

Visioning Anne Arundel

A continuing discussion for Plan2040



Summary of Participant Input and Comment

Crofton Small Area

Crofton Library

June 12, 2019

Total attendees: 54

Activity 1: SAP/GDP Recommendation Dot Exercise

Land Use and Zoning:

Crofton SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes Received
		1	2	3	4	5	6	7	8	N/A	
At the intersection of Riedel Road and Route 3, the existing comer zoned C4 is proposed to be expanded to nearly 2 acres to better accommodate the existing business and allow for related uses. The remainder of the property would remain R2 residential, abutting the new subdivision of Cantor Farms which is also zoned R2.	Not Implemented. The C4 zoning district is limited to approximately a +/- 1 acre area at the intersection of Riedel Road and Route 3. This property is improved with what used to be a gas station convenience store/service station. The remaining commercial area is zoned C1 and is developed as the Main Street Waugh Chapel strip center. It primarily consists of restaurants and services. There is a separate parcel that abuts Cantor Farms subdivision that is still zoned R2. This property is the location of a daycare/preschool.	1	2	0	0	0	1	0	0		4

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<p>Route 3 North - Extending from Crofton Station north to Johns Hopkins Road, this area is a mixture of homes and institutional uses, along with highway commercial development in the median. It could be upgraded over time as a mixed-use retail/office area with special design guidelines, to encourage land assembly and consolidation of access for new development. Road improvements along Route 3 and the Village of Waugh Chapel to the north may serve as catalysts to enhancement of this area.</p>	<p>Not Implemented. This area does not have a mixed-use retail/office zoning. It is still zoned C2, C3 or C4.</p>	0	2	3	0	0	0	0	0	5
<p>Industrial Park and Commercial Mixed-Use Area -This major employment area and strip commercial development lies along the west side of Route 3. An integrated plan with special design guidelines for infill and redevelopment is envisioned to create an enhanced mixed-use business area. This could be accomplished under flexible overlay zones, which would apply to both existing and new development within the WI, W2, and W3 industrial areas, as well as C 1, C2 and C3 commercial zones.</p>	<p>Not Implemented. An overlay zone has not been implemented in this area.</p>	0	0	0	2	0	0	0	0	2

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<p>Enhance and upgrade the existing commercial areas.</p>	<p>Partially implemented. Some additional properties at the Staples Corner commercial hub were rezoned to a Small Business District, and an urban design study was completed to establish some design guidelines. However, there has been minimal commercial development activity, other than a proposed High's store at the MD 450/424 intersection, and there have not been significant road improvements made in this area. The feasibility of locating a traffic circle at the MD 450/424 intersection was also studied, but due to the amount of private land acquisition that would be needed, the State Highway Administration did not move forward with the project.</p>	0	0	0	1	0	0	0	0	5	6
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<p>It is recommended that a Crofton Growth Management Area be established that incorporates the Crofton Triangle (bounded by Routes 3, 424 and 450) and the developed areas north of the Triangle (bounded by Routes 3 and 424, Underwood Road and the northern boundary of the Crofton Small Planning Area). (Refer to Map 14) This Growth Management Area shall incorporate the principal features defined in the following recommendations. It shall feature upgrades to the Route 3 corridor including a boulevard concept, commercial mixed use and a park along the Patuxent River as broadly defined in the concept sketches. It shall also feature an upgrade to Route 424 to serve as a Main Street for Crofton with bicycle and pedestrian lanes. Development of the Growth Management Area shall be under the oversight of a permanent Growth Management Committee comprised of citizens representing a broad spectrum of interests in the community.</p>	<p>Not implemented.</p>	5	2	0	1	0	0	0	0	8
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<p>Establish community design guidelines to be encouraged along MD Route 3, especially as it pertains to the redevelopment of the large shopping centers (Kmart/Metro & Giant), along Route 450 and at Staples Corner.</p>	<p>Not implemented.</p>	10	1	1	0	1	0	0	0		13
<p>Provide a "Community Main Street" look and feel on MD Route 424 between Bell Branch Park and the intersection of MD Routes 424 and 3. (e.g. traffic circles at key intersections, and mixed use residential and light commercial uses at appropriate locations, with safety and connectivity enhancements to library, community center and schools).</p>	<p>Not implemented.</p>	3	1	1	1	0	0	0	1		7

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<p>Align zoning and transportation policies in the Staples Corner area to promote attractive, community oriented activities and uses.</p>	<p>Partially implemented. The Staples Corner Urban Design Study was conducted in 2008. The study attempted to address all of the recommendations made in the SAP. It analyzed traffic data, crash data, bicycle and pedestrian Level of Service (LOS), land use changes, and traffic forecasts. The Study included a case study analysis of similar localities that underwent similar growth as a model for how this area could potentially grow, and made intersection improvement recommendations to improve traffic. The study was completed under Capital Improvement Program project H539701. Implementation of the recommendations within this project will require funding in the Capital Budget.</p>	1	5	1	1	1	0	0	0		9
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Natural Resources:

Crofton SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received			Total Votes Received
		1	2	N/A	
The County shall endorse the general concept of a Patuxent River Greenway and should establish through legislative action an overlay zone or zoning district, which would be designed in such a manner as to accomplish the objectives of the Greenway and implement the recommendations of the Patuxent River Policy Plan. A draft of the Greenway Overlay is located in Appendix 6.	Partially implemented. The County supports the concept of a Patuxent River Greenway. An overlay zone or zoning district has not been created, but the County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.	4	4		8
The County Council should establish a Patuxent River Greenway Committee that would be responsible for developing a comprehensive program building on the base recommendations of the Patuxent River Policy Plan and tailoring a program to the specific needs of Anne Arundel County. The Greenway Committee would be comprised of appropriate County and state staff, local landowners, community leaders, industry representatives, environmental organizations and elected officials.	Not implemented. However, the Friends of Jug Bay have a strong relationship with local environmentalists and land owners. Properties within the Greenway, the Agricultural District and the Rural Legacy Area are evaluated for easement or purchase when willing sellers arise. The County will support the recommended committee if its goals and objectives are clearly stated.	8	1		9

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Community Facilities:

Crofton SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	N/A	
Construct a 13th County High School, giving consideration to the property adjacent to the Crofton Middle School which is currently owned by the Anne Arundel County Board of Education.	Partially implemented. The new Crofton Area High School is currently under construction and is scheduled to open in the fall of 2020.	1	0	0	0	2	2	5
Foster a united community by returning Crofton students at all grade levels to Crofton schools.	Partially implemented. The new West County High School (Crofton Area High School) is currently under construction and is scheduled to open in the fall of 2020.	1	5	0	2	0	2	10
Include a community oriented commercial center to be developed on the Library residue land - community center with Mom and Pop shops for hiker/biker trail and neighboring communities, as well as library customers. Possible partnership between County (landowner) and a private developer.	Not Implemented. The remainder of the Crofton Community Library site remains undeveloped.	6	1	1	0	2		10; other comment - a community center
Locate and develop a pedestrian connection between Bell Branch Park to MD 450 and across to the sidewalk system north of MD 450 at or near Mayfair Place.	Not implemented. This has not been studied and will require staff resources and /or funding.	0	5	0	0	1		6
Create pathway connections to the park property located west of MD 3 and north of Conway Road from the MD 424/Conway Road and MD 3 trails.	Partially implemented. The Two Rivers Development added connections to the WB&A Trail, however, the connection from the new circle at Conway has not been implemented beyond the circle to Maryland Route 3. This portion has not been studied and will require staff resources and / or funding.	1	3	5	0	0		9

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Transportation:

Crofton SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received											Total Votes Received	
		1	2	3	4	5	6	7	8	9	10	N/A		
On Underwood Road, provide a safer horizontal alignment and wider shoulders for bypassing traffic and bicyclists between MD 424 and Johns Hopkins Road. Include a continuous sidewalk (along developed properties) and a separated path (along undeveloped properties) from the Secondary School Complex to the northern limit of developed properties.	Not implemented. A roundabout was installed at the intersection of Underwood and Mt. Tabor under Capital Improvement Program project H461600 to calm traffic. It should be noted that Underwood Road between Davidsonville Road and Johns Hopkins Road is classified as a Scenic and Historic road. The proposal of continuous sidewalks and widening of the road would not comply with current regulations under Article 17 of the County's Subdivision and Development Code. The Office of Planning and Zoning finds that development occurred in a portion of this corridor prior to the adoption of Code regulations for Scenic and Historic Roads in 2005, which may bring into question whether Underwood retains those characteristics that warranted its initial designation as a Scenic and Historic Road. Further consideration of Underwood Road's designation, and this proposal should be carefully reviewed by the Office of Planning and Zoning to confirm it would comply with the provisions of Article 17-6-504 as they stand today based on current conditions.	1	0	1	0	1	2	0	0	0	0			5

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Construct a three lane, 40' wide urban section extension of Riedel Road from its current terminus to MD 3, opposite Waugh Chapel Road.	Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.	0	0	0	0	0	0	0	0	0	1	2		3
Construct a four lane, 52' urban section extension of Cronson Boulevard from its current terminus to Conway Road, at a point approximately 1/4 mile west of MD 3 as part of a roadway called Professional Boulevard.	Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.	0	1	1	0	0	0	0	0	0	0	0		2
Provide signage (from State Highway Administration) designating MD 3 for local traffic only.	Not implemented.	1	0	0	0	1	0	1	0	0	0	0	3	6; Other comments - No "Jake Brake" zone and what good would that do!

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<p>Improve the intersection at Staples Corner (MD 450 and MD 424). Study the possibility of a multi-lane roundabout which would relieve the congestion, as well as provide a more aesthetic entrance to the Crofton Triangle from the rural areas and provide a safer pedestrian environment.</p>	<p>Partially implemented. The Staples Corner Urban Design Study was conducted in 2008. The study attempted to address all of the recommendations made in the SAP. It analyzed traffic data, crash data, bicycle and pedestrian Level Of Service (LOS), land use changes, and traffic forecasts. The Study included a case study analysis of similar localities that underwent similar growth as a model for how this area could potentially grow, and made intersection improvement recommendations to improve traffic. The study was completed under Capital Improvement Program project H539701. Implementation of the recommendations within this project will require future Capital Budget projects.</p>	0	2	1	1	0	1	0	0	0	0	0	1	6
<p>Begin rush hour express service to the Baltimore region by providing service between the Crofton Small Area and the Cromwell Light Rail Station.</p>	<p>Not implemented.</p>	2	1	1	0	0	0	0	1	0	0	2	7	

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<p>Widen the shoulders of MD 450 for safer pedestrian and bicycle travel, provide sidewalks on both sides through commercial section, and along north side between MD 424 and MD 3.</p>	<p>Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.</p>	1	1	3	0	0	0	0	1	0	0		6
<p>Reconstruct MD 424 into a narrower and slower speed community spine, including a pedestrian/bicycle path and linear/greenway park from MD 3 to Bell Branch Park to support existing uses and future commercial, institutional, community and park uses.</p>	<p>Partially implemented. The State Highway Administration (SHA) constructed a new sidewalk from Duke of Kent Drive to Underwood Road. SHA will provide additional missing links of sidewalks along MD 424 with the County contributing from CIP project H563700. The County's Office of Transportation and the State Highway Administration may need to change the functional classification of MD 424 to comply with this recommendation.</p>	2	0	1	3	0	0	0	0	0	0		6

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<p>Construct a bridge and connecting roadway between Crofton Parkway and the commercial center on the west side of MD 3 at a location immediately north of the Village Green. This would promote foot traffic near the Village Green as well as the Patuxent riverfront area. In conjunction with the bridge, have Crawford Boulevard only access northbound MD 3.</p>	<p>Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>	1	3	0	4	0	1	0	1	0	0	1	<p>11; other comment - For people who work @ Waugh Chapel but live on 3N</p>
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<p>It is recommended that, within the Crofton Small Area, in the area that incorporates the Crofton Triangle (bounded by Routes 3, 424 and 450) and the developed areas north of the Triangle (bounded by Routes 3 and 424, Underwood Road and the northern boundary of the Crofton Small Planning Area) there be upgrades to the Route 3 corridor including a boulevard concept, commercial mixed use and a park along the Little Patuxent River as broadly defined in the concept sketches. There shall also be an upgrade to Route 424 to serve as a Main Street for Crofton with bicycle and pedestrian lanes. Development in this area should be consistent with the goals and recommendations of the Crofton Small Area Plan. Development plan review by the County will encourage public input and take into account the views of citizens representing a broad spectrum of interests in the community.</p>	<p>Partially implemented. The Maryland Department of Transportation (MDOT) has a project planning study for MD 3. State Highway Administration has bid a project to construct missing links of sidewalks along MD 424, with the County contributing from CIP project H563700. Further implementation will require that the County add this in its annual priority letter to MDOT.</p>	2	1	2	0	0	0	0	0	0	0				5
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2009 GDP

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	6	N/A	
Land Use and Zoning									
Conduct a study of former landfill sites to confirm their current status, and to assess their current and future suitability for development. Develop a Closed Landfills Map.	No progress to date	8	5					1	14
Amend the development and permit applications review procedures for properties located on or adjacent to former landfill sites, and require applications to be sent to MDE, Health Department and DPW for review and comments.	No progress to date.	10	2						12
Community Revitalization									
Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	8	1	2	0	0	0		11

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<p>Based on established criteria, identify neighborhoods or communities that qualify as a Neighborhood Conservation district.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	5	3	1	0	0	0		9
<p>Establish a community outreach process to be used in developing Neighborhood Conservation criteria, standards, and districts.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	3	1	0	4	0	0		8

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<p>Establish objectives and design standards applicable to designated Neighborhood Conservation Districts.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	2	4	3	0	0	0		9
<p>Develop legislation to create Neighborhood Conservation overlay districts and associated design standards and/or guidelines.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	3	3	0	0	3	0		9
<p>Create a Housing Trust Fund with a dedicated funding source to provide financing to improve, preserve and increase the workforce housing stock.</p>	<p>No progress to date.</p>	0	2	0	0	0	5	1	8

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Natural Resources								
Evaluate the possibility of requiring a fee to be paid and placed in a natural resource restoration fund, when approving modifications in sensitive areas.	No progress to date. Fees for modification applications, along with most other development application and permitting fees, are placed into the County's general operating budget. However, Forest Conservation fee-in-lieu and Open Space fee-in-lieu funds can be used for land acquisition and preservation purposes.	10	3	1				14; Other comments: Don't approve ANY modifications in any sensitive areas!
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	0	4			6	10
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	4	7	1				12
Transportation								
Prepare a comprehensive study of Park and Ride lots to assess supply, demand, and improvements needed.	No progress to date. Funding has been allocated through BMC and will require coordination with MTA and BMC. The Office of Transportation's Rideshare Coordinator will be conducting regular surveys of Park and Ride lots utilization to identify areas of need and future demand.	2	3	4	3			12
Conduct feasibility study for the extension of light rail to other areas of the County.	No progress. This was discussed during the past two updates to the Transit Development Plan, but public support for Light Rail extension has been lacking. Planning efforts have focused on other aspects of transit planning including bus transit and ridesharing.	0	6	4	1			11

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Study the feasibility of adding stations on the commuter rail line.	No progress to date. This idea has been discussed by the County and MTA and may be studied in the future. The current priority is to make improvements at existing stations.	1	2	2	6				11
Revise the Impact Fee Program to allow a portion of transportation impact fees to be dedicated for expansion or improvements to public transit	No progress to date. Currently development impact fees must be used for capital improvements that will expand the capacity of the public facility. Expansion of the capacity of a road includes extensions, widening, intersection improvements, upgrading signalization, improving pavement conditions, and all other road and intersection capacity enhancements.	10	1	1	2				14

Activity 2: Vision Exercise (written responses)

What is special about your community?

- Nice safe community nestled between DC & Baltimore which offers lots to do | Was great safe place to raise family
- Crofton has a remnant of “small town” environment. That’s why we chose Crofton 30 years ago
- There are different sorts of people | It’s a good place to live: families, “singles,” etc.; individuals of different ages, employment, & cultures. | Good schools | It’s a relatively “safe” community, in which people look out for one another
- Crofton is a small town located close to DC and Baltimore. It needs to retain the small town environment
- Quiet | Rural | Neighborhood feeling
- The amount of green space and agricultural areas | You drive through farmland to get home | Lots of open space and trees
- When I moved here 13 years ago, I loved it for its small hometown feel, safety, and not real congested
- Rural | Quiet | Convenient to cities
- The trees | People walk “The Circle” (Crofton Pkwy) early & late | Convenient shopping | Great library | Farmer’s market | Like most of our neighbors | Lots of people biking | Chesapeake Brew Pub | Great schools & teachers

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- Proximity to major employment areas while preserving greens
- Quality of design need to be added to the review process
- Good location
- Well cared for homes | Active, positive approach: e.g. Fall Leaf Cleanup Association | Very nice neighbors | Community events!
- Great library | Commercial & retail proximity | Housing mix | Generally very safe | partially walkable
- Historical area which should be preserved
- Limited auto traffic | Ability to walk on sidewalks
- Schools | Walkability | Community spirit
- Re: Crofton Triangle – Residential, no interior commercial, beauty of trees, summer concerts
- Community spirit | Scenery | Friendly people

What has changed in the last 15 years?

- Kids still bussed out to high school | Overdevelopment w/out resident input
- County encouragement to bring in mass housing
- Unchecked & uncoordinated overdevelopment has led to: awful traffic grid lock... from Rt. 3 to the flooding of 450 (which skyrocketed w/ the building of Copper Ridge) –Patchworks of ugly construction –Reduction of greenspace –reduction of community centers
- The development/construction/traffic have increased tremendously – not a good thing
- Moved here 2 years ago
- When I try to get out of my neighborhood, it may take 5-10 minutes because people now use Reidell Rd. to bypass Rt. 3 congestion | There has been too much development and too many gas stations and fast food places! | It is difficult to get into restaurants because of the influx of new residents. | Crofton no longer has the feel of a small hometown, it is like Rockville Pike. | There is entirely too much crime
- Housing/retail development & lots more traffic | Trees removed | More runoff into the Patuxent River
- Way more development | Much more traffic!! | Businesses driving each other out of business – chains replacing local small businesses | Finally some diversity in this zip code | Noise pollution | Building in areas that should not have (woodland, wetlands, median)
- So much development created traffic nightmares & reduced quality of life
- Traffic!!!
- Overdevelopment & increased traffic
- I've only lived here for 3.5 years. In that short time frame heavy truck traffic along Route 3 has increased significantly with an equal increase in noise, pollution, and accidents. | Housing developments have raised the density along with increases in traffic. | The increase in age-restricted communities has not seen the provision of any public transit options to shopping and restaurant facilities
- Increased traffic & new homes
- Too much development for the available schools & sewage | Traffic on Route 3 has increased dramatically

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- Uncontrolled development | Too many zonings variances waiver | Inadequate infrastructure | School overcrowding
- Overdevelopment | Sadly quality of life has been impacted by non-stop traffic congestion
- It has gotten way, way, way! overdeveloped. | I have been volunteering at the AG's office in Baltimore since 2007. It used to take no more than an hour to get home. Now it takes up to 2 hours on a regular basis, mostly due to excess development on Rt. 3. It takes up to ½ an hour to get from my house near Prince of Peace in Crofton to Wegman's. Because of all this traffic, people are driving unsafely on Crofton Parkway

What needs improvement?

- Less development | Traffic on Rt. 3 dealt with | Parks – too small for volume of kids | More “small” town events | Schools monitored for kids attending schools w/out living here
- A cap on housing growth | Need a plan to bring growth to zero over 5 years
- Get a handle on growth | Create community centers | Encourage public transportation | Encourage walking (+ accessible pathways) | Think “town” and think areas (not “strips”) with green buffers surrounding each center | Emphasize activities (physical, cultural, etc.) that call upon residents, not chain stores, to entertain ourselves
- The development needs to stop
- 450 flooding | Route 3 corridor – traffic, busy signage, business centers scattered and not cohesive
- Road congestion and transportation options | Route 450 flooding | Route 3 congestion | Route 424 congestion
- Rt. 3 needs to have a lower speed limit or probably calming strips, etc. There are too many egresses on Rt. 3 for this speed limit. Going at that speed it is difficult to stop if someone pulls out in front of you. Rts. 424 and 175, and Piney Orchard Pkwy have speed limits from only 35-45 and they do not have all of the commercial entrances. Need to research this!
- See next response...
- Traffic & its noise, fumes, inability to travel locally twice each workday | Stop building in the 301 median | Stop accepting “funds” in place of trees in new developments | Develop jobs closer to home | Reduce commute
- Transportation options
- Route 3/424/450 infill development
- We need a community center
- Restricting heavy truck traffic on Route 3 North & South | Increasing protection for natural environment and special attention to stormwater management | Ride-on service to support travel to retail shopping, grocery stores, theatre, etc., especially from age-restricted residential communities – although everyone would benefit
- Roads & traffic patterns | Reduced development
- Staples corner traffic control | Limit new housing especially along Rt. 3
- See previous question + need to fix Route 3 and 424/450 (Staples Corner)
- Better zoning supported by improved roads and public bus transportation to the MARC train station in Odenton

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- More transparency about zoning | Also, it is absolutely outrageous and disgusting that the residents of Hogan's ticky-tack development Riverwalk (or whatever it's called) are zone to the way overdue Crofton High School and, at least originally, people in Crofton communities that have been there for 25 years were not zoned for it. | We also need better public transportation | We need some more open space

What should your community look like in 20 years?

- No more new development | Larger parks
- Laws to limit growth; enlarge parcel size on yet to be developed land to multi-acre, non-divisible lots | Additional large parks to use up open land, denying realty space
- I would love for it to be seen as a place to come to walk/cycle/run, enjoy arts & culture, to feel part of a community with multiple flavors. Ex. Ever go to The Big Bean in Severna Park? Located on the B&A Trail, which attracts walker, bicyclists, runners, etc. it's an example of how to combine commercial establishment w/ community involvement/natural surroundings....
- Virtually the same as it does not | There is precious little land left | Don't build anything else
- Quiet & rural | Neighborhood feeling | Bicycle and pedestrian friendly | Less chain stores
- Still retain some feel of living in the country –open spaces and farmland, large lots | Less commercial development unless there is substantial improvement to local roadways
- Rt. 3 should be local traffic only w/ an overpass for all the thru traffic going from Baltimore to Waldorf, especially semis, who travel well over the speed limit. | Possibly a pedestrian bridge from the shopping centers to the residential areas. This would improve the quality of life for Crofton residents as well as surrounding areas. | Much safer!
- More public transportation | Hiking & bike paths | More space dedicated as park lands to prevent further development.
- Halt growth | More neighborhood feel & less transients with no long term sense of community | Stronger civic activity groups | Keep the trees | Divert traffic around us
- Greener | More livable | Multi-generational
- A safe place to live and work & raise children with a minimum of outside effects
- A charming, quiet community with diversity
- Higher housing density in the appropriate areas. Higher impact fees | More open space | Strict stormwater mgmt. | Greater environmental protections and park and recreation space that is aging friendly | Higher taxes (hopefully) to support sustaining quality of life | Ideally incorporation of the Crofton Triangle – to increase residential authority over land-use decisions | Local (Ride-on) bus system to reduce traffic & congestion | Solar roofing on all retail & commercial buildings and retrofitting existing ones with tax and energy credits
- No more crowded than now!
- Not overrun by development
- Hopefully, not a whole lot worse than now. | I really hope we aren't visited with the dreadful scourge of Enclave

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Other Comments:

- Residents don't appreciate ALL this development w/o planning for schools & traffic problems | Rt. 3 – HORRIBLE | My daughter gets on bus at park & ride on 424 to get to DC – lives in Crofton Village – her ride home from lot (via 3 or 424) is worse part of her day (I do appreciate the bus service) | This meeting isn't long enough – too many introductions
- We don't want Crofton to become a Northern Virginia-like living area
- Please fix 450!
- More mass transit | The intersection at 424 & 3 is completely messed up. There is on 1 right turn lane onto Rt. 3 North, and traffic blocks up. Many people want to turn left, but do we need 3 left turn lanes | Keep Whites Hall/Johns Hopkins – whatever it takes. Better that than subdivided
- No more development in or around Crofton. We are losing our small town feeling – beginning to look more like Waldorf
- I think there are missed opportunities to: Develop more environmental protections for existing open space, the watershed, and traffic congestion reduction; Institute improvements in stormwater management; Re-examine permits (development, land uses) when surrounding land use changes – especially those having environmental impacts; Establish 'special taxes' or taxing districts & impact fees to reduce development impacts or mitigate adverse impacts or discourage incompatible land-uses. (Just because it's the governor's family development company or a major contributor to a political candidate); Require commercial, industrial, or retail construction (new & existing) to undertake clean energy practices e.g. solar roofing panels, low impact practices for parking lots, funding for public transit; Create a planning's land use ombudsman for citizens; Organize a development conflict arbitration process for contentious e.g. hair-raising projects
- Save Johns Hopkins House!
- Thanks for soliciting citizens opinions and communicating with us.

Activity 3: Community Boundary Review

- Crofton should not cross over Route 3 ←What they said
- All of Two Rivers should be in the Two Rivers area if there is going to be one
- Rt. 3 congestion – 3 lanes to 2 lanes NB/SB
- Gambrills is rural
- Davidsonville should be everything south of Rt. 450
- Are the boundaries for Davidsonville correct? Part should be North of 50
- Crofton should encompass current area – but extend to end of Reidel & stop at inside of Rt. 450

Visioning Anne Arundel

A continuing discussion for Plan2040



Open Comment Session

What is special about your community?

- At the time I moved here, it seemed like country. The area has changed since.
- Moved here in 2012 for schools. Work in DC, so it's a reasonable commute,
- Moved here in 1986. Comparing Virginia and Maryland, Virginia was overcrowded, but loved Crofton.
- One of first families in Crofton. Moved from California for proximity to the Academy.
- Moved here in 1972. Had read of Crofton as a well-planned community. Crofton's surroundings were not as controlled and the development has since deteriorated the community.

What has changed in the last 15 years?

- In 1982, Crofton was surrounded by cornfields. There has been rampant overdevelopment since. It now takes 2 hours to return from Baltimore, where it used to take less than 1 hour. This is mostly because of Route 3.
- Traffic
- Crime – CVS has been robbed multiple times
- Overcrowded schools
- Lack of green space. The back way to Annapolis (Route 450) used to not flood as much, and you could drive through to Davidsonville. Now, we just sit on Route 3.
- There are fewer trees, and now there's more noise because the trees were a natural barrier. Used to not hear the racetrack, but following the development at Waugh Chapel South and loss of trees, can now hear it.
- Truck noise impacts houses that back up to Route 3. There are concerns for residents of townhouses that have to cross Route 3 for work.
- What bike trails?
- Lack of mom and pop stores. Everything that comes in is a chain, and local businesses can't compete due to costs.
- Consider how information is getting out to residents regarding meetings and opportunities to engage online. Next Door app is an opportunity.
- Traffic signals are actuated, and there are issues with allowing enough time for pedestrians to cross. The State and County should work together to ensure pedestrian ability to cross streets.
- Development of mega-gas stations (such as Royal Farms) – they take up a lot of real estate, often in areas without adequate access.
- Increase in age-restricted communities. The developments seem to suggest that this older population has needs that are different than those with children. The 55+ population continues to need sidewalks; consider looking at the taxing authority/impact fees.
- The park behind Linthicum Walks – the County should help maintain historic Linthicum Walks and other open spaces like this for people to enjoy. Would like to see as much green space and open space as possible.

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What needs improvement?

- We're losing green space to development. The County counts golf courses as green space, which is private property and doesn't serve people as recreation areas for public access.
- Need more community resources in this area. There are community centers and YMCAs in other parts of the County, but West County doesn't have this. We need a community center in this part of the County.
- Need to reduce the speed limit on Route 3 from MD 424 to Riedel Rd from 50 to 35. People drive 70 mph.
- We live in a historic area. The Johns Hopkins house is in danger, and it would be a shame to lose this to more development. Preserving history needs to be a priority.
- We always want more, but how do we pay for it all. Raising taxes has been proposed. We need to consider how to pay for these things we want.
- Speed limit on 424 must be reduced; it goes from 35 to 45 and trucks are careening at Riedel (can hear screeching tires). We have schools, libraries, nursing homes in the area, and kids having to cross the street. It's very dangerous, and the new high school will make the condition worse.
- Riding bike around the community; pedestrian/bike activated crossings need to be reviewed for safety and turning conflicts.
- The Staples Corner intersection is a disaster.
- A lost opportunity is the commercial/retail rooftops of the area; can we use these for solar energy production? We could require it of developers, and the community would benefit from the energy generation.
- A lot of these issues are not just County issues and require a broader perspective. Consider the balance of responsibilities between the County and State.

What should your community look like in 20 years?

- 30 years ago, people from the County and State predicted that Route 3 would be a disaster. They made a suggestion for a limited access highway through the area.
- Currently, all the residential development is concentrated in one area, commercial in another, and people must use Route 3 to access these areas, which requires getting in the car.
- There is not a lot of transit in Crofton – must get in car to get to current transit centers. Many people just continue driving on to Baltimore rather than park at the MARC station in Odenton
- Localized bus service.
- Federal government employees are paid for taking transit. We can think of ways to boost the attractiveness of other modes – carpooling, transit, etc.
- It is difficult raising kids – they can't go anywhere on their own, and parents have to drive them everywhere.
- Middle schools and the elementary school need improvements.
- In the future, there will probably be less private ownership of cars, and less individual driving to work
- In Howard County, the library system has funding for tech classes. Tech is the future. Anne Arundel County should look at Howard County's technology-related programs for youth and adults and consider more funding for these opportunities.

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- Rt. 450 flooding impacts Crofton residents. Rather than placing it on a 5-year plan to be studied, they should think about the road as a broken road to be repaired, requiring immediate attention.
- In the future, would love to see no more building and no more lost trees or open space.
- Regarding the Johns Hopkins birthplace, there was a large amount spent on an Annapolis historic site for very authentic materials (mortar) – can we consider some of this funding to preserve Johns Hopkins birthplace?
- A nonprofit is leasing Johns Hopkins property and hoping for acquisition soon, to be followed by funding for restoration. The goal is for the place to be for the community to use. Beer gardens are in the works again as fund raiser.

Emailed Comments:

- I did not take an opportunity to speak Wednesday evening but I would like to comment now about the Crofton community. One of the gentlemen spoke about Hamilton Crawford's well-regarded plan for Crofton which my husband and I also had read. We also read of James Rouse's plan for Columbia. We visited both areas in our search for a house. The stark landscape of the fields where Columbia was to be developed was no competition for the tree-lined home sites and the beauty of Crofton. We moved here in 1967. For the most part, Crawford's plan came to fruition. What he could not control was the development outside of Crofton. In the beginning, development was incremental. However, there was obviously no plan. Anne Arundel County barely had building codes. I can't remember the date that the County Council responded to pressure from South County residents and declared that they wanted to "Keep South County Rural" and approved West County as the area for massive growth. We became "The Route 3 Corridor", "Rockville Pike East" and "Ritchie Highway West". Money and developers talked louder than citizens. There were no environmentalists or smart growth advisors. Politicians wanted votes so taxes were kept low which has resulted in underfunding of schools, police, fire protection, social services, parks and rec, infrastructure, waste management, etc. Politicians wanted money which led to approvals of projects that never should have been built. The attempt to build The Enclave is an example of this philosophy. I am heartened by the recent election of County leaders who are not only focusing more on planning but are more enlightened about stewardship of the land. Fixing the damage allowed by past leaders will be difficult but most of us are optimistic that the planning now being done will lead to a better quality of life for those of us in Crofton.

Thank you for taking the time to read my opinion.

- Press SHA for an alternate route to move traffic from MD 50 to 97 / 695 to relieve congestion on Rt 3

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Citizens review the dot ranking exercise



Citizens await the start of the Open Comment Session