural" community! I suggest you take a drive over here and see for yourself.</p> <p>As Anne Arundel County Executive, it is YOUR duty to fully inform the public and allow the public to engage in this process, especially given the momentous impact this change would have on lives and communities in the County.</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 2 business days. We will continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>--</p> <p>I am writing in response to your email to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>. The Rural Planned Land use Designation is recommended for your community for compatibility with the surrounding character of the peninsula south of St. Margaret's Road (see the Planned Land Use Map in the online open house tool; the Pleasant Plains subdivision and some lots within Whitehall Beach neighborhood are currently designated as Rural land use on the existing Planned Land Use Map).</p> <p>In addition, the Rural land use designation is recommended to be consistent with properties that are not planned for public sewer service and to be consistent with the Peninsula Policy Area that recognizes the importance of limiting growth on the County's peninsulas due to limited road access and sensitive shorelines (for more information, see the link to the description of Policy Areas under the Development Policy Areas Map tab in Plan2040@Home, the online open house tool). The Amberly community is recommended to remain Low Density Residential because it is an identified septic problem area by the County's Health Department and is an area designated for Future public sewer service.</p> <p>The land use change in itself has no effect on the neighborhood. If a future change in zoning to RLD were to occur to be consistent with the planned land use category of Rural, it would have little effect on your ability to renovate or build, because the neighborhood was platted prior to 1987. See County Code 18-4-401(2). A change in zoning to RLD would however affect the inability to subdivide for properties that are greater than an acre.</p> <p>Note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunity to comment at Council hearings will begin in January 2021.</p> <p>Thank you for your input. If you have additional questions, please let us know.</p>
<p>I received a letter from your office yesterday 9/10/2020 in regards to the subject matter for property listed at 5965 Rockhold Creek Road, Deale, MD. The letter is postmarked 9/2/20 and we did not receive it until 9/10/20. According to the letter, the Open House site was to only run until 9/10/20. Therefore, we have not received sufficient time to read the information contained in the Open House document and were not able to provide comments at the Open House.</p> <p>We are not in agreement with the planned change to our property from Maritime to Low Density Residential. We purchased the property because it was zoned as MA-2 because our future plans are to take advantage of the opportunity to conduct Maritime activities. When we purchased the property there was a small dilapidated uninhabitable cottage on the property. The higher price we paid for the property was due in part because it was zoned as MA-2. We have since constructed a new home and installed a new pier in preparation of our future plans. Our property on Rockhold Creek Road is waterfront property with several large marinas directly across the creek as well as multiple marinas within 500 feet of our property on Rockhold Creek Road. Again, we are not in agreement with the subject plan and do not agree that the change is compatible with surrounding land use.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. We will also continue to process feedback on staff recommended land use changes until September 18th. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>. There will be another opportunity to comment on the draft Planned Land Use Map when the full draft of Plan2040 is available for public comment at the end of September. Additional opportunities to comment are during the Planning Advisory Board and County Council hearings. For updates and additional information, please refer to the Plan2040 website at <a href="http://www.aacounty.org/Plan2040">www.aacounty.org/Plan2040</a>.</p>



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Question/Comment	OPZ Response
<p>I have already commented on the plan to make Staples Corner even more dangerous. As Michelle Obama said, "If you think things can't get any worse, they can and they will..." I needed to have Pat Huecker coach me as to how to submit a comment -- it is extremely challenging at best. Is that because you don't want comments? If so, shame, shame, shame. I certainly hope that is not the case.</p> <p>I have been staying at home and hunkered down all summer due to both COVID-19 and the fact that my husband was in the hospital from May 27 though August 11, with only brief breaks between hospitalizations. But twice in the past week, I have traveled to a part of AA County that is still nice -- Severna Park. I went to beautiful Kinder Farm Park Monday, and learned that county parks are no longer free (unless you live nearby and know the secret entrance points.) So I scrounged up \$40 for the lifetime pass. I doubt I will get the chance to use it enough to make it pay for itself, but I realize that the County needs the money due to the economic impact of COVID. I sure wish Crofton had a nice park like that. Don't get me wrong: I hope Severna Park, Davidsonville, and other still nice parts of the county stay that way. But why do Crofton and Gambrells along Route 3 have to be the dumping place(s) for all misguided development?</p> <p>We don't need even one more business along Route 3. We don't need another poorly planned development to add to the traffic. COVID 19 is pushing so many businesses over the edge anyway. Why remove what little nature we have to build a structure that may sit empty?</p> <p>I do still like walking Crofton Parkway. But I don't have access to a pool -- I joined SportFit, which, being in Bowie is still closed -- although dues are still coming out of my account. I was a member of Crofton Country Club pool, but it was closed so often that I calculated it cost me \$100 every time I went there back in 2000. Mr. Berkshire did not want to pay for older lifeguards, and the high-school guards were still in school until well into June. Then, every time a child had an "accident" in the pool, it took a few days to clean it up. My point is, I feel like Crofton gives more than its share and gets less than its share. It's sad that the new Crofton High School was constructed without a thought for the flooding problems that are plaguing us in this era of climate change. I hope that when it is finally opened, it will have a pool that local residents can use for a reasonable price in the summer. I grew up in Arlington, VA; and our high schools had pools that residents could use by the time I was of driving age.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>tax account 574617028200</p> <p>I dont understand what this means what is mixed use and is this going to raise my taxes</p>	<p>Thank you for your comment. A member from the Office of Planning and Zoning staff will provide you a reply within 2 business days. Please note we will continue to process feedback on staff recommended land use changes until September 18th for the preliminary draft GDP. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December. Please send your comments to <a href="mailto:plan2040@aacounty.org">plan2040@aacounty.org</a>.</p> <p>Hello Mr. Milchling,</p> <p>A Mixed-Use Land Use designation means that there can be a combination of commercial and residential land uses on one property. The Office of Planning and Zoning Planned Land Use Map proposes a long-term goal of providing a high-quality mix of employment, residential, commercial and service uses near existing or funded transit stations. The designation of Mixed-Use recognizes the area within close proximity to the Linthicum Light Rail Station as an opportunity for creating a dense, walkable, mixed-use environment through Transit Oriented Development.</p> <p>The change in Planned Land Use is not expected to affect your property taxes.</p> <p>Please note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunities to comment at Council hearings will begin in January 2021. You can stay informed about this process by signing up on our email address list at <a href="http://www.aacounty.org/plan2040">www.aacounty.org/plan2040</a>.</p>
<p>Attached please find a <a href="#">letter</a> advising the County of Liff, Walsh &amp; Simmons' representation of the land owner of the properties located in Laurel, Maryland regarding the County's Plan2040 Planned Use Map Change for SR-27.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. Please note we will continue to process feedback on staff recommended land use changes until September 18th for the preliminary draft GDP. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>Attached please find a <a href="#">letter</a> advising the County of Liff, Walsh &amp; Simmons' representation of the land owner of the property located at 4863 Mountain Road, Pasadena, Maryland regarding the County's Plan2040 Planned Use Map Change for SR-36.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. Please note we will continue to process feedback on staff recommended land use changes until September 18th for the preliminary draft GDP. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>My name is Catherine Sweet, and I live in Crain West, specifically at 400 Hila Road, Millersville. Our community property as well as my property borders a proposed area of change in the 2040 Land Use map. That parcel is located at the southeast corner of the intersection of Veterans Hwy &amp; Benfield Rd and contains Shipley's Choice Medical Park. As it's displayed on the 2040 Land Use map, the parcel area north of Crain West (Hila Rd &amp; Cactus Ct) has changed from Natural Features in the 2009 Plan to Commercial in the 2040 Proposed Plan.</p> <p>This is an error.</p> <p>Our community, Crain West, has a signed Agreement and Declaration of Covenants, Conditions and Restrictions with the property owner dated Nov. 28, 1988 that states a 185 foot buffer along the southern boundary of the parcel will remain Open Space/Natural Features. This Agreement is in the Land Use Records, book 4817 page 829. Please update this area on the 2040 Proposed Plan map to reflect the buffer.</p> <p>Can you confirm receipt of this correspondence please? Many thanks,</p>	<p>Thank you. Your comment has been recorded.</p>
<p>I would like to see more work emphasising connecting bike lanes and pedestrian paths around the county. Too often there is a bike lane that disappears into a car lane, or a sidewalk that just ends. Roads for cars are all connected and don't end abruptly, so why can't we do the same for other modes of transportation? Don't say we can't because there aren't enough users, if you connected them together and to places of interest they would actually be used. These paths need to be as separate and protected from automotive traffic as possible in high traffic areas.</p>	<p>Thank you. Your comment has been recorded.</p>
<p>I've been getting feedback from community members regarding problems they found on the interactive Community Engagement@Home site. I will forward their concerns in this email.</p> <p>Pat Troy, who led the Small Area Plan committee for Severna Park many years ago has indicated that with the number of incidences found, if the viewer is showing wrong info the integrity of the process comes into play. I couldn't agree more.</p> <p>The following are some pretty important discrepancies in the maps:            Current Zoning Map showing Severna Park business area as C-3  <a href="https://gis.aacounty.org/portal/apps/webappviewer/index.html?id=b46df2f799bd489fd855c509bf28c35">https://gis.aacounty.org/portal/apps/webappviewer/index.html?id=b46df2f799bd489fd855c509bf28c35</a>            2009 General Development Plan showing Severna Park business district as Commercial – page 119  <a href="https://www.aacounty.org/departments/planning-and-zoning/forms-and-publications/GDP2009.pdf">https://www.aacounty.org/departments/planning-and-zoning/forms-and-publications/GDP2009.pdf</a>            2009 GDP vs. 2040 proposed GDP side by side viewer  <a href="https://gis.aacounty.org/portal/apps/MapSeries/index.html?appid=0969c04f12f442eba1f6c392c487d6d8">https://gis.aacounty.org/portal/apps/MapSeries/index.html?appid=0969c04f12f442eba1f6c392c487d6d8</a>            Additionally from Pat Troy:</p> <p>While I know that when we set up the original SP SAP, we had a short term Mixed Use Commercial overlap, to my knowledge it was not used and expired some years ago.</p> <p>So my concern is why is the 2009 map shown on the viewer DIFFERENT from the 2009 map shown in the 2009 documents? If the Severna Park business district was re-zoned from C-3 to Mixed Use Residential, I think it would have made some headlines.</p> <p>My guess is that the original 2009 plan is correct and the version shown in the viewer is not. But maybe something has happened in the interim that I am not aware of.</p> <p>Even if this was a simple mistake on the viewer map, it would lead anyone to believe that right now the business area of Severna Park is zoned Mixed Use Residential. Obviously, the business area of SP is, in fact, commercial, and I don't think anyone wants to change that.</p> <p>Conclusion: While the 2009 GDP and the current Zoning maps show the Severna Park business area as Commercial, the side by side viewer shows it as Mixed Use Residential in both the 2009 and proposed 2040 GDP. It appears that this area is misrepresented on the side by side viewer, suggesting that no change is planned for 2040, when, in fact, a radical change is being proposed.</p> <p>Next is the Area at the SE corner of Veteran's Hwy and Benfield Rd. which is shown on the map as Commerical. It is not now and never has been zoned commercial. Attached is a map showing both areas mentioned.</p> <p>That area is open space and is deeded as such.</p> <p>On the northeast corner of the same intersection the mixed use/residential/natural features of LUCA 68 indicated as current use is in fact currently zoned partially commercial and the strip along the roads is actually open space. This is an important distinction because the owner is attempting to have the open space zoned commercial, to the objections of Greater Severna Park Council and the neighboring communities.</p> <p>Lastly, there is also a community beach area at the end of Lymington Rd. off of Benfield Rd. that appears as public use. It is a private community beach even though apparently a pumping station is close by. (Second attachment) The Plan2040 map is incorrect.</p> <p>Please make note of these issues found by community members for future correction.</p>	<p>All,</p> <p>Thank you for your input. Please remember that The Planned Land use Map guides how land should be developed over the coming 20 years based on a Vision. It will not necessarily be the same as how the land use currently being used or how it is Zoned.</p> <p>In the Online Open House tool, the Legend should be used to understand what is meant by the different land use designations and not compared with the County's Land Use and Zoning viewer. We were limited by the colors that we could use for the online open house tool.</p> <p>The Planned Land Use from the 2004 (Small Area Plan) and current 2009 GDP reflect Mixed-Use which is what the community's vision was for this area. Page 119 of the 2009 GDP shows Mixed Use (although due to the scale, I can see how you could mistake this as Commercial). I double-checked in Appendix A and the bill that adopted the 2009 GDP (Bill 64-09) to verify it was not a mapping error. It would have been listed as a change from the 2004 Planned Land Use Map.</p> <p>It has not been implemented to date through a change in zoning (currently C3 and C4) to a Mixed Use Zoning Category. Other than a clean up of a parcel line and recognition of the park-and-ride as transit, the Severna Park Mixed planned land use designation is proposed to remain Mixed-Use as it did on the 2009 GDP Land Use Map. It should be noted that workforce housing is currently permitted in the C2, C3 and C4 Zones as a conditional use. If the Greater Severna Park Council does not wish this area to remain Mixed-Use on the Planned Land Use map, now is the time to reflect that. However, since this area is within the Corridor Growth Management Policy Area, the relationship between land use and transportation safety and mobility will need to be discussed in greater detail during the Region Plan process, you may wish to table this change until then.</p> <p>It is intended that the Plan2040 Planned Land Use Map reflect documented reasons for the designated land use recommendations in order to better justify any potential changes in zoning in the future that are not consistent with the adopted Land Use Map, especially for the new Conservation and Open Space designations. In addition, we are not splitting land use for properties unless there is a justifiable reason to do so, for the same reason. We are hoping that through the Plan2040 and Region Plan processes, we will receive additional information from property owners who have a conservation easement or requests from community associations who wish to have their common areas designated as either Open Space or Conservation.</p> <p>We have received comments regarding the southeast corner of Benfield and Veterans Highway. In the case of the medical facility property, we did not have documentation for why this property was designated as Natural Features. In comments received from the adjacent community, they are verifying that the natural features designation is from a covenant between the community and the property owner of the medical facility. It should be noted that covenants are between property owners and not between the County and property owners. However, we will take the community's comments into consideration as we move forward with drafting the Planned Land Use Map.</p> <p>We did receive comments regarding the community beach at the end of Lymington. This is listed on SDAT as owned by Anne Arundel County but has been verified that this is privately owned. The draft Plan2040 Land Use Map will be changed from Public Use to Low Density Residential unless the community sends a request to change this property to Open Space.</p> <p>Again, thank you for your input.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>Thanks for sharing my comments. I hope they are useful.</p> <p>A few more thoughts on this and some questions maybe the folks from the County can answer.</p> <p>I went online this afternoon and made some general comments and also commented on specific parcels. When I did that, I noticed that the interactive land use map for 2040 used for comments had the Severna Park business area in horizontal stripes. Mixed use is actually diagonal stripes on a land use map, and on zoning maps, horizontal stripes mean Mixed Use Residential. Underneath the horizontal stripes, there are building outlines in what appeared to me to be screened back red. I realize that this map is land use and not zoning. But, of course, commercial mixed use is one thing and residential mixed use is another. There was no code attached to this area delineating a change, so there is no way to comment. There needs to be some clarity as to what is going on with this very important area in the heart of Severna Park. How could this land go from C-3 Commercial on the current Zoning map to Mixed Use on the 2040 land use map, without being labeled as a change?</p>	<p>All,</p> <p>Thank you for your input. Please remember that The Planned Land use Map guides how land should be developed over the coming 20 years based on a Vision. It will not necessarily be the same as how the land use currently being used or how it is Zoned.</p> <p>In the Online Open House tool, the Legend should be used to understand what is meant by the different land use designations and not compared with the County's Land Use and Zoning viewer. We were limited by the colors that we could use for the online open house tool.</p> <p>The Planned Land Use from the 2004 (Small Area Plan) and current 2009 GDP reflect Mixed-Use which is what the community's vision was for this area. Page 119 of the 2009 GDP shows Mixed Use (although due to the scale, I can see how you could mistake this as Commercial). I double-checked in Appendix A and the bill that adopted the 2009 GDP (Bill 64-09) to verify it was not a mapping error. It would have been listed as a change from the 2004 Planned Land Use Map.</p> <p>It has not been implemented to date through a change in zoning (currently C3 and C4) to a Mixed Use Zoning Category. Other than a clean up of a parcel line and recognition of the park-and-ride as transit, the Severna Park Mixed planned land use designation is proposed to remain Mixed-Use as it did on the 2009 GDP Land Use Map. It should be noted that workforce housing is currently permitted in the C2, C3 and C4 Zones as a conditional use. If the Greater Severna Park Council does not wish this area to remain Mixed-Use on the Planned Land Use map, now is the time to reflect that. However, since this area is within the Corridor Growth Management Policy Area, the relationship between land use and transportation safety and mobility will need to be discussed in greater detail during the Region Plan process, you may wish to table this change until then.</p> <p>It is intended that the Plan2040 Planned Land Use Map reflect documented reasons for the designated land use recommendations in order to better justify any potential changes in zoning in the future that are not consistent with the adopted Land Use Map, especially for the new Conservation and Open Space designations. In addition, we are not splitting land use for properties unless there is a justifiable reason to do so, for the same reason. We are hoping that through the Plan2040 and Region Plan processes, we will receive additional information from property owners who have a conservation easement or requests from community associations who wish to have their common areas designated as either Open Space or Conservation.</p> <p>We have received comments regarding the southeast corner of Benfield and Veterans Highway. In the case of the medical facility property, we did not have documentation for why this property was designated as Natural Features. In comments received from the adjacent community, they are verifying that the natural features designation is from a covenant between the community and the property owner of the medical facility. It should be noted that covenants are between property owners and not between the County and property owners. However, we will take the community's comments into consideration as we move forward with drafting the Planned Land Use Map.</p> <p>We did receive comments regarding the community beach at the end of Lymington. This is listed on SDAT as owned by Anne Arundel County but has been verified that this is privately owned. The draft Plan2040 Land Use Map will be changed from Public Use to Low Density Residential unless the community sends a request to change this property to Open Space.</p> <p>Again, thank you for your input.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I'm writing about the 2040 plan. My community association has sent you a letter, but I want to offer my own thoughts. I live near MD route 3, so I confront its sprawl development, congestion, and safety issues every day. I've spent a fair amount of time reviewing the draft 2040 Plan, especially the 2040 planned land uses, the 2009 GDP land uses, and the LUCAs along Route 3. I wanted to share a few brief observations. It's clear from looking at current land use, zoning, and the LUCAs that the 2009 GDP failed to guide growth along route 3. Many parcels have been developed or rezoned in clear contradiction to the plan, and current LUCAs continue that trend. The new route 3 Corridor Management Area 'CMA' seems designed to focus even more growth within the CMA, even though traffic is failing, and communities are screaming for relief. The CMA is already being cited in the Staff Justifications as a reason for granting LUCA applications. Past sprawl development is now used to justify even more development, because new development is "consistent" with past trends and surrounding sprawl. This logic is used by both LUCA applicants and in Staff Justifications. Emphasizing consistency with past development trends is biased. It creates a runaway positive feedback that inexorably leads to more development. Can we please give greater weight to consistency with past and current GDP goals, solving traffic problems, environmental sustainability, and quality of life? Wholesale changes of land use or zoning to "mixed use" offers developers even more flexibility and removes another layer of regulation from the planning and zoning system that has already failed to manage development along route 3. Let's create better defined land use designations and zoning categories. Evaluating the LUCAs independently ignores their collective impact, which is what really must be addressed to solve traffic problems and effectively manage development. We need to delay development until supporting infrastructure like roads, water, and sewer are actually available. Failing to do so enables more traffic problems and more environmental damage as well as a less livable county. I'd really like Plan 2040 to succeed, but I think it is already set up to fail for route 3. The CMA fosters more development but doesn't clearly confront existing problems. Staff are approving many LUCAs that will lead to more development, often citing past growth or the new CMA as justification. The primary focus of the route 3 CMA should be diverted from enabling more growth to instead addressing existing problems and controlling growth. If that shift can't be made, let's just change the name from "Corridor Management Area" to "Corridor Sprawl Area." That will be more transparent, and we won't be disappointed when growth management fails again.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>My name is Sarah Kramer. I have been an Anne Arundel County resident for the last 11 years and currently live in Severna Park with my husband and two young children. One of the reasons my husband and I decided to live and start a family in this area was the ability to enjoy the many recreational opportunities on the Bay and surrounding creeks and rivers in this area. I grew up sailing and kayaking on the Patuxent River down in Calvert County and have fond memories of those times. Being able to explore the beauty of our area by boat is an activity that I hope to share with my children, too. I am concerned about the draft AA GDP for the following reasons:</p> <ol style="list-style-type: none"> <li>1) I feel it does not adequately address the need for increased public water access, public canoe and kayak launches, public boat ramps and public swimming beaches.</li> <li>2) I feel it does not adequately address water quality issues as many AA County waters are unsafe to swim in.</li> <li>3) I am concerned that public funds are being used for the benefit of private community beaches and launch ramps, instead of public water access.</li> <li>4) I strongly believe that our public parks should be classified in the AA GDP as "Public Use", and not misclassified as "Conservation" areas.</li> <li>5) I am strongly against the concepts of Peninsula Principles and Peninsula Privilege. Public water access is for all.</li> </ol> <p>Please take into consideration these points in the AA GDP.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. Please note we will continue to process feedback on staff recommended land use changes until September 18th for the preliminary draft GDP. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>I agree with and support Melanie's points and support her requests. I would also like to add two additional requests into the mix. Some of this will be for the County offices and some will be with the Counsel to make the legal changes. While the GDP is a Policy document, one of the issues we have observed repeatedly is that of Accountability or the lack thereof over time.</p> <ol style="list-style-type: none"> <li>1. The translation of the GDP Policy into Law needs to add visibility to the process of County systems on-line preventing the citizenry from having to physically go to County offices in order to "find/check" on activities.</li> <li>2. The translation of the Policy into Law needs to add visibility, preferably on-line, to all Required/Recommended actions generated by the GDP to include yearly updates on those called actions.</li> </ol> <p>A second issue, which has been repeatedly discussed but not actively address, is two fold:</p> <ol style="list-style-type: none"> <li>1. How much development CAN the County and APF infrastructures currently support?</li> <li>2. How much development does the CITIZENS want to support?</li> </ol> <p>Some of these are controlled/throttled through the APF tools but this will need to be discussed/addressed. Right now the system does not effectively answer the first question and assumes it is a yes to whatever will pass the APF/standing ordinances. Some of this can be addressed via fees, quotas, or possibly a balance of the two. One of the greatest drivers to this need is traffic considerations.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>My property at 5101 Mountain Rd, Pasadena,21122,has been in my family for nearly 100 years! It has always been a family farm. The farm was divided into two parcels when my parents died. I own nearly 17 waterfront acres and have a horse farm there, no houses. My husband and I nearing retirement and want to build a small cottage on the waterfront side. We have more than the 100' buffer in the critical area. We DO NOT want the land use designation downgraded from low density to rural! We have been great stewards of this land. Our tax account # is 300090222388.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>

Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I did not receive the letter with regard to the Open House that was held September 10, 2020 until after the open house. I am very upset because I did not have a chance to voice my opinion. I have lived in the Best Gate Community for over 20 plus years and would like to know who was chosen from our neighborhood?</p> <p>Although you think that your website is user friendly. I find it not to be that case. What does it mean when you state that my property will be rezoned from "Commercial, Low-Medium and High Density Residential" to "Town Center", what does that mean?</p> <ol style="list-style-type: none"> <li>1. Is my property tax going up?</li> <li>2. Will my property value go up or decrease?</li> <li>3. Is the neighborhood going to change again? As I have a great view of Navy Federal Bank.</li> </ol> <p>I would appreciate a response to my questions and concerns as possible as possible on how my neighborhood will be changing again.</p>	<p>The County held a series of Town Hall meetings and numerous messages were sent through the County's Office of Community Engagement and Constituent Services advertising the Online Open House. Here is a link to their weekly e-newsletter signup page. In addition, letters were sent to property owners where changes are proposed. According to our records, a letter was sent to Edwina Elaine Jacobs at 2043 Gate Drive.</p> <p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). A key element of the General Development Plan (GDP) is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land to be in the next twenty years. The Planned Land Use Map illustrates general land use categories (e.g. commercial, low density residential, etc.) to describe the different types of land uses and to identify, on a broad scale, where those uses are most appropriate.</p> <p>The proposed change from "Commercial, Low-Medium and High Density Residential" to "Town Center" is for Planned Land Use, which is different from zoning. It is anticipated that when the update to the Parole Town Center Master Plan is adopted, the property would be governed by this Master Plan. It is anticipated that this planned land use change would not have an impact on the current zoning.</p> <p>The tax assessment office values the property on the "highest and best use" which will remain residential and therefore the change in Planned Land Use is not expected to affect your property taxes or property value. Noting that redevelopment of a property is decided by the property owner, the County cannot say for certain whether the neighborhood is going to change. However; the Parole Town Center Master Plan's vision is for the area to become a vibrant mixed-use area with improved pedestrian connections. Some degree of redevelopment is expected.</p> <p>We will continue to process feedback on staff recommended land use changes until September 18th for the preliminary draft GDP. Please note that the full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>I was perusing the long term zoning change interactive map, and I noticed a change to one of my properties, specifically, 1413 Defense Highway. It is zoned "small business," but it is slated to be changed to commercial. My question is, what commercial designation is it being changed to, and why?</p>	<p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). A key element of the General Development Plan (GDP) is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land to be in the next twenty years. The Office of Planning and Zoning is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan. The Planned Land Use Map illustrates general land use categories (e.g. commercial, low density residential, etc.) to describe the different types of land uses and to identify, on a broad scale, where those uses are most appropriate. "Small Business" land use designations have now been incorporated into the broader "Commercial" Land Use designation. It is anticipated that this change would not have an impact on the current zoning.</p>
<p>Thank you Vincent for getting back to me.</p> <p>My whole neighborhood is quite unsettled and unhappy with this proposed action so you may hear from others as well.</p>	<p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). A key element of the General Development Plan (GDP) is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land to be in the next twenty years. The Office of Planning and Zoning (OPZ) is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan. OPZ is proposing to change the Planned Land Use for your neighborhood from Low Density to Rural to be more consistent with the overall existing rural development pattern of the peninsula and because the area is within the No Public Sewer service category. They heard concerns through this planning process from the residents who live on the peninsulas about additional growth and traffic congestion. Limiting subdivision potential through reduction of allowed density is one way to address these concerns. They are not proposing to change the zoning at this time. Lot size requirements for your property or neighborhood are not affected.</p> <p>The land use change in itself has no immediate effect on the neighborhood. If a future change in zoning to rural low density (RLD) were to occur to be consistent with the planned land use category of Rural, it would have little effect on existing lots because the neighborhood was platted prior to 1987, so would be considered "grandfathered." (see County Code 18-4-401(2) &lt;<a href="https://codelibrary.amlegal.com/codes/annearundel/latest/annearundelco_md/0-0-0-20100">https://codelibrary.amlegal.com/codes/annearundel/latest/annearundelco_md/0-0-0-20100</a>&gt;).</p> <p>A change in zoning to RLD would, however, reduce the ability to subdivide for properties that are greater than an acre. That would help maintain the existing density of housing in the neighborhood into the future.</p> <p>Please note that this is a preliminary draft recommendation to receive public input. Comments will be taken into consideration in preparing a full preliminary draft of Plan2040 which will be available for a 30-day public review beginning September 25th. Comments from that public review will be taken into consideration in preparing a recommended draft of Plan2040 for the Planning Advisory Board (PAB) in November. Again, there will be the opportunity to comment through the PAB hearings before a final draft is proposed for introduction to the County Council in December. Additional opportunity to comment at Council hearings will begin in January 2021. You can stay informed about this process by signing up on our email address list at <a href="http://www.aacounty.org/plan2040">www.aacounty.org/plan2040</a>.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p><a href="#">Attached</a> please find a markup of a plat showing Pam Parks' property at 454 E. Bay Front Rd. What has been delineated is the portion of the property which is intended to be donated to the Deale Volunteer Fire Department and the portion of the property which is requested to be rezoned for commercial purposes. This is in supplement of our rezoning application currently on file with the county.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>The requested change to Mixed-Use, Industrial and Transit is consistent with the Critical Economic -Transit-Oriented Policy Area and is compatible with the surrounding planned land use. However, the Transit use is located on the property in Howard County so it is recommended that the site be split between Mixed-use and Industrial to accommodate the existing Laurel Race Track and to recognize the site's close proximity to the Laurel MARC rail station and the opportunity to create a dense, compact, accessible, walkable environment through Transit-Oriented Development. Given that fact, I respectfully disagree with the recommendation that the site be split between Mixed-use and Industrial. In fact, the parcel recommended for Industrial Use is directly adjacent to the MARC station which in theory should make it Mixed-use versus Industrial. Additionally, the entire property will be part of a major redevelopment by the Maryland Stadium Authority. At this point, plans have not been developed, but I would request that the entire property be designated as Mixed-use as to maximize the opportunity for redevelopment for Transit-Oriented Development.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>We received a letter for the BlackJack Trucking wanting to expand their land for business use. This letter was mailed out on 9/4, and we didn't receive it until 9/11, one day after the public could comment on this. We never had a chance to express our concerns regarding this, and this seems unfair to us. I am awaiting a reply on how we can express our concerns to the appropriate people.</p>	<p>Thank you for your comment. Can you clarify whether the letter you received was from the County's Office of Planning and Zoning? Please note that the full preliminary draft of Plan2040, which will include all the elements of the GDP, including the Planned Land Use Map, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>It is our understanding that the County's land use recommendations will go directly to the Planning Advisory Board and County Council. There is a specific County recommendation that I would like to address and seek a reversal of the County's current recommendation. LUCA 71 concerns an existing marina in Pasadena that is non-conforming. The Pasadena Yacht Yard (PYY) marina is zoned R5 and the County has recommended that it remain Low-Medium Density Residential. We are requesting a Maritime land use designation. We believe that the County staff's recommendation is incorrect and, if fully understood, the proper zoning for this property would be MC. We also believe that the neighbors and surrounding community feel the same. In the Plan 2040 comment section for LUCA 71 sixty of the sixty-three comments were in support of our request for Maritime zoning. Though it is only anecdotal, the residents in this area are not interested in more homes and prefer to keep this well run marina. In 2011 the County sought to change the zoning from R5 to MC as part of the GDP process. Bill 66-11 (attached), specifically the "Comprehensive Zoning Proposals table" section recommends a change from R5 to MC. The reason given states, " This zoning change will address the need to expand the county's maritime land inventory in suitable locations to support the marina industry .....". For reasons not quite clear, the daughter of the previous owner at the time requested that the MC rezoning be withdrawn – and it was. But for that request, the County would have rezoned the marina to MC on its own initiative. Here are some highlights as to why we believe the PYY should be zoned maritime. PYY has been in continuous use as a marina on Rock Creek since 1949. The County planned to rezone it to MC in 2011. The other marinas on Rock Creek are zoned maritime. PYY has a great relationship with the surrounding neighborhood- note the overwhelming support in the Plan 2040 survey. PYY employees 17 people. PYY is a certified Non-Conforming Use (NC #67-77) (attached). PYY's NC Certificate allows them to operate as a "MC type nonconforming use". Because they are non-conforming they have difficulty getting financing. Because they are non-conforming they can't sell the trailer that goes with their boat sales (State will not permit trailer sales because of the zoning). PYY is served by public water and public sewer. PYY is in the Priority Funding Area. PYY is handicapped by the NC status from attracting financing, investors and a buyer someday if they want to sell. The State will not allow them to sell the trailers that go with the boats because they do not have the proper underlying zoning. PYY has 52 boat slips, a travel lift, boat storage, boat repairs, boat sales (but not water-craft trailers), and sells gas and boat supplies – all in compliance with the NC approval. In other words, they are a typical full-flledged commercial marina. In fact, the certificate for the NC use lists the current marina facility uses and further states on page 4 "... It is the decision of this Office, for reasons previously cited, that the nonconforming use of the subject property is hereby classified as a MC type nonconforming use". We believe that with these important facts and factors and ask the County to reconsider its recommendation of Low-Medium Density Residential and, instead, recommend Maritime Land Use. We are available to answer any questions you may have.</p>	<p>Thank you for reaching out with additional information. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>
<p>I just read an editorial in the Capital regarding development in South Anne Arundel County. I've already written regarding my opposition to any new commercial development proposed for the 21012 zip code, and indicated my support for Arnold Preservation Council's letters regarding same. The proposed development in South County sounds even more dire. I'm writing to say I oppose non-agricultural commercial building in South County as well. Development should be in accordance with the General Development Plan/ Regional Small Area Plan. Let's keep our county as green as possible.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September. The full preliminary draft of Plan2040, which will include all the elements of the GDP, will be available for a 30-day public review and comment period to begin at the end of September. There will also be opportunities to comment at the Planning Advisory Board and County Council public hearings. All comments received will be considered prior to a final proposed Plan being introduced to the County Council in December.</p>

## Comments Recieved through Plan2040 Email

Question/Comment	OPZ Response
<p>I am writing about the two lots described in your letter ( a copy of which is attached).                      The proposed change in zoning is from “low density to rural”. Could you please send us the zoning provisions for the current “low density” designation as well as the comparable provisions for the proposed “ rural designation”?                      The current configuration of the two vacant lots were the product of a lengthy land division procedure with much input ( as well as requirements) from the county. We are currently trying to sell the lots. Does the change in zoning designation to “ rural;” in any way affect our current efforts to sell the two lots as provided in the land division or change the usage requirements for the lots ?</p>	<p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). A key element of the General Development Plan (GDP) is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land to be in the next twenty years. The Office of Planning and Zoning (OPZ) is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan. OPZ is proposing to change the Planned Land Use for your neighborhood from Low Density to Rural to be more consistent with the overall existing rural development pattern of the peninsula and because the area is within the No Public Sewer service category. Please also note that the proposed change is for Planned Land Use, which is different from zoning. For more information on the difference between Planned Land Use and Zoning and a description of the Planned Land Use designations, please see this briefing paper. The intention of the change is to preserve the existing neighborhood density in the future. If a future change in zoning to rural low density (RLD) were to occur in order to be consistent with the planned land use category of Rural, the change would limit the ability for these lots to further subdivide but does not affect your ability to sell them. Permitted uses and bulk regulations are slightly different (see permitted uses (18-4-106) and bulk regulations (18-4-401).</p>
<p>I am reaching out regarding the attached notice that was received by a unit owner at the Chatham Executive Office Park. Based on this letter it appears that a commercially zoned office park will have a change to a dense residential use. The notice states that this would conform to the existing use and present density, however that would be incorrect. Based on the current Anne Arundel Zoning our property is currently designated as C3, see below: (1410, 1412 and 1414 Crain Hwy N, Glen Burnie, MD 21061)                      It is our hope that after review it will be determined that this proposed change was an error. Can you please confirm receipt of this email and let me know what next steps we might have to petition against this change? I have copied David Charon, the board president, on this email.</p>	<p>Thank you for your comment. We concur with your assessment and will retain the Commercial Planned Land Use designation.</p>
<p>Please see the attached <a href="#">response</a> to the notice we received. We have been out of town for several days so please excuse the delayed response.</p>	<p>Thank you for providing this information about your current and planned future use of the property. In consideration of this new information, the Office of Planning and Zoning will change its recommendation for Planned Land Use designation. The property will be designated as Maritime (which is the same as current Land Use designation) in the draft Plan2040 that will be released for public review at the end of September.                      Please note this will not change the zoning of the property. The property is also located within the Chesapeake Bay Critical Area. The Critical Area regulations will also apply to any development on the property. You can see the County website information on the Critical Areas Program. Please be sure to contact the Critical Areas team before expanding operations to evaluate any potential permitting requirements. You can call (410) 222-7960 or send an email to CriticalAreaTeam@aaacounty.org</p>
<p>I received notice that our property at 5138 Mountain Rd, Pasadena, MD 21122 is being changed from Low Density to Rural. While some of the zoning ordinance codes appear consistent with our property, other (like number of dwelling units/acre) are not. Do I need to file paperwork for grandfathering of any ordinances to ensure there is no disruption to my property based on this plan?</p>	<p>The proposed change is related to a Countywide process to update the General Development Plan (called Plan2040). A key element of the General Development Plan (GDP) is the Planned Land Use Map. Planned Land use is how the County and its residents envision the future use of the land to be in the next twenty years. The Office of Planning and Zoning (OPZ) is currently in the process of making draft recommendations and receiving public input on Planned Land Use as part of the update to the General Development Plan. OPZ is proposing to change the Planned Land Use for your neighborhood from Low Density to Rural to be more consistent with the overall existing rural development pattern of the peninsula and because the area is within the No Public Sewer service category. Please also note that the proposed change is for Planned Land Use, which is different from zoning. For more information on the difference between Planned Land Use and Zoning and a description of the Planned Land Use designations, please see this briefing paper.                      The residential use on the property will continue to be a permitted use under the proposed Planned Land Use and paperwork to continue the use is not required</p>
<p>Hi Stuart,                      I think the changes in zoning for South County is a great idea! People complain there will be fewer farms if this goes through but this is happening already as McMansions. I know you have seen the changes over the years as I have.                      This change in zoning will allow people other than the very wealthy to be able to live in a more rural area. It allows people to be more creative so they may be able to afford to live in the best area in the United States.                      The county is changing regardless of this zoning change. Please put it through so South County doesn't become completely for the highly privileged.                      Thanks,                      Lydia Wainwright.                      PS I hope you are doing well. You are doing an amazing job and I can't think of anyone better than you for this great work.</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>
<p>I recently received the noticed of the proposed change from Commercial, Low-Medium Density Residential to Mixed Use. I own the property 6051 Belle Grove Rd, tax account # 500014270210. What impact, if any will this have on our business use of the property?</p>	<p>Thank you. Your comment has been recorded and will be considered as a preliminary draft of the GDP is developed for public review at the end of September.</p>