

Visioning Anne Arundel

A continuing discussion for Plan2040



Summary of Participant Input and Comment

Severna Park Small Area
 Severna Park High School
 June 10, 2019

Total attendees: 44

Activity 1: SAP/GDP Recommendation Dot Exercise

Land Use and Zoning:

Severna Park SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes Received
		1	2	3	4	5	6	7	N/A		
Benfield Boulevard and Veterans Highway Commercial Area: The Plan proposes expansion of the commercial node at Veterans Highway and Benfield Boulevard. This area comprises approximately 16 acres and is located on the north side of Benfield Boulevard, east of Veterans Highway. Development of this area should complement future redevelopment of the Veterans Highway corridor to provide retail and office uses to residents in the west end of the Severna Park Planning Area. Further, any development occurring on these properties will adhere to the guidelines included in the Severna Park Plan in Appendix D, paying particular attention to the guidelines on pages 12-D through 15-D. These sections give specific guidance for specific signage, streetscapes, lighting, pedestrian intra-connectivity, and compatible architecture. Any development on this site should be conscious of the neighborhood to the east and offer as much buffer as possible between any development and the existing neighborhood.	Partially implemented. The land use was changed to Mixed-Use Residential, Low Density Residential, and Natural Features. The property is zoned C2, MXD-R, R2, and Open Space. The property is developed as the mixed use Severna Park Gateway Village.	2	2	0	0	0	0	0			4; Other Comments: Absolutely NOT in favor of greenfield development - reuse/repurpose existing business locations. Do Not continue to expand on west side of I-97 ← I strongly second ← me too ← open space should remain open space ← I agree!! No more development Anywhere

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<p>Brightview Road: The Plan proposes a change in zoning along Brightview Road from R1 to R2. This area comprises approximately 47 acres, east of the intersection with Veterans Highway. The area directly across Brightview Road to the north is zoned R5 and R15 and is developed with single family and multifamily homes. The area to the south is zoned R2 and is developed with single family homes. The entire area is served or can be served with public sewer and water.</p>	<p>Partially implemented. The land use was changed to Commercial and Low Density Residential. The area is zoned R10 and R2. It has been developed into Shipley's Crossing South (single-family homes) and Watson's Glen (townhomes).</p>	0	0	1	0	1	0	0		<p>2; Other comments: Too much development</p>
<p>Work with Anne Arundel County officials to develop the requirements and procedures to permit mother-in-law apartments in a manner that limits this application to use by family members. Such use must be compatible with single family housing with no rental or non-family use at any time.</p>	<p>Not implemented. Accessory dwelling units are allowed as conditional uses in all residential zoning districts (except R22). They must be located in a single family detached dwelling that is located on a lot of at least 14,000 square feet in area. However, they are not limited to use by family members only and the owner of the principal dwelling may charge rent for the accessory unit.</p>	4	2	2	2	1				11

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<p>Consider the incorporation of a housing element in the proposed Severna Park Village Center that would foster the concept of walkable communities.</p>	<p>Partially implemented. Although the planned land use for the Severna Park Village Center remains as mixed-use commercial that would allow residential uses, the zoning for the Village Center primarily remains zoned C3. Since the adoption of the Severna Park Small Area Plan, the Zoning Code has been changed to permit multifamily dwellings and townhouses in the C3 Zone.</p>	6	2	0	1	2	0	0	1	12; Other comments: NO No High Density! Wording misleading!
<p>Magothy Marina: Change the zoning from MA2 o R2 for: 360 Magothy Road and 318 Community Road</p>	<p>Not implemented. The land use is Maritime. The property continues to operate as the Magothy Marina and is zoned MA2.</p>	0	1	0	1	0	0	0		2
<p>Strongly encourage the County to develop an interpretive guide to the existing County-wide sign ordinance. The County shall publish and distribute the guide to the public upon request.</p>	<p>Not implemented. Signage regulations are contained in Article 18 (Zoning) of the County Code. Due to recent legal case law that prohibits the regulation of signs based on content, the County is in the process of reviewing its sign ordinance. However, no interpretive guide has been developed to date.</p>	0	0	1	1	0	0	0		2; Other comments: Ensure signs do not block visibility & are current

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Explore and promote incentive-based approaches to changing existing signage along Ritchie Highway to encourage the use of smaller "logo" style signs instead of traditional large signs. Solicit input from corporations that have adopted the use of smaller signs.	Not implemented. Signage regulations contained in Article 18 (Zoning) of the County Code are not incentive-based, and sign area calculations include writing and logos jointly. The County is currently reviewing signage regulations for potential revisions in 2019.	1	1	1	0	0	0	0	1	4
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Community Facilities:

Sewerna Park SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received
		1	2	3	4	5	N/A		
Develop a future community center in the vicinity of the village center that complements the function and plans of the existing Community Center. The overall facilities will be consistent with the activities and needs of the various other organizations that provide and support service programs for the community.	Not implemented. The County policy is to utilize schools for the purposes of community-recreation centers.	1	1	0	1	1	2	6	
Investigate and evaluate the current organizations that provide "community center" functions/services including their future expected needs and contributions. Determine the practical needs for community organization that would not be met by current "community center" organizations and define an overall community center entity that will supplement these organizations and meet the future community center objectives with minimum additional cost and facilities. Evaluate the possible sources of resources and support.	Not implemented. The County policy is to utilize schools for the purposes of community-recreation centers.	4	3	0	1	0		8	

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Support the addition of an EMS/fire station in the Benfield Road and Veterans Highway vicinity to provide more balanced support for the western Severna Park area.	Not implemented. To meet the need additional units were added and Advanced Life Support increased at neighboring stations.	5	1	1	1	0		8
Provide in Severna Park assistance for senior citizens to understand and use the wide range of information, services, resources, and support programs available through the Department of Aging and private organizations including those at the senior centers, Arnold, Pasadena, and Pascal and The Community Center.	Partially implemented. The Department of Aging and Disabilities Information and Assistance staff conduct outreach at various locations in Severna Park to help educate the public about resources and services available to older adults, people with disabilities and family caregivers.	3	4	2	1	0		10
Work with Anne Arundel County to provide a facility for the senior citizens in Severna Park that is a focal point to provide assistance for them to utilize available Department of Aging services as well as provide senior programs to a segment of the community that is increasing significantly.	Not implemented. The Department of Aging and Disabilities conducts outreach in Severna Park and has partnered with the Woods Community Center. There are no plans at present for a dedicated facility for senior citizens in Severna Park.	3	4	3	0	0	1	11; Other comments: Why not use The Community Center @ Woods?

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Transportation:

Severna Park SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received				Total Votes Received
		1	2	3	N/A	
<p>Several areas within the Severna Park Small Area plan are in need of priority attention by the State and County. The following intersections have been identified as potential safety hazards: 1. The intersection at Ritchie Highway, Robinson Road, Leelyn Road, and Asbury, known as 'Malfunction Junction' by local residents. Problems specific to this intersection are as follows: a.) Blind corner for traffic turning both ways at Asbury Road; b.) Better access needed for local residents east of Ritchie Highway to get to businesses and to go south on Ritchie Highway; c.) North bound, rush hour, traffic on Ritchie highway trying to get on 648; d.) Pedestrian crossings and signals needed at this intersection; 2. The congestion on Benfield Road as a result of commuter traffic using 1-97: a.) Improve the access onto Benfield Road from the Safeway shopping center at Jumpers Hole Road and those across the street, like O'Shea's Restaurant; 3. The intersection of Evergreen, Riggs, Maple, Holly and Old County in the area known as 'Old Severna Park': a.) Southbound traffic on Evergreen trying to turn left onto Riggs; b.) Northbound traffic on Evergreen trying to turn left onto Maple or Riggs; c.) Pedestrian and bike traffic from both the school and the B&A Trail within these intersections; 4. Maryland 648 and Ritchie Highway near the community of Berrywood; 5. The intersection between McKinsey and Ritchie Highway.</p>	<p>Partially implemented. For residents on the east side of Ritchie wishing to go south on Ritchie Highway, traffic lights exist at the intersections of Leelyn Drive, Magothy Bridge Road, MD 648, McKinsey Road, and Cypress Creek Road. Pedestrian crossing signals are installed at the intersection of Ritchie Highway and MD 648. Access to Benfield Road and businesses on the south side from the Safeway can be from a traffic light or crosswalks / crossing signals at the intersection of Benfield Road and Jumpers Hole Road. Crosswalks are installed on Evergreen Road in 'Old Severna Park' at the intersections with Riggs Avenue, Maple Avenue and Holly Avenue. A crosswalk also exists at the B&A Trail near Old County Road. Traffic lights, left turn lanes, crosswalks / crossing signals are installed at the intersection of Ritchie Highway and McKinsey Road.</p>	10	3	0		13; other comments: Reduce development to reduce traffic Bike crossing at 648 & Rt. 2 Keep the trees in the median of Rt. 2

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Develop a pilot program for a community-based shuttle (e.g. trolley) service that has goals of reducing traffic congestion and automotive emissions while meeting people's needs within the community. Use the existing underutilized "park and ride" lot at Arundel Beach and Leelyn Roads as one of the bases of operation of the service.	Not implemented.	8	7	1		16; Other comments: Not if it requires intense development to sustain
Expand the existing inventory of scenic and historic roads in the Severna Park Area to include roads in the eastern and far western portions of the Planning Area.	Not implemented. The Scenic and Historic Roads that appear on Map 6 in the Severna Park SAP along with the addition of Whites Road, Jennings Road, Jennings Road South, and Glenss Road were designated as Scenic and Historic Roads under Bill 21-06.	0	1	1	2	4

Other:

Severna Park SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received			Total Votes Received
		1	2	N/A	
Support County efforts to identify and maintain several designs of signs that a residential, commercial or public organization is encouraged to choose from that would identify the entity as being located in Severna Park.	Not implemented. Permits are required for signs which allows the Department of Inspections and Permits to ensure any new signs are in compliance with the signage standards in Article 18 (Zoning) of the County Code. While there are standards relating to size and quantity of signs allowed for a business, there are no signage standards that are specific to Severna Park.	0	4	2	6

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Ensure that local businesses are fully aware of the existence of the current County sign ordinance as well as the set of community-specific voluntary design options.	Not implemented. Permits are required for signs which allows the Department of Inspections and Permits to ensure any new signs are in compliance with the signage standards in Article 18 (Zoning) of the County Code. While there are standards relating to size and quantity of signs allowed for a business, there are no signage standards that are specific to Severna Park.	6	1	1	8
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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	3	5	1				2	11
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.	8	1	1				1	11

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Community Revitalization									
<p>Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.</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	4	0	0	0	0	1	5
<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

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<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>	2	0	1	0	1	0		4
<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

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Develop legislation to create Neighborhood Conservation overlay districts and associated design standards and/or guidelines.	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	0	1	1	2
Create a Housing Trust Fund with a dedicated funding source to provide financing to improve, preserve and increase the workforce housing stock.	No progress to date.	5	0	1	0	0	0		6; Other comments: No
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.	9	5	0				1	15; Other comments: No to modifications or limit them more ← agree
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	0	6				1	7; Other comments: No! No!
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	8	9	0					17

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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.	3	7	0	4				14
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.	2	2	2	1			3	10; Other comments: No - Misleading distribution None Bus-expansion No way!
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.	0	3	3	1			2	9; Other comments: No high density No more density!! ← ditto
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.	8	1	2	1	1			13

Activity 2: Vision Exercise (written responses)

What is special about your community?

- Schools | Convenience | Bike Trail access
- “Small town feel”

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- There is a “town” feeling with a central “downtown” = the Old Severna Park shopping center area, Dawson, etc. | The area has a history of prior residents who were (and are) instrumental & influential to our area
- Severna Park is an older community – more or less in central AA Co. | It offers housing in various price ranges. | Although many people think it is affluent, that is not totally accurate. There are areas of far less affluence in several parts of the area. | The most valuable thing about SP is that it is a safe place to live. | Other special assets beside its age and safety are that it is well located – close to GB and Annapolis. And one can still get to both without having to drive on the super hwy's.
- Location with access to DC, Balt., Annapolis, Eastern Shore, Bay | Open spaces like Kinder Park | Good water, air quality
- School quality | Environmental quality
- The sense of being in “the woods” while still being accessible in Sev. Park (Olivia Lane) | Very much want Jennings to maintain its back-road feel
- Sense of collaboration | Number of activities
- Sense of community | Relationship to waterways | Quality schools, parks, etc. | “Urban center” that is actually still vibrant
- The area was inhabited by folks whose parents and grandparents lived on the land | It is changing in ways that the impact can't be calculated e.g. If the elementary schools have no real diversity... what is the impact
- People & community involvement
- It's quiet | Community oriented | Active HOA
- Residents are united by having a commonality of schools | Residents also largely commute to their work places | Recreation and water access are benefits to this area | Over 60 communities are organized to GSPC
- Blend of older and younger residents
- We're still small, but more diverse | We still know most of our neighbors, and have added new – with young children – always a blessing
- Community feel
- Surrounded by water (but limited access)
- Amt. of water access | Proximity to bike trails (multiple) | Level of community engagement/people get involved in community activities (parade, school/athletic activities, environment, watershed stewards etc.) | Severna Park's wealth and relatively high education level has a dark side: thinking they are above rules/approaches that serve the greater good!
- Nothing
- It used to be a peaceful, green, friendly place to live. Overdevelopment has RUINED so much of it. | So sad
- Close knit | People tend to stay or return | Water access
- Our shoreline | Neighbors | The community within the community

What has changed in the last 15 years?

- Too much development | Too much traffic
- Too much development & thru traffic!!! | Too much high speed traffic on Ritchie Hwy through Severna Park!!
- Lots of traffic with people connecting Rt. 97 & Rt. 2 | Lots of new buildings on Rt. 2 | Rt. 2 acting as a barrier east to west

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- Too much development and the public schools attempt to change the nature of the communities without consideration of other residents. See item below for a specific example
- Development of housing areas and significant increase in traffic on both major & minor roads | Increase in senior housing, and senior care centers | Improved school & rec park facilities
- Lots of clear-cutting for new homes, e.g. Kleis Rd
- Unknown as I am a new resident
- Don't know – have not lived here long enough
- I haven't lived here that long but my sense is that single-family resid. Has increased exponentially
- The gentrification | The commercial properties | The amount of vehicular congestion | The water runoff problems
- Traffic
- We finally are getting steam restored to protect against damage caused by careless development outside
- The most drastic change is traffic congestion brought onto local roads by I-97 and developments along Route 2
- Traffic is significantly worse!
- Many small local stores and services have closed down - due to cheaper, larger retail chain stores | I believe we need to support our sm businesses & local – there's room for large retail I suppose – but Mom & Pop should thrive
- More houses, less open space | Too much traffic on Ritchie Hwy
- Overdevelopment/blatant disregard or circumvention of statutes to protect the estuaries & watershed. Included is the relative “free ride” developers have had in building homes, etc. without proper infrastructure being accounted for to go along w/ that –roads –runoff –schools –fire/police –pollution –wildlife
- So much more traffic! | Unchecked development
- The County has allowed developers to get modifications to every code designed to protect our beautiful communities & rivers
- Overdevelopment | No environmental restrictions (trees taken down in critical areas)
- Traffic cut through to neighboring communities to avoid the light @ Jumpers Hole & Benfield | Development around us with little regard to the impact to the Severn River | Little control of storm water runoff

What needs improvement?

- Moratorium on development | Traffic control on Ritchie Hwy.
- I-97 must be expanded to 3-4 lanes to make it more attractive to commuters; this will reduce traffic on Ritchie Hwy. | Commuter speed must be reduced through Severna Park through use of County police speed enforcement
- Please keep the traffic light at Benfield & Evergreen at HS | Maybe a walking bridge as Rt. connecting the 2 shopping center area (bike path, library) to Magothy side. | Do not allow mixed use for Old Severna Park shopping center. If that area is ever developed or mixed use, the density required will ruin our community.
- We live in the community called Chartwell which is one of the oldest “high end” communities. Realtors will say it is outdated compared to newer communities. | A major problem for the County's aging population (of which there are many) is the AACISD's decision to support the “safe sidewalks” concept when it isn't need. A year or so ago, houses on Lynwood Drive were forced to have

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sidewalks put in the County easement in their front yards even though there was an easy and very slightly longer route which was just as safe as the sidewalk route. There homes were not built with sidewalks in mind. Now the elderly on that street have to dodge bicycles, skateboards, etc. so they don't even use their front lawns

- More safe walking & bicycling paths | Limits on development, housing & industrial parks | Need for public transportation for seniors & commuters
- Channel development to adaptive reuse, prioritize environment | Developers will build what makes them \$, incentivize smart growth
- I am shocked at the lack of walkable and pedestrian town center – local businesses, only street (or maybe underground) parking, walk streets, outdoor dining and a place for residents to gather & mingle. “Main Street” | Town center in area around Rita’s – instead of the parking lot, imagine a one-way around that lot’s perimeter and the parking area converted to single-story local businesses w/ pedestrian streets
- Affordable housing opportunities (in hopes of increasing diversity) | Incentivize permeable surfaces (for residential, commercial, and government properties) Too much runoff into the rivers! | More walkable streets (especially to schools – middle school!)
- Most of above
- Follow established development codes
- Development needs to be severely curtailed. We are way overdeveloped and can't handle what we've got | Traffic infrastructure need to be modified | Mass transit needs to be significantly improved & and strongly encouraged rather than allowed to exist | Building codes need to be brought in line with current climate & environmental conditions. What is defined as a 100-year-flood now happens 2-3 times each year & we need to update development restrictions to reflect reality
- The main state roads need additional lanes to move traffic flow around, not through Severna Park
- Traffic flow!! | Crime prevention, crime prevention on B&A Trail | Limits on new home and new neighborhood development | Mitigation for impacts to runoff and waterways
- Communication (live) between all people | And out representatives spend clearly & mean what they say
- We need sidewalks, pedestrian overpasses over busy throughways
- More public access to water for canoes/kayaks/SUPs | Enforcement of critical area regulations | Affordable housing
- Wastewater management | Transportation – alternatives to single occupant motor vehicles: high speed East Coast rail system, Additional Bike Paths & Infrastructures | Reuse/Repurpose existing business areas vs. expanding into other areas | Counteracting invasive plant/animal species | Better protection programs to keep people away from opioids & vaping | Continued pressure to address gun violence
- Stop building more houses. Existing roads can't handle the current load. More houses equals more cars & more traffic. | If houses must be built, they should be affordable \$400k+ is not affordable
- No more development – there is too much already! The roads can't handle the traffic nor can the environment
- Limit development | Limit footprint on renovated homes | Trail on Benfield past Lynwood towards Rt. 97
- Stormwater management | Traffic control, maybe speed bumps or traffic calming areas | Control on individuals turning their front yards into parking lots and making more of the land areas impervious

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What should your community look like in 20 years?

- Stable – less crowded | Better stream and wetland management
- It should look like (a lot) it looks today. | It has history (1900) and 2 rivers. Maintain its lifestyle. Let those who don't like it move to the Eastern Shore or Florida or Delaware!
- Hopefully, not very different. | Well have lots of churches, restaurants, real estate offices, grocery, and shopping malls | NO MORE DEVELOPMENT PLEASE!
- Access to auto (electric) charging station | Support for green energy, solar panels, etc. Financial support through subsidies
- SFHS all the same | Build up ↑ in the marketplace areas | Better transit service btwn bedroom communities like SP + commuter destinations | More racially/income diverse
- Keep as many trees and outdoor spaces as possible
- Similar, but evolve with changing needs
- A diverse, equitable, environmentally sustainable and beautiful place to live, work & play
- I believe my community will be younger, and will be a mixed use community
- Hopefully the way it does now
- A lot less traffic/more efficient traffic with extensive public mass transit for local travel | More parkland | Clean waterways | More social activities for residents besides parent/children family structure
- Open space should be maintained, along with tree canopies | Stormwater runoff should all be developed and managed to keep the Severn and Magothy Rivers and the Chesapeake Bay as clean as possible from sediment and nutrients
- Everyone should have access to the water | Would love to see improvements to B& A trail going towards Pasadena
- To build housing in area to reflect our aging population – so they continue to contribute
- Much more walkable | Functional sidewalks | Some semblance of public transportation
- More livable/walkable | More diverse
- Expanded/Improved green areas | Restructured waste water management to prevent toxic spills & runoff | Incentives that promote use of existing property/locales for new businesses or community sites
- The trees should be taller
- More trees! | Native plants! | Less asphalt!
- Bike/walk friendly
- Living shore line – more of the crabs, mussels, grasses in our water | Rain gardens – anything to help with our river

Other Comments:

- Do what you can to preserve the little diversity we have left. Remember that sections of the area were settled by minorities; help them to keep their communities – it is good for all of us. | Let newer residents learn about our community – continue the outreach. If they learn & care about where we have been, they may enjoy where they are & where they are going. | Thank you
- We used to live in Round Bay, so we've had two homes in SP and loved them both
- Thank you for doing these meetings!
- More public transit options | Trail continuity | Variety of housing options
- Thank you for the survey

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- A number of the items we were reviewing were confusing – had to be illustrated with maps | We need more recreational facilities (besides athletics) things like movie theater, playhouse, concerts in the park
- I would hope we support public transportation; and allow and commend our cyclist bike riders | How can we help each other to grow with thoughtfulness and eyes to future generations
- Severna Park was an active, sleepy community that has outgrown itself. Unfortunately, as the growing was going on, there was little funding to protect our river. Seeing standing water, or flooding, after a storm and going down to the river knowing that if I go down to the drain that dumps into the Severn the water is close to 200°F. How & when are we going to stop building and look at the environment we live in. Our children want a future here too! | Most of the items listed for “dots” should be either totally scrapped or definitely reviewed & rewritten for 2040 effectiveness. | Slow down the sprawl and save the future of Severna Park

Activity 3: Community Boundary Review

- Small Area Plans should be drawn by high school districts

Open Comment Session

What is special about your community?

- Came here for the proximity to waterways and for the lovely community.
- Schools, and it's a close-knit community.
- Grew up here, moved back after college with husband. Severna Park was quiet, peaceful and green; have since become active in organizations to preserve this type of character.
- Came because it was quiet, there was access to things we wanted, and less traffic. We want to see improvements now, not in 2040.
- Born and raised here. It used to be nice, but it has really changed, and not always for the best.
- Grew up here; children can bike in streets, go on the water. Communities work together and it's not wall-to-wall asphalt. Kids can know what it's like to play in nature.

What has changed in the last 15 years?

- Environmental laws haven't been followed like they should be. Trees are being taken down where they shouldn't be and not replaced.
- Lots of high-density development that strips the land. We have vacant shopping centers – should reuse these instead of building new ones.
- The condition of the Severn River has changed.
- Deteriorating conditions of stormwater facilities and subsequent flooding issues.
- All the waterways in the County, including the creeks and the Magothy River have deteriorated.
- Need to limit new housing in school districts where school infrastructure is lacking.

What needs improvement?

- Route 2 at Earleigh Heights was a failing intersection; once improved, additional development went in nearby, and the intersection returned to failing. The County approved the additional development

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that fed into the intersection. The State cannot bear all responsibility for the development that impacts roadways. There are concerns with what Level of Service is acceptable for roadways.

- Some solutions that are suggested would damage the character of Severna Park, such as widening and building high density housing to better support mass transit. We like the small town character of Severna Park; it's one of the reasons we moved here. We don't want Route 2 to be just a conduit for moving north and south.
- Recreation teams frequently have to travel to other parts of the County to play their games. New schools have just been built; why can we not play within Severna Park? We need facilities.
- Volume of traffic on roads, especially in this peninsula, is great. Moves through quickly during rush hour. Would like more speed enforcement in Severna Park.
- Would like the County to pressure the State to expand I97. It has become congested. If expanded, it would become a more attractive north-south route for traffic and would benefit Route 2.
- Counterpoint to widening I-97: such widening often doesn't improve traffic. We need more mass transit to make an impact.
- There needs to be better school drop-off/pick up traffic management to prevent traffic stopping in the street.
- Getting stormwater controls back into adequate state.
- Must continue to account for the effects of every development and their cumulative effects on land, infrastructure, stormwater, and make developers responsible for what occurs, including over the long term.

What should your community look like in 20 years?

- What it looked like 20 years ago, but cleaner.
- Living shore lines
- Look at scale; small neighborhoods and community scale. Overlay districts/zones could help.
- More recreational activities besides traditional sports: concerts in the park, etc.
- A town center feel where people can congregate, an area more like a community gathering spot.
- With technology coming and telecommuting, less need for driving.
- Sidewalks added to Ritchie Hwy, but what's lacking is connections between bus stops/shopping centers to pedestrian facilities. Some developments result in sidewalks to nowhere. Whole communities are lacking connection. Children have been hit by cars, bicyclists need safer facilities.
- Would like a sidewalk on Jumpers Hole Rd – have been working on this for decades for the kids and people walking there.
- Dealing with sewage and garbage. Used to have garbage pickup twice a week. Sewage odors in some areas.
- There are a lot of small developments in SP built in 30s/40s that drain to the river. Need to retrofit; consider outreach program from County to these areas.
- Greater Severna Park Council would like to see more residents involved.

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- There are issues with airplane noise over SP and AACo. Would like to see County support for legal action against the FAA for airplane noise.
- Think about a growth strategy. There are tools, but often they are new and people don't want to look at them. How to effectively manage growth.

Additional comments by email:

I attended last night's meeting at Severna Park High School, and had two more thoughts that I had intended to share, but that didn't quite fit into the prompt questions the meeting was structured around. The first is: the next GDP ought to be oriented around Climate Change. It seems to me that every single one of the issues raised last night can be understood within a Climate Change context, and that if we think that way, then the path to consensus around what we want in the plan (and then in the subsequent Small Area Plans) becomes a little clearer.

- 1) Storm water quality and flooding from storm water - either because we've made too much infrastructure (e.g., too many impervious surfaces in the wrong places) or the infrastructure is poor.
- 2) River water quality.
- 3) Access to the water - e.g., development along the shoreline/in the critical area.
- 4) Open space preservation.
- 5) Traffic - the challenges associated with widening roads, improving/increasing transit, etc. (Regarding this - is Planning and Zoning coordinating with MDOT MTA's Regional Transit Plan, mandated by the state legislature and ongoing as we speak?)
- 6) Retaining SP's character as a place kids can be kids while they're kids. It was not explicitly stated last night, but we also want to keep SP (and AACo) a place where adults want to live, too. If we don't address Climate Change, not only will Severna Park not stay the same (check the 2050 and 2100 flood maps and sea level maps - my in-laws on Henderson Point will be on Henderson Island instead), but the region in which we live will no longer be as desirable.

There's probably more, but these are the ones that stuck in my mind.

I was the one who commented last night against widening I-97. My main point, which I don't think I made very well last night, was that incentives matter. People will do what makes sense for them financially and time-wise. For example, if we make more roads, driving becomes cheaper and faster (albeit temporarily), so people will do it more. Our County's plan should, along with being oriented around Climate Change, stress the incentives introduced by certain policies and goals. If we make it easy and profitable to clear-cut and build single family homes, that's what developers will build. If we change the incentives, we will change what is built. The mini-debate you were engaged in regarding the Route 2/Earleigh Heights intersection is yet another example - you all didn't disagree; it's just that the question of incentives (why did we fix the intersection? why did development follow?) is essentially the same, and there was no making that woman feel better about the reality of how those incentives played out. (To say nothing of all the trees we cut down there - Climate Change!) The County Executive also made the same point - in the past, County processes have made it very easy for developers to build in Anne Arundel County, not even exacting the mandated

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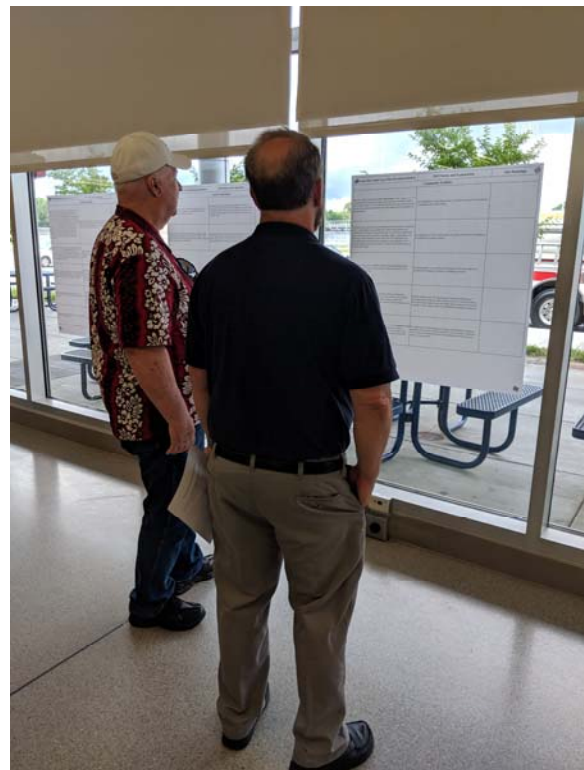


impact fees. That's just incentives: when folks - drivers or developers or anyone else - find the easier and more attractive option, that's where they go and what they do. Some (much?) of this is on the legislature, of course, but the County Executive has talked about giving the Plan "teeth." I hope he is successful in doing so.

This ended up being a little longer than I had intended. Sorry about that! But the two takeaways are: orient the plan around Climate Change, and consider/discuss the incentives that exist in our County. Planners will tell you that one of the 4 I's of planning is considering the interrelatedness of decisions. Climate Change and development incentives could not be more interrelated, and I do believe that this framing is a path toward consensus in our County.



CAC Chair Elizabeth Rosborg solicits comments from meeting attendees



Attendees review recommendations from the current Severna Park Small Area Plan