

Summary of Participant Input and Comment

Maryland City

Maryland City at Russett Library

May 29, 2019

Total attendees: 12

Activity 1: SAP/GDP Recommendation Dot Exercise

Land Use and Zoning:

		Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	N/A	
Jessup/Maryland City SAP Recommendation	2019 Status and Explanation							
D.C. Children’s Center property: This property consisting of over 650 acres is currently the site of the Oak Hill Detention Center which is owned by the U.S. Department of Interior and leased by the District of Columbia. It is uncertain as to how long the District plans to continue operation of this facility, although no definite plans to close the facility have been announced to date. Should the facility cease operation in the future and the opportunity for acquisition and development arise, the County should explore the potential uses for the site and promote opportunities that would serve some of the regional needs in this part of the County. Area residents have expressed a desire and need for educational opportunities, such as a community college, and a regional park with active recreational uses to serve the residents in the western part of the County. If the property is acquired by a private interest, the developer should be encouraged to explore the benefits of providing a mix of employment, retail, and residential uses as well as other uses such as educational or recreational uses that would serve the region.	Not Implemented. This site is still currently owned by the United States Government.	0	0	2	1	0	1	4

<p>Board of Education property adjacent to Russett: The 76-acre parcel of land abutting the Russett community, accessible from Whiskey Bottom Road, was formerly considered a site for a future elementary school next to Russett and Laurel Highlands. County budget considerations and school enrollment projections have made this unlikely in the foreseeable future. In the event that the property is made available for acquisition, needs that have been identified by the local community include age-restricted single family dwelling units, and active and/or passive recreational opportunities. The property is currently zoned to allow low to medium density residential use. The property will continue to be designated for government/institutional use on the proposed Land Use Map at this time. However, this designation may be amended in the future should the parcel be sold to a private interest.</p>	<p>Not implemented. The property is still currently owned by the Board of Education and is classified as Government / Institutional on the 2009 General Development Plan Land Use Map.</p>	6	2	0	0	0	1	9
<p>Develop commercial signage standards for the MD 198 Commercial Corridor that will avoid causing negative visual impacts and that are compatible with the residential character of the surrounding area.</p>	<p>Not implemented. Currently signage standards are applied Countywide unless an individual development project adopts a Signage Program.</p>	0	4	1	0	0	1	6

<p>Develop a comprehensive plan for a Village Corridor in Jessup along MD 175 between Old Jessup Road and the BW Parkway. The plan should incorporate the following recommendations: a.) This segment of MD 175 already contains several facilities which serve the local community, including the Jessup Improvement Association Community Hall, the Jessup Elementary School, and the post office. Additional public facilities which would enhance the feel of a community center along this corridor should be considered for location here, such as a passive use park with a bandstand for outdoor concerts and shows; b.) Commercial uses should include the types of businesses typically found in a small village. These could include a café, boutique, gift shop, coffee shop, book store, bakery, flower shop, and professional offices; c.) The historic homes along the village corridor should be preserved and could be used as professional offices, art studios, craft shops, restaurants, etc.</p>	<p>Not implemented. The Jessup / Maryland Small Area Plan provided a concept plan for the Village Corridor but a comprehensive plan for the area has not been developed. However, the FY19 Capital Budget includes a project (H573100) to design and construct roadways, pedestrian and bicycle facilities and streetscape improvements consistent with the Race Road / Jessup Village Planning Study conducted in June 2015 that was recommended in the Jessup / Maryland City Small Area Plan.</p>	1	0	1	0	1	1	4
<p>The Village Corridor Plan should integrate the design standards applied in the Residential Mixed Use Zone and the Small Business District, and should contain a set of design guidelines or standards that includes the following elements: a.) streetscape improvements: a planted median, landscaped in a decorative manner, is recommended along the center of MD 175; b.) sidewalks and pedestrian benches should be provided on both sides of the highway along the village corridor; c.) attractive lampposts would provide lighting along the sidewalks and also on the landscaped medians; d.) signage designating the area as the Jessup Village would be located in the median at the eastern and western ends of the village corridor; e.) architectural guidelines that serve to maintain and enhance a village character.</p>	<p>Not implemented. The Jessup / Maryland Small Area Plan provided a concept plan for the Village Corridor but a specific design standards have not been developed. However, the FY19 Capital Budget includes a project (H573100) to design and construct roadways, pedestrian and bicycle facilities and streetscape improvements consistent with the Race Road / Jessup Village Planning Study conducted in June 2015 that was recommended in the Jessup / Maryland City Small Area Plan.</p>	0	2	1	1	0	1	5

Natural and Historic Resources:

Jessup/Maryland City SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received	
		1	2	3	4	5	6	N/A		
Complete the Patuxent Regional Greenway from the Howard County line to the Calvert County line.	Partially implemented. The 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan delineate the Patuxent River Greenway within Anne Arundel County between Howard County and Calvert County. The protected areas of this greenway include floodplains, open spaced zoned areas, and conservation easements.	2	0	0	0	0	0	0	1	3
Work with the Grassland Foundation to encourage restoration of this National Historic place.	Not implemented. Lack of support resulted in nonprofit going defunct and property lost to tax sale.	0	0	0	0	0	0	0	1	1
Restore the historic sign at Annapolis Junction designating the first telegraph communication.	Not implemented. Historic signage program has been discussed internally within the Office of Planning and Zoning. No further action to date.	0	0	0	1	0	0	0	2	3
Create a centralized County plan to organize volunteer, private and public sector groups and coordinate activities to monitor and maintain waterways, wetlands and open space areas.	Not implemented.	0	0	0	0	1	0	0	0	1

<p>The County Council should 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.</p>	<p>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.</p>	0	2	1	1	0	0		4
<p>Develop a greenway for hikers/bikers in the open space to the north and east of Russett along the north side of the Little Patuxent River.</p>	<p>Partially implemented. The area along the Little Patuxent River is designated as a greenway on the 2002 Greenways Master Plan and the draft 2018 Green Infrastructure Master Plan.</p>	2	1	2	0	0	0		5

<p>Request that the County's Department of Public Works and the Maryland State Highway Administration conduct a corridor study of MD 198 to identify improvements and/or modifications which will reduce vehicle conflicts, permit safe pedestrian and bicycle use and crossings, and improve operations and safety along the corridor between MD 32 and the Prince Georges County line. Specific issues which should be addressed by the study include: a.) difficult turning movements at the intersection with Russett Green East; b.) turning movements into Corridor Place; c.) need for an additional traffic signal in front of Maryland City Plaza; d.) need for a flashing Caution signal near the BW Parkway ramps; e.) widening of MD 198 east of the BW Parkway to MD 32; f.) turning movements at the southbound access ramps onto the BW Parkway; g.) business entrances at the intersection of Whiskey Bottom Road; h.) pedestrian access across MD 198 to the Maryland City Library; i.) deer crossings on MD 198 near the Patuxent Research Refuge.</p>	<p>Partially implemented. A traffic signal has been added on MD 198 for Maryland City Plaza. The County funded a State Highway Administration project planning study under Capital Project H539800. The study is complete. The State Highway Administration is designing improvements at MD 198 and the Parkway. Capital projects need to be initiated to address the remainder of the improvements.</p>	2	0	2	1	0	0	0	0	0	0	0		5
--	--	---	---	---	---	---	---	---	---	---	---	---	--	---

<p>Request that the State Highway Administration require southbound truck traffic to exit MD 295 at MD 100 instead of MD 175. This will reduce the volume of heavy truck traffic using MD 175 through Jessup.</p>	<p>Not implemented. All trucks are required to exit southbound MD 295 at MD 175 because south of MD 175 MD 295 transitions to the Baltimore Washington Parkway, operated by the National Park Service. Allowing truck traffic to continue southbound, rather than improving the roads indicated, is more cost effective. Directing truck traffic through neighborhood roads is not a good idea.</p>	0	0	0	0	0	0	0	1	0	0	0	1	2
<p>Purchase the lot between the Jessup Elementary School and the Jessup Community Hall and use to provide off-street parking for school and community hall events and to provide safe pedestrian access between the school and community hall.</p>	<p>Not implemented. If desired, the Jessup Improvement Association should contact the Board of Education regarding the interest and feasibility of additional shared parking between the community hall and the Jessup Elementary School. Note that the current budget includes funding for a replacement of Jessup Elementary.</p>	0	1	0	0	0	0	1	0	0	0	0	1	3
<p>The County Department of Public Works (DPW) should study the need for street lights at the junction of Brock Bridge Road with Dorsey Run Road and with Guilford Road. These intersections are difficult to locate.</p>	<p>Not implemented.</p>	0	0	1	0	0	1	1	0	0	0	0		3

<p>Three bridged segments on Brock Bridge Road are experiencing problems related to flooding. These are located: a) at the Prince George's County line; b) at the Little Patuxent River crossing; and c) at Dorsey Run Road. Study, and if needed, redesign or improve these segments to reduce roadway flooding</p>	<p>Partially implemented. Automated flood warning systems are being installed at these locations under Capital Project H569300.</p>	0	2	3	0	0	0	0	0	0	0	0		5
<p>Heavy truck traffic on local roads in Jessup is an ongoing problem and is increasing. The DPW should study and identify improvements necessary to accommodate truck traffic on Race Road, Forest Avenue, Wigley Avenue, and Montevideo Road, and whether a weight limitation for trucks should be established.</p>	<p>Not implemented. All trucks are required to exit southbound MD 295 at MD 175 because south of MD 175 MD 295 transitions to the Baltimore Washington Parkway, operated by the National Park Service. Allowing truck traffic to continue southbound, rather than improving the roads indicated, is more cost effective. Directing truck traffic through neighborhood roads is not a good idea.</p>	0	0	0	0	0	0	0	0	0	0	0	1	1
<p>Request that the DPW study the need for deer crossing signs at Woodland Hills Way and Whiskey Bottom Road.</p>	<p>Not implemented.</p>	0	1	0	0	0	0	0	0	0	0	0	2	3

<p>Extend sidewalks along MD 198, from the BW Parkway west to the County line, and create sidewalks or trails, as appropriate, east of the Parkway to the Patuxent Wildlife Refuge.</p>	<p>Partially implemented. A project planning study of MD 198 was completed under Capital Project H539800. The State Highway Administration is designing improvements to MD 198 at the Parkway. Sidewalks west of the BW Parkway are complete. No sidewalks east of the Parkway.</p>	2	0	0	0	3	0	0	1	0	0	0		6
<p>Widen MD 198 from the BW Parkway east to MD 32, and add streetscape improvements, including bicycle access, to match the boulevard style that is planned for the Commercial Corridor west of the Parkway.</p>	<p>Partially implemented. The County funded a State Highway Administration project planning study under Capital Project H539800. The study is complete. The State Highway Administration is designing improvements at MD 198 and the Parkway. Capital projects need to be initiated to address the remainder.</p>	0	0	0	2	1	0	0	0	0	0	0		3

<p>Provide a Senior Center in the Small Area. Given the population density in the area and the projected 50 percent increase in the number of people aged 65 and over, a senior center would ensure that older adults have opportunities and choices that lead to healthy, active lifestyles. This center also could be modeled after the Senior/Teen Community Center of Tinley Park in Chicago, IL, which gives both teen and seniors in the area a place to interact and teach each other skills. It also gives teens an opportunity to volunteer and complete community service hours.</p>	<p>Partially implemented. The Department of Aging and Disabilities plans to open Senior Activity Sites, including one that will be closer to the Jessup area.</p>	0	2	0	1	0	0	0	0		3
<p>Support the preservation of Blobs Park as an asset in the Jessup community.</p>	<p>Not implemented. The Blobs Park dance hall property was sold by the owners and acquired by a church, which applied for a demolition permit and has since constructed a new church complex. The Subdivision and Development Code regulations require an evaluation and determination for historic resources that can be retained and preserved based on whether the historic resource retains its structural character and historic integrity and can still convey historic significance.</p>	0	0	0	0	0	0	0	0	2	2

Designate a County staff member as “Lead Planner” to work with the Jessup/Maryland City community to implement the recommendations in this plan.	Partially Completed. A “Lead Planner” was assigned in 2017 to work with the Jessup / Maryland City community to gather current issues and keep the community informed on Plan2040 development. As new recommendations and actions are adopted, the lead planner can work with the Jessup / Maryland City community as needed.	3	0	1	0	0	0	0	0		4
Encourage the U.S. Fish and Wildlife Service to provide equestrian facilities at the northern entrance of the Patuxent Wildlife Refuge on MD 198.	Not implemented. The operation and land use decisions within the Patuxent Research Refuge are the responsibility of the U.S. Fish and Wildlife Service.	0	0	0	0	0	0	0	0	1	1
Encourage the U.S. Fish and Wildlife Service to clean up and resurface the entrance road (Bald Eagle Drive) and ball fields adjacent to the northern entrance of the Patuxent Wildlife Refuge.	Not implemented. There have been no discussions with the US Fish and Wildlife Service on this issue. Concerned citizens should contact the Patuxent Research Refuge. The County has no jurisdiction over this Federal facility.	0	0	0	0	0	0	0	0	2	2
Prohibit roadside activities, such as, but not limited to, fundraising and sales.	Not implemented. Roadside stands consisting of temporary seasonal structures that sell produce and other agricultural goods are permitted in the lower density residential zoning districts, and roadside vendors are permitted in all commercial zoning districts. It is unlikely that there is Countywide support for a total prohibition of these uses.	0	0	2	2	0	0	0	0	1	5

2009 GDP:

		Rank Order Votes Received	
--	--	----------------------------------	--

2009 GDP Recommendation	2019 Status and Explanation	1	2	3	4	5	6	N/A	Total Votes Received
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	2	1						3
Amend the development and permit applications review procedures for properties located on or adjacent to former landfill sites, and require applications to be sent to MDE, Health Department and DPW for review and comments.	No progress to date.	1	2						3
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.	0	0	0	0	1	0		1

<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>	0	0	0	1	0	0			1
<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>	0	0	0	1	0	0			1

<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>	0	0	1	0	0	0		1
<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	0	0	0	1	0		1
<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>	1	0	1	0	0	0		2
<p>Natural Resources</p>									

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.	2	1	0					3
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	0	0				2	2
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	0	2	0				1	3
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.	0	1	2	0				3
Conduct feasibility study for the extension of light rail to other areas of the County.	No progress. This was discussed during the past two updates to the Transit Development Plan, but public support for Light Rail extension has been lacking. Planning efforts have focused on other aspects of transit planning including bus transit and ridesharing.	0	2	0	1				3
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.	2	0	0	1				3

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	0	1	0			1	3
--	---	---	---	---	---	--	--	---	---

Activity 2: Vision Exercise (written responses)

What is special about your community?

- Active community leader, friendly
- This area has a great mix of residential, commercial and entertainment offerings | It is well-served by roadways and highways | Public services are generally good, but new school capacity needed
- Russet Community is a Beautiful community. But once you leave the community it's a difficult world
- Location
- Oxbow Preserve | Walking trails | Mix of cultures
- Walking trails | mature trees/shade
- Dog/bike/walking trails
- The Russett Community was developed w/ nature as part of the plan | We have worked to maintain natural and mature flora | We want to build community and extend our vision
- Where nature is part of the plan

What has changed in the last 15 years?

- More residents and children
- The quality of new development has improved the overall community
- Everything but not for the better! | Increased crime | Commercial businesses (stores, restaurants, super markets) have moved to other counties | Property value lower because this area of Anne Arundel County is not appealing to new residents | No programs for homeless/low income residents
- Overdevelopment in the form of sprawl
- Increased traffic | Increased crowding in local schools | New housing developments | More empty storefronts
- Loss of Weis, Sports Authority, Party City from the shopping center across from Russett
- Decline of the 198 road area due to discount motels
- More crime & multi-family living, as well as the expansion of development on Rt. 198 toward 32
- More residential development = more cars

What needs improvement?

- Schools | Community Center
- School capacity needs to be enhanced so that the community can continue to grow and improve
- 198 corridor needs to be revitalized. Howard County just announced their plans to revitalize Rt. 1 corridor by Laurel Park. What is Anne Arundel County doing?
- Focus development to increase capacity to increase capacity of existing developments instead of allowing new development in undeveloped areas
- Schools are overcrowded (Brock Bridge is projected to be 100 students over by 2020) | Increase access to public transportation | Add walking/biking paths to connect housing to public transportation, to shopping, to other communities, to parks | Bury existing power lines, require all new building construction to bury lines | Improve Brock Bridge Rd to reduce flooding near Rt. 197 and approaching Annapolis Junction | Improve existing shopping centers instead of building new ones
- Replacement of motels on 198 and liquor stores such as Starting Gate, Red Crown Inn, Knights Inn, etc...
- Better policing (hopefully change) of the discount motels | Business development in Corridor Marketplace
- Traffic | Road maintenance | Schools
- Better retail mix | Upgrade motels/hotels | Better police enforcement

What should your community look like in 20 years?

- Green spaces that are accessible
- This area is well suited to become a more attractive part of the County. Ft. Meade, other major employers and Laurel Park provide the County with the opportunity for Smart Growth | There needs to be a focus on mobility
- Strong real estate market | low crime | upscale stores & restaurants | This needs to be a safe environment for our families
- Far, far more bicycle paths & pedestrian paths networked to connect the City of Laurel, Laurel Park, MD City, Russett, Annapolis Jct., Savage, Nat'l Business Park, NSA, Fort Meade, and Odenton to enable bicycle commuting to MARC stations as well as recreational uses. | Connect bicycle & pedestrian paths across county boundaries into a true network | Expand bus feeders to MARC stations | Increase MARC trains on Camden & Penn liens | Concentrate new residential & commercial development around transit facilities | Favor redevelopment/revitalization of existing developments | Disfavor new development in natural areas
- Bike/walking paths connecting Russett/MD City to new HoCo developments just north of Laurel and into historic Laurel along river. Also connect to trails in Savage | Add bike lanes along Rt. to NSA | All power lines buried | All stores in shopping areas filled with high-quality businesses, especially a higher-end grocery | A park & rec center with a variety of classes for all ages | All schools have full permanent, sound-blocking walls. All schools operating at or below capacity | No trash on entrance/exit ramps to BW Pkwy | Extended hiking trails around Oxbow Lake
- Less motels and liquor stores
- It should have high end development, better schools, and fewer *illegible* from the east
- Better retail and mass transit

Other Comments:

- Transit is a key asset that the county needs to focus on supporting. Roads will only get worse for commuting and so the county needs to have a multi-modal strategy to leverage MARC trains, buses, bikes, and ride sharing services to enhance mobility-
- Prefer smart growth, restrict/discourage sprawl and incursion into natural areas

Activity 3: Community Boundary Review

- I suggest that we include MD City, Laurel, Annapolis Junction and Jessup in our area
- Small area should be Russett, Maryland City. Odenton NOT Jessup
- Maryland City and Russett only
- Keep some boundaries
- Include MD City, Laurel, Jessup, and Annapolis Jct. and no others
- Russett west to Laurel City north to 32 west to BWP
- Just Russett and MD City

Open Comment Session

What is special about your community?

- Live in Russett. Logo is nature is part of the plan. Lots of hike and bike trails, schools, community businesses
- Proximity of Russett to Baltimore, Washington corridor. Proximity to Laurel City and Prince Georges County
- Community being built with a plan, likes a planned community, better schools
- Long term Russett member, attracted to proximity to Washington DC and retail. Does not know if that is the case anymore. Loves Russett but does know the community around it has maintained.

What has changed in the last 15 years?

- Many of the retail in the shopping centers have left. Does not know what incentives have been offered by other counties to that may be why the retail stores have left. Does not know the answer to why businesses have left. Has not seen an aggressive attempt to keep retailers. The Weis has left and is boarded up. The shopping center is an embarrassment. Surprised that Total Wine has not left. Community fought for closing the Starting Gate only to have the County approve a liquor license for the same owner across the street and they have attracted crime.
- Motels have always been near us. When you move into an area you don't look at community plan. Weis left for profit. The shopping center does not have a good owner who is part of a Chamber of Commerce. Crime has gone up. Motels have been used for people that are deprived. There are a lot of motels. Community has fought to improve it. Community needs to be held to higher standard. It's the broken window theory.
- Empty store fronts – seems to be too much development of shopping centers that attract stores and leave others behind. Focus on existing developments and steer development to existing developments. Cited Weiss development, Revitalize existing developments instead of new developments.
- Are the officials of the County aware that Howard CO just broke ground of revitalizing Route 1 corridor on the other side of Laurel Park? It will be mixed-use and we are behind the game. Everyone is ahead of us and I don't know how much will be left. We are in dire need. We are on a major corridor of 295 and you can't get a better location. Feels like the step child of the County. Feels like there is a missed opportunity. There's no way not to make money if you invest in the area.
- The County Executive stated that it will be hard to develop undeveloped land in the County with new Forest Conservation requirements. Hopes that redevelopment at Laurel Park will help the area. Does not understand why everyone is not coming to this place. Believes train station will be opened near Laurel Race track.
- One of the things that the new County Executive did was appoint a new economic director to help focus on the area - . Jerry Walker.
- Comments have been spot on, what's important for commercial development is hotels. You can't revitalize area if you have a 20 year problem with hotels. Hotels are a serious problem and specific problems need to be addressed. Maintaining status quo is not acceptable. Now is the time to do something deliberate.
- Legislative Assistant Dave Helmecki noted that he and Councilman Pruski are aware of the problems with a specific hotel. The Councilman worked hard to get a nuisance bill against hotel about crime,

sex trafficking, crime, drug dealing and other crimes. The bill was not signed by previous County Executive. The bill will be reintroduced and hopefully signed by the new County Executive. The western district police can't cover the area well enough. The hotels play a cat and mouse game with our inspectors and play games with us. Hopefully things will improve with new administration.

What needs improvement?

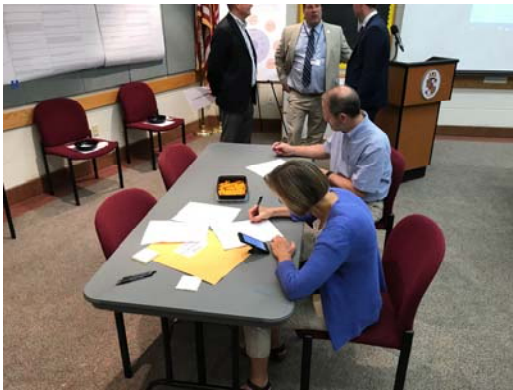
- Works with a group that owns Laurel Park and is working the County, the County Executive and OPZ. Looking forward to working with community and believes they can have a big community impact. Has met with the Councilman and talked about the hotel situation. Has housing needs for jockeys. Is aware of the Laurel Impact fund. Looks forward to working with the plan.
- Likes to bike and hike a lot. Would be great to see bike paths from Russett to Maryland City, along river and Laurel Park
- There are four MARC station within fairly short distance of Maryland City. If there were bike paths between stations it would help commuters. Bike paths are not safe right now. It would not take much right now to add asphalt to connect existing trails to transit centers, stations and employment centers would take a lot of traffic off the road. Small investment would pay off.
- When Russett was originally built, the developer donated land for a school but the school has never been built. Would like to see the school built. Would like to see the school built and families stay here.
- The Russett developer donated land for an elementary school 25 years ago. However, demographics have changed and maybe it needs to be a middle school now. Believes property schools are impacted because students have to go to Meade High School.
- The police say they are understaffed and the Fire Department as well. Had to use impact funds to pay for a new fire truck. Community does not want a water tower in Russett.
- When developing Laurel Race Track, how do we invest, what's the public interest there other than development, or horse racing? What about a rec center for residents on this side of town, or a school. These are things that we should address in a comprehensive way. It just can't be about the Race Track.

What should your community look like in 20 years?

- Open Space, greenways, more trails, better public schools
- Better retail options - more than just Royal Farms
- We already know things are here but they just need to be developed. We know that in the river there are rare fish but people are trying to hide that. Things need to be reemphasized. Oak Hill could be part of a hiker biker trail. People are not putting that as a high emphasis. There is a huge green space that is not being used. All of these things could be part of our plan 20 years out.
- We have the Patuxent Research Center that would be an excellent way to teach children and educate the public. The oxbow preserve should have a nature center for education.
- When the Starting Gate was around, there was prostitution and drug deals day after day. This has been going on for longer than 26 years and has never been resolved. Happy that the Royal Farms took over the Starting Gate but then they bought across the street. There needs to be a shift in the way people are thinking. The community showed up in the hundreds to the hearing. The liquor board was not sensitive to their issues. There is Total Wine across the street. Do we need another

liquor store in the community? Can all these liquor stores exist in harmony without the Starting Gate? Questioning the Liquor Board. Need to start thinking differently.

- We are at the corner of four counties. The County needs to work together with counterparts. How much coordination is there?
- Police coverage needs a shift. Feel that they are underserved because of the proximity. It should not make a difference because of the proximity to Prince George's or Howard counties. Russett is one of the largest census tracts in the area - 13,000 folks. It has been underserved. Other counties have responded to the community's service calls. There has to be a paradigm shift for this part of the County which contributes so much tax dollars but receives fewer services.
- The County Executive noted that he agrees that West County has not received the level of investment compared to East County. The Administration recommended raising taxes which will be a boost for public safety and will help schools. The last Administration said no to community centers but this Administration is looking at the need for community centers. If you are looking for a new community center, now is the time to start pushing for it. The Race Track does not receive public funding. They do receive impact funding.
- A dollar of public money has to be matched by the race track. They are investing to the community.
- The County Executive noted that he hopes that the race track realizes that they alone are not enough.



Meeting attendees complete the Visioning exercise questions.



Attendees share their thoughts on the future of their community.