

## Summary of Participant Input and Comment

Crownsville Small Area

Baldwin Hall

May 16, 2019

Total attendees: 46

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

#### Land Use, Development and Zoning:

Crownsville SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
Establish design guidelines and protective buffers [for scenic and historic roads].	Not implemented.	1	3	6	1	2	0	13
Require design diversity in housing type and size along scenic and historic roads.	Not implemented.	0	0	1	3	4	2	10
The historic economic development in Crownsville has resulted in a number of commercial loci that are collections of owner-operated businesses serving their immediate residents. The Plan recommends that future business growth be limited to these areas.	Partially Implemented. New commercial development in the Crownsville Small Area has primarily been limited to the planned commercial areas however, a few parcels were changed to Commercial Zoning during the 2010 Comprehensive Rezoning process.	1	2	5	1	2	1	12
Strip malls and franchises are inconsistent with the rural character of Crownsville. Design overlays for the existing commercially zoned areas should limit square footage; provide guidelines for signage, and promote combining commercial entrances/exits and parking areas to maintain the safety of Crownsville's major roadways. The two lane concept of these roadways including MD 178, Crownsville Road, MD 450, Sunrise Beach Road and Millersville Road is in keeping with the rural character of the area.	Not implemented. MD 178 and MD 450 remain two-lane roads and are designated as scenic and historic roads however, design overlays and design guidelines have not been implemented to date.	1	2	2	4	1	3	13
Contain existing State development at the Crownsville State Hospital site at its current or lesser level and dedicate any surplus land for Crownsville community services (e.g. library, senior center, ball fields).	Not implemented. Control of development and usage of a State-owned property is not within the County's purview. If the site is surplus and privately owned, the County will take into consideration appropriate uses.	15	0	1	0	2	0	18

All new buildings on the [Crownsville Hospital] site should be in keeping with the integrity of the neighborhood, held to a height of three stories above ground and follow any other requirements as set forth by any future design overlays.	Not implemented. This property is still State-owned. Control of development and regulations of a State-owned property is not within the County's purview. If the site is surplus and privately owned, the County will take into consideration the appropriate use and regulations that will not compromise the integrity of the neighborhood.	3	9	1	2	1	0	16
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**Community Facilities:**

		Rank Order Votes Received							
<b>Crownsville SAP Recommendation</b>	<b>2019 Status and Explanation</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>N/A</b>	<b>Total Votes Received</b>
Additionally, where appropriate, park and recreational facilities should be sited near proposed hiker/biker trails to encourage and facilitate safe access via bicycles to those facilities.	Partially implemented. The Crownsville Park master plan is complete awaiting design and construction funding. The South Shore Trail right-of-way to Crownsville Park has been transferred to the County from the State. This park site lies along the Trail right-of-way. The development of natural trails is ongoing in the Bacon Ridge Natural Area along with a newly established parking lot on Hawkins Road. Trail master plans indicate spurs connecting to communities, schools, etc. Also, during the subdivision process the Department or Recreation and Parks encourages opportunities to provide safe community access to trails, existing and proposed.	12	0	2	0	2	0	0	16
Create a central 5th police district within the Crownsville area to improve response time.	Partially implemented. The Police Department anticipates building or repurposing an existing facility for a Centralized District Station at the HQ complex in Millersville. Currently anticipated to receive funding in FY2022.	1	0	3	2	3	3	1	13

Co-locate public safety and service agencies.	Partially implemented. The Police and Fire Departments anticipate on colocating 911 communications sections in a joint facility. Currently anticipated to receive funding in FY2020.	0	1	1	8	2	1	0	13
Make every effort to maintain and expand the existing trail system for use for equestrians. Avoid introduction of trail uses (e.g. skateboards) that are incompatible with equestrian use.	Not implemented. The Department of Recreation and Parks will continue to monitor the Crownsville Hospital property and evaluate any opportunities; however, it continues to remain in State ownership.	2	2	0	0	3	7	0	14
Make every effort to locate community services (such as library, senior center, post office and ballparks) and create a "co-location" on the grounds of the State Hospital site, as suggested in the General Development Plan. Another opportunity for a "co-location" is located at the I-97 gateway to Crownsville. A complex on this site could include a fire station, to be relocated from Herald Harbor, police substation, and possibly a small branch library, senior services, recreation and access to the South Shore Trail.	Not implemented. The County will continue to monitor the Crownsville Hospital property and evaluate any opportunities; however, it continues to remain in State ownership.	2	6	3	0	2	0	0	13
Acquire other areas of the hospital grounds, where the topography is appropriate for active recreation, by Anne Arundel County as park land. There are many areas, not currently in use by the state hospital system, that would be appropriate for ball fields or other outdoor recreational activities.	Not implemented. The Crownsville Hospital remains under State ownership.	1	6	4	1	0	3	0	15

**Natural Resources:**

Crownsville SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received		Total Votes Received
		1	2	
Institute year round monitoring of the Severn River for pollution from aging and failing septic systems.	Not implemented. Monitoring currently occurs from Memorial Day to Labor Day. During this period, the Anne Arundel County Department of Health takes samples from more than 80 County beaches where people swim or engage in activities that may result in ingestion of recreational water.	14	3	17
Promote the preservation of beach strand habitat in all rivers and creeks throughout Anne Arundel County. This can be best achieved by: Inventory shoreline areas for beach strand habitat; Establish a program to restore beach strand habitat to areas hardened by erosion control structures; Promote soft tidal edge erosion control techniques such as marsh planting, breakwaters, low stone sills, and jetties; Implement the shoreline mitigation impact fee for those destroying beach strand habitat in order to gain shoreline erosion control; and Prohibit the construction of bulkheads and revetments as a shoreline erosion control technique, except in situations where it is the only viable erosion control technique.	Not implemented.	3	11	14

**Transportation:**

Crownsville SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	6	7	
Explore the possibility of pedestrian linkage and connector paths to serve commercial and public facilities and residential communities, in addition to the hiker-biker trail, in the vicinity of: (1) Crownsville Road and Fairfield Loop and (2) Sunrise Beach Road.	Not implemented. A capital project will need to be initiated to fund the study for additional pedestrian linkages.	4	2	3	3	3	1	0	16

Encourage the use of wood guard rails.	Not implemented. The Department of Public Works guardrail maintenance capital project does not have the capacity to install, maintain, or replace wooden guardrails. However, there are alternative materials that may be used to improve compatibility in more rural areas along scenic and historic roads. Along portions of St. Stephens Church Road, a rustic-colored W-channel type of guardrail has been used.	0	0	1	1	4	0	1	7
At the north end of Generals Highway, the two intersections with Veterans Highway are congested during morning and evening rush hours. In cooperation with SHA, conduct a study of these intersections to determine possible solutions. The following possibilities should be considered as part of the solution mix: a roundabout could be installed, the road pattern could be modified to enhance highway safety and to reduce congestion, and/or a threeway stop light with a left turn from Veterans Highway to Generals Highway could be installed at the intersection of Generals Highway and Veterans Highway.	Not Implemented. The County's Office of Transportation establishes the priorities for transportation facility planning under Capital Budget Project H539600. Implementation will require that the County add this in its annual priority letter to the Maryland Department of Transportation.	4	3	0	0	0	4	0	11
In cooperation with SHA, conduct an analysis of the Generals Highway corridor to evaluate the possible use of roundabouts as a replacement for or an alternative to new traffic lights. Candidate study sites might be at I-97 Exit 5 (Crownsville), the intersection of Crownsville Road and Route 178, or the intersection of Generals Highway and Veterans Highway.	Not implemented. A capital project will need to be initiated to fund an analysis of the Generals Highway corridor for the possible use of roundabouts.	3	3	2	0	0	1	2	11

<p>In cooperation with SHA, conduct a study of traffic patterns on Generals Highway between Defense Highway and Bestgate Road to expedite traffic flow with special emphasis on the northbound left turn lane at Defense Highway. (It should be noted that this intersection is within the boundaries of the Annapolis Neck Small Area Planning Committee.)</p>	<p>Partially implemented. The intersection of Bestgate, MD 178, and Housley was studied under Capital Improvement Program project H512604. 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>	3	0	1	0	0	1	3	8
<p>In cooperation with SHA, conduct a study of the feasibility of a southbound left turn signal at the intersection of Generals Highway and Epping Forest Road.</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>	0	2	1	3	0	0	2	8
<p>In cooperation with SHA, conduct a study of the intersection of Route 178 and Herald Harbor Road, to recommend improvements to the right turn lane that will improve the ease of access from the northbound Route 178 to eastbound Herald Harbor Road.</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>	2	4	2	0	0	1	1	10

**Other:**

Crownsville SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received										N/A	Total Votes Received	
		1	2	3	4	5	6	7	8	9	10			
Work with the State Highway Administration (SHA) to establish state road standards for scenic and historic roads. Designate selected areas along scenic and historic roads as potential sending areas for TDRs.	Not implemented. State road standards for scenic and historic roads have not been established. Completed. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill " which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.	2	1	3	1	0	2	1	0	0	0			10
Place appropriate gateway signage at the southern border of the highway with the Parole Town Center, at the northern border of the highway at the intersection of Veterans Highway and at the ramp leading to Interstate 97.	Not implemented. Gateway signs in these locations would be private initiatives that the County could encourage during the development process.	0	0	0	1	0	0	1	0	1	2			5

Provide gateway signs located at key entry points along the corridors.	Not implemented. Gateway signs have not been constructed along these corridors. These would be encouraged during the development / redevelopment process for properties located in these entry areas.	0	0	0	0	0	1	0	0	2	2		5
In cooperation with the Annapolis Regional Transportation Management Association (ARTMA), conduct an analysis of the Crownsville small planning area to determine the feasibility of developing park-and-ride lots for Baltimore and Washington, D.C. automobile and vanpool commuters.	Not implemented. The Annapolis Regional Transportation Management Association (ARTMA) is no longer an entity. Additional Park and Ride lots are under the control of the State Highway Administration.	5	1	0	0	1	0	1	0	0	1		9
In cooperation with Annapolis Mall Management, investigate the feasibility of a mall sponsored peak holiday shopping season shuttle service for the Generals Highway corridor.	Not implemented.	0	2	0	1	0	0	0	1	1	1		6
The parking area at the South Shore Elementary School has been reconfigured due to recent remodeling. The new parking arrangement is not a safety hazard, but vehicle clearance is tight and invites minor damage to vehicles. The Department of Planning and Code Enforcement, in cooperation with the County Board of Education, should conduct a study to resolve the tight clearance situation.	Not implemented. Although the site layout is not ideal, it is the best layout for the number of parking spaces needed and the separation of the buses and cars. Anne Arundel County Public Schools does not have any project planned to make changes to the entrance and parking.	0	0	0	0	0	0	0	3	0	0		3



<p>In cooperation with SHA (Defense Highway) and the County Department of Public Works (Sunrise Beach Road), conduct a study to address storm water management improvement on Defense Highway and at the intersection of Sunrise Beach Road and Whitney's Landing Road where intermittent flooding occurs on the roadway during heavy rainfall.</p>	<p>Not implemented. The Department of Public Works has not constructed a project to deal with flooding at this location. There is currently a capital project programmed (H478843) to add a right turn lane along Sunrise onto MD 178. This project does not include any stormwater management.</p>	1	3	0	2	1	1	1	0	0	0	1	10
<p>Request the County Department of Health to issue an annual public report due on March 15 of each year on fecal coliform contamination of the Severn River, including water testing results, enforcement efforts, reported outbreaks of illnesses which may be attributable to high fecal coliform and formal complaints of poor water quality filed by residents and communities.</p>	<p>Not implemented. The Department of Health samples more than 80 bathing beaches in the County from Memorial day to Labor day for enterococci, bacteria that come from the intestines of all warm-blooded animals and are associated with fecal contamination. Results are updated on the web weekly, biweekly or monthly, based on the EPA's criteria of location, use, ecological factors, pollution sources and risk of contamination.</p>	0	1	2	0	2	1	0	0	0	0	1	7
<p>Conduct an inventory study to identify opportunities to retrofit stormwater management to existing development through owner/developer incentives, cost sharing grants, etc.</p>	<p>Not implemented.</p>	2	2	4	2	0	0	0	0	0	0		10
<p>Investigate and resolve the consistently high coliform pollution problem in Valentine's Creek and Plum Creek through the Health Department's compliance study. Adopt regulation (at the State level if necessary) to require the removal of concrete knockouts during septic system pump outs to allow complete solids removal not possible by accessing through clean out alone.</p>	<p>Not implemented. The Department of Health is not aware of any current coliform pollution issues in Valentine's Creek or Plum Creek. Current regulations do not allow the "concrete knockouts" in septic tanks for new installations. Existing tanks of this type are allowed to continue to service a home unless other reasons require the replacement.</p>	1	0	0	0	0	2	1	0	0	0		4

**2009 GDP:**

<b>2009 GDP Recommendation</b>	<b>2019 Status and Explanation</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>N/A</b>	<b>Total Votes Received</b>
<b>Land Use and Zoning</b>									
Conduct a study of former landfill sites to confirm their current status, and to assess their current and future suitability for development. Develop a Closed Landfills Map.	No progress to date	5	6	0	0	0	0	1	12
Amend the development and permit applications review procedures for properties located on or adjacent to former landfill sites, and require applications to be sent to MDE, Health Department and DPW for review and comments.	No progress to date.	9	3	0	0	0	0	0	12
<b>Community Revitalization</b>									
Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	4	3	1	1	1	0		10
Based on established criteria, identify neighborhoods or communities that qualify as a Neighborhood Conservation district.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	3	5	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>	1	2	4	2	0	1		10
<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>	1	0	1	2	3	0		7
<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>	0	1	0	2	3	3		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>	4	0	2	1	0	3		10

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
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	2	9			2	13
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	6	8	1				15
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.	7	3	2	1			13
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.	3	4	5	3			15
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	7			12
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.	1	5	5	1			12

Comments left on Prioritization Exercise Posters:

- Regarding GDP Recommendation, Natural Resources, cell C14 | but better not to approve sen. area dev.
- Regarding GDP Recommendation, Natural Resources, cell I15 | No!
- Regarding Crownsville SAP Recommendation, Community Facilities, cell D7 | 1<sup>st</sup> sentence only; no!!
- Regarding Crownsville SAP Recommendation, Other, cell M10 | done weekly vs annual?

## Activity 2: Vision Exercise (written responses)

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

- A green area of distinct neighborhoods on the water and in semi-rural areas | When I moved here my road was a rural route
- We're isolated but near Parole - the convenience of stores/services in Parole is special
- Rural, although now surrounded by commercialization, congested roads | Close-knit; caring | Participative in civic affairs; independent
- Woods – trail w/ access, trees in community, green way (campground feel) | River – picturesque, recreation | Escape from bustle (see small area plan description)
- Family oriented | Quiet | Open land
- Rural feel | Know all the residents | Woods, areas, fields, green space
- Not yet overly developed | Lots of green space
- Arden-on-the-Severn – The historic and rural feel | Our community feels like a treasure in Anne Arundel County to me
- All the history behind Generals Hwy as well as Crownsville Hospital Center | We are home to the County fair which is helping to keep agriculture alive for future generations
- It is a rural area with relatively low crime | It has a history of agriculture and is home to the state's best county fair
- Rural, residential way of life that must be preserved | Crownsville planning area is a greenbelt that functions as a buffer between more densely developed areas to the south and north | Historic roads, sites & buildings that need preservation | Recreation sites such as: fairgrounds, Bacon Ridge, Severn River, Crownsville Hospital site, Ren. Fest
- Lovely scenic roads | Wonderful, beautiful trees | The rural atmosphere an oasis amidst the congestion
- Rural surrounding with services nearby
- Keeping it same – very little development that would increase density & traffic
- Different types of houses, although all single family | Center of community (sense of place) | Tucked away in the woods

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

- Unrestrained development driven by Ft. Meade without any plans in the lead | The County lags behind, content to take in tax money and provide minimal amenities | Intersections look like wastelands of fast food and convenience stores
- Traffic increased along Generals Hwy
- Total commercialization of Rt. 3 medium strip | No adherence to small area plan of 2009 | Uncontrolled traffic | Disregard for critical area, smart growth, the environment
- More residential homes; awkward McMansions – less scenic views | abandonment of Hospital grounds
- More traffic | increased population
- Growth
- Greater development in southern portion
- Increased traffic along Rt. 178

- All the farms are being taken over by developers for housing developments which leads to the loss of wooded areas | The traffic has increased tremendously
- Traffic has gotten out of control | Farms are being bought up for housing development
- Excessive traffic on Gen. Hwy due to I-97 inadequacy | Addition of South Shore Trail and Bacon Ridge Trail System | Storm Water runoff has intensified | Most recently, we have returned to citizen-centric governing
- Extreme increase in traffic | Cutting of old trees for homes | Crowded elementary school Millersville
- Too much development – commercial especially that has resulted in traffic congestion – daily commuting times
- More traffic
- Commute to Baltimore more difficult | more diverse population

### **What needs improvement?**

- Check in every 5 years with and enforced plan, 20 years is a recipe for disaster and complacency | The County can't even act to locate a new fire station | Random development modifications are rampant
- Protection from too much development
- Need public transportation | Preservation of forest swaths, regardless of size | Updated regs on storm water runoff from construction sites | Honest response from MDE building on hazardous sites
- Online building/variance comment section (public) (make builders prove community wants a variance versus make community fight builders: make builders petition) | New zoning paradigm not based on automobile but true community need (ex. Form based) cut out corporate | Stop critical area variance approvals | Bike paths (more connection, esp. Sunrise Beach Rd.) | Revitalization of hospital grounds as a green oasis/school/non-profit park – public-private partnership needed | Use empty real estate (commercial) first before new construction | Incentivized rebuilding older homes on same footprint vs new construction
- Noise control from Fair Ground festivals | Increased involvement of residents in planning (thanks for this effort) | More recognition of the historic elements of the community (late 1600s as a start point) through colonial times & then developed through the present
- Controlled growth | listen to the people/residents
- Better traffic patterns
- Traffic improvements as stated in the County's recommendation would be great!
- Stop overdevelopment
- Traffic could always use improvement | We need to stop the overdevelopment and keep more green space
- Ownership of Crownsville Hospital to the County | Adoption of Long-term Greenway Strategy for the preservation of Crownsville's extensive woodlands, wetlands, steep slopes, and watersheds of the Severn and South Rivers | Commercial zoning needs to consider community needs and more narrowly define what is commercial in our area
- Storm water | School needs an addition and remodel – Millersville Elementary
- More greenway – sports fields for youth | tennis courts but not tennis facility
- Widen Generals Highway | Less zoning variances

- Roads | Options for “public” transportation | Address septic systems polluting waterways | Address erosion polluting waterways

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

- It should not be overrun with vacant strip malls and offices, but an actual community adhering to SMART GROWTH practices | Airport noise should be heavily controlled and farm and forest needs to be preserved
- Provide transportation alternatives to just cars, but otherwise keep it the same
- Contiguous forests | Uncongested rural roads | Accessible public transportation | Farms, 4-H, horseback riding facilities | Central County greenway
- Shared/less footprint parking | The same maybe more forest conserved, esp. abandoned farmland | No fast food | Improved stormwater management; enforcement | More “open space”/ parks green/forest for residents to enjoy | No empty WaWa, but small grocery not corporate chain-y fast food | More farmers markets (maybe @ Veterans & Generals) | Taller buildings, concentrated growth near public transit w/ park access worked in
- Retrain rural nature | Improved traffic control – no new 97 access – as a local road | Options for historical education
- Like it does now
- Maintain as much greenspace as possible | Traffic patterns adjusted – without increasing development | Better septic systems/sewer in older, formerly summer communities
- Essentially the same – ha - | Bike trail down Sunrise Beach Road
- No more overdevelopment | A park for families to enjoy greenspace
- Overdevelopment stopped | Greenspace with a park, hiking and biking trails and fields for the children to play sports
- The Crownsville Small Area must be preserved and protected as the Greenbelt, reflecting its function as a buffer between Parole and Odenton Town Center/Crofton | The recreation opportunities afforded by the Crownsville Hospital development, the Bacon Ridge Trails, fair grounds Eisenhower GC and about to be developed water-works like trails
- Controlled growth | Increased recreational parks – NO Tennis Facility | Open space – trails
- No more commercial development & traffic congestion lessened by adding more lanes & exits off expressway
- Same
- Green

### **Other Comments:**

- Enable development of Crownsville by involving private development, preferably senior living
- Politicians in real estate e.g. Gov should not be involved in ongoing developments. e.g. Ridges behind Ram’s Head | Stop rezoning RLD to Commercial along Gen Hwy | Stop variances in critical area | Preserve Crownsville HG as open space | Install solar farm for resident utilities | Applications for Comm rezoning must be public information
- Look to European models of small towns | hiking trails that connect small pubs/markets | Shared parking, biking | not auto based farm/natural easements | Zoning should be more specific than “commercial.” Community should be able to say what they want (small scale grocery; fast food/corporate (no thanks); small biz, not over x employees...)

- As planning is accomplished please consider the impact of noise on local residents. Ex. bands/music/other festivals at the fairgrounds. The music is loud enough that residents in their homes will be subjected to the noise for the duration of the event | Consider making use of analytical methods to optimize the use of resources (athletic fields as an example) rather than adding more fields. More efficient use will have the same or better impact than adding new
- Uncontrolled growth along RTE 3 bleeds into our neighborhoods | Increased traffic and pollution
- Crownsville is a treasure. It's okay if we need to drive to Annapolis, Crofton or Old Mill to grocery shop. Anything to maintain the rural feel. Keep commercial along Rt. 3 – (Crain Hwy) | No additional commercializing is needed along Generals Highway | The Crownsville SAP boundary is sufficient. It provides for commercial zoning areas on the boundaries. | Thank all of you for your hard work and attention to detail!
- It is foolish to think that there will be no growth – but the growth that is in this area should be “smart” and controlled. | Every effort to preserve trees and natural habitats of birds and animals should be made. | There should be a concerted effort to reforest when trees are removed. | Those living and owning property in areas of development should have input in plans and not after plans are made. | Work on the South Shore trail phase II – Why is this taking so long?
- It's not progress to destroy natural environment & not preserve historical buildings etc. | Further, I would like to see a solar farm that adds to electrical grid than a sports stadium | Protecting the Bay watershed is paramount to future planning
- No tennis center – this is a waste of resources in terms of \$ and land. Why tear up relatively undeveloped land? It should be a “redevelopment” program

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

- Epping Forest is not Annapolis
- Annapolis Forest maybe
- South Millersville-Dip line over Severn Headwaters
- North Millersville- 2 distinct areas
- Area by Waterbury Road-Old Millersville
- St. Stephens Church Road should be in Gambrills
- Small Area Plan and Community Boundary look good

### **Open Comment Session**

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

- Trees
- The river, water
- Peaceful environment
- Reasonable commute to Baltimore
- Appearance of being rural
- Land, open space



### **What has changed in the last 5-15 years?**

- In Millersville, no longer leave windows open at night due to traffic noise
- Increase of traffic
- Rain runoff from development of Route 3
- Secondary roads are being impacted with increased traffic/speeding traffic
- Loss of trees and vegetation from development
- Impact on animals due to all of above
- More deer in my neighborhood because forests are gone
- Some businesses have changed - some better, some worse. Loss of corner stores. Lures and Bean Rush Café are fantastic. Some good change, some bad change
- Crowded schools
- Positive change: bike trail developments

### **What needs improvement?**

- Expand width of I-97. When there's an accident, we need more lanes to accommodate movement.
- Eliminate some traffic lights, replace with roundabouts
- More bike trails and facilities
- Public transportation alternatives
- County ownership of Crownsville Hospital
- Bike/pedestrian paths over the main roads to allow access to grocery stores
- Commercial creep into residential areas; we need to preserve RLD areas. Avoid spot zoning along Generals Highway.
- Rising level of water; flooding along Severn River
- Changing intersections: turning into wastelands of fast foods/chain stores. Meanwhile vacant properties are not redeveloped for these uses. County makes it easier to build a new structure than redevelop an old one.
- County needs to work with State to increase traffic flow on Route 3 and Generals Highway before any rezoning in the area.
- Runoff generated from development; consider impacts in residential areas as well, including impacts on septic tanks and wells
- Crownsville should have more autonomy to determine how roads are used; "No Thru Traffic" signs, etc.
- Expansion of watershed steward academy; grassroots/volunteer efforts. Ways that watershed groups can be involved in these efforts
- comprehensive rezoning efforts should address last minute amendments
- Thoughtful process for rollout of cellular infrastructure, with community input
- Route 3 is on the verge of looking like Route 2; need to address capacity

### **What should your community look like in 10 years?**

- Should look like it does now, with open green space
- Good public transportation
- I97 widened so people who travel between Annapolis and Baltimore use that instead of Crownsville roadways
- Generals Highway should remain historic
- Example offered of signs in hometown in New Jersey “25 more acres saved from development;” tax dollars used for conservation and open space preservation
- Improvement of medians in Route 3; developers should do something to maintain/improve medians
- Generals Highway is scenic / historic; we have to preserve the community, do something with I97. Retain residential and rural character. Principal arterial designation on Generals Hwy adds to traffic. No more development capacity in our corridor
- Fewer people traveling by car.
- Crownsville Hospital in a permanent state/no longer in limbo
- Area/roadways cleaner.
- Decisions made should be about the residents; watch property values
- Millersville: various historic roads (Waterbury, Millersville, Generals Hwy, Severn Chapel) and the wedge of green space between Odenton, Crofton and Annapolis: this needs to be maintained.
- Tie into historic/educational elements in this area; protect these from loss. Register them
- Need to keep what we accomplish permanently (thirty years out)

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

- Fix geographic areas, council districts, tax assessment areas, school service areas throughout the County; these don't align. Every 1-2 years, a liaison in each location should report out to communities and to the Council
- Apply the best science/practices to stormwater runoff.
- This area is described as green buffer around Annapolis; would like to see it stay green
- Urban farming efforts are underway in Baltimore – we want to keep the agriculture that already exists here
- Emphasis on greenway protection so animals/species have connected corridors to move through

