

Region 3 Planning Advisory Board Draft Plan and Comprehensive Zoning Map Summary of Testimony

I. Overview

This report summarizes public testimony on the Region 3 Planning Advisory Board (PAB) Draft Plan and Comprehensive Zoning Map.

The PAB is a volunteer board of seven members appointed by the County Executive. Each member comes from one of the seven council districts. The duties and functions of the PAB are provided in Section 533 of the County's Charter. Per the charter, the PAB is required to make advisory recommendations on master plans, including the General Development Plan (GDP) and Region Plans, comprehensive zoning maps, and the Capital Budget and Program.

Plan2040, Anne Arundel County's GDP outlines a regional planning process to provide detailed guidance for development in different areas of the County and to provide an opportunity for residents to participate in planning for the future of their communities.

Region 3 encompasses Glen Burnie, Severn, and parts of Millersville (see Figure 1). The area includes some of the most urban parts of the County in the Glen Burnie Town Center and some of its most sensitive habitats in the Severn Run Natural Environment Area. The area includes historic neighborhoods like Freetown and large new communities like Tanyard Springs.

The Region Plans address a broad range of issues related to land use, including environmental conservation, transportation, housing, and economic development. Anne Arundel County Office of Planning and Zoning (OPZ) staff collaborated with an appointed Stakeholder Advisory Committee (SAC) to prepare a vision statement that guides how the community wants to evolve in the future and draft strategies to address key issues. The planning process includes public engagement to identify concerns and aspirations, analysis of existing conditions and trends, discussion with the SAC and subject matter experts, and public review of draft materials. Findings from initial public outreach efforts, public comments on draft vision elements, and the draft strategies are available at aacounty.org/region3.

Comprehensive zoning occurs after an analysis of the land use, development activity, and trends for either the County as a whole or for a particular section or region. It provides an opportunity for:

- OPZ staff to recommend consistency changes that make the zoning map more closely align with the Planned Land Use Map in Plan2040
- OPZ staff and the SAC to recommend comprehensive zoning changes based on community feedback and to advance the goals and strategies of Plan2040 and the Vision for the Region
- Property owners or persons that have a financial, contractual, or proprietary interest in a

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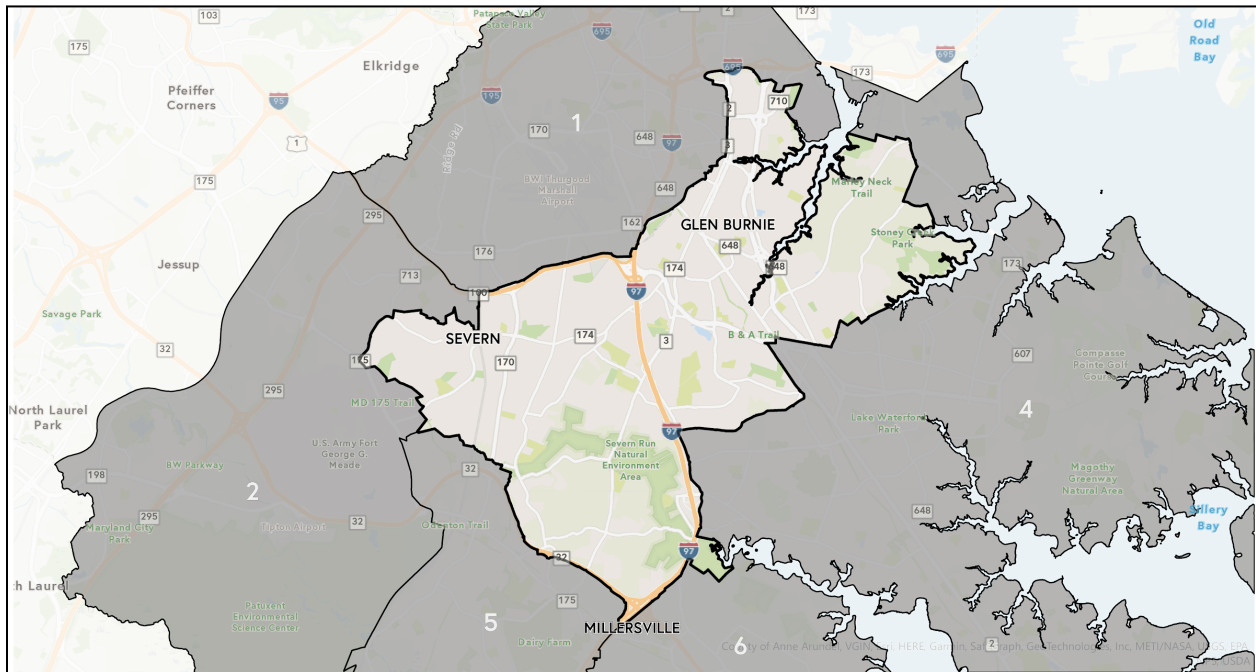
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property to apply for a zoning change

As part of the PAB's review of the Draft Plan and Comprehensive Zoning Map, a public hearing is held to receive oral testimony and the record is kept open for approximately two weeks to receive written testimony. All testimony received on the PAB Draft Plan and Comprehensive Zoning Map was forwarded to the PAB to inform their recommendations on the Region Plan and Comprehensive Zoning Map.

For an overview of each zoning district, please refer to the [Anne Arundel Zoning Classification Guide](#) available on the Zoning Administration website.

Figure 1. Region 3 Map



II. Advertising Comprehensive Zoning / PAB Draft Review Period

OPZ staff sent postcards to every property owner in Region 3 in late September 2023 notifying them of the Region Plans process and providing a timeline for Comprehensive Zoning. OPZ accepted comprehensive zoning change applications from property owners from October 3, 2023 through December 15, 2023. OPZ staff reviewed the owner applications and provided initial recommendations on the Preliminary Draft Comprehensive Zoning Map to the SAC at public meetings throughout the spring of 2024. Property owners whose property was recommended for a zoning change were mailed letters in June 2024. The 3,970 letters described the recommended zoning change and included information on contacting OPZ with questions or comments.

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OPZ staff sent letters to every property owner in Region 3 in mid September 2024 informing them of the PAB draft review and testimony period. The letters were tailored to the communities in Region 3 and provided background on the Region Plans process, highlights of the Plan relating to the community, and an overview of owner zoning change applications in the community. The letters also provided information on the PAB public hearings and included links and QR codes to access the Region 3 Hub site (aacounty.org/Region3).

The Region 3 Hub site was updated with links to access the PAB Draft Region 3 Plan and Comprehensive Zoning Map. There were also links for viewing tables of the recommended Development Policy Area (DPA) and DPA Overlay Changes, Planned Land Use Changes, Comprehensive Zoning Changes, and Consistency Zoning Changes. OPZ staff advertised these documents on the Region 3 Hub site and other County websites, including aacounty.org/opz and aacounty.org/regions, to collect public testimony. Staff also advertised the PAB draft review and dates of the open record period in emails to OPZ's mailing list members, as well as to individuals on email lists managed by the County's Office of Community Engagement and Constituent Services, and Councilmember email lists. Through County email lists, OPZ estimates reaching just under 58,000 inboxes. OPZ staff also informed community members of the online tool through phone conversations, individual emails, and in-person community engagement opportunities. OPZ also placed legal notices in the Capital Gazette on September 11, 18, and 25, 2024 to advertise the PAB review.

III. Methods of Participation

The public was able to provide testimony on the PAB Draft Plan and Comprehensive Zoning Map through an online form, in person at a public hearing, or via email. OPZ also took calls on the Region 3 PAB Draft Plan and Comprehensive Zoning Map; however, the purpose of the open record period was to provide testimony to the PAB. Callers were informed of the options for written testimony and encouraged to submit written comments that could be transmitted to the PAB.

A. Online Form

OPZ developed an online form to accept written testimony on the PAB draft Region 3 Plan and Comprehensive Zoning Map. The online form accepted testimony on Region 3 from September 18, 2024 through October 23, 2024 during which time a total of 109 testimonials were received.

The online form allowed respondents to submit written testimony directly through the tool or as a Word, PDF, or image attachment. Respondents could use the online form to provide testimony on the Region 3 PAB Draft Plan and/or Comprehensive Zoning Map. Respondents providing testimony on specific properties were asked to provide a Comprehensive Zoning Change Number, property address, or other information to identify the property being commented on.

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The testimony received through the online form is provided in Appendix A.

B. Public Hearing

The Planning Advisory Board (PAB) hosted a public hearing on Region 3 on Wednesday, October 9, 2024. This meeting was held at the Henry L. Hein Public Service Building and via Zoom to allow community members the opportunity to provide testimony directly to the PAB. The meeting started at 6:00 PM and had over 80 members of the public in attendance (both virtual and in-person). Twenty-three members of the public provided oral testimony which is provided in Appendix B.

C. Phone Calls and Emails

OPZ staff also responded to 36 phone calls and 28 emails during the PAB public record period for Region 3 that were sent to Region3@aacounty.org or PlanningAdvisoryBoard@aacounty.org email addresses. Testimony received via email is provided in Appendix C.

Generally, community members who reached out via phone asked questions to understand the letter they received. Staff answered questions and informed callers of the options for written testimony. Callers were encouraged to submit written testimony that could be transmitted to the PAB.

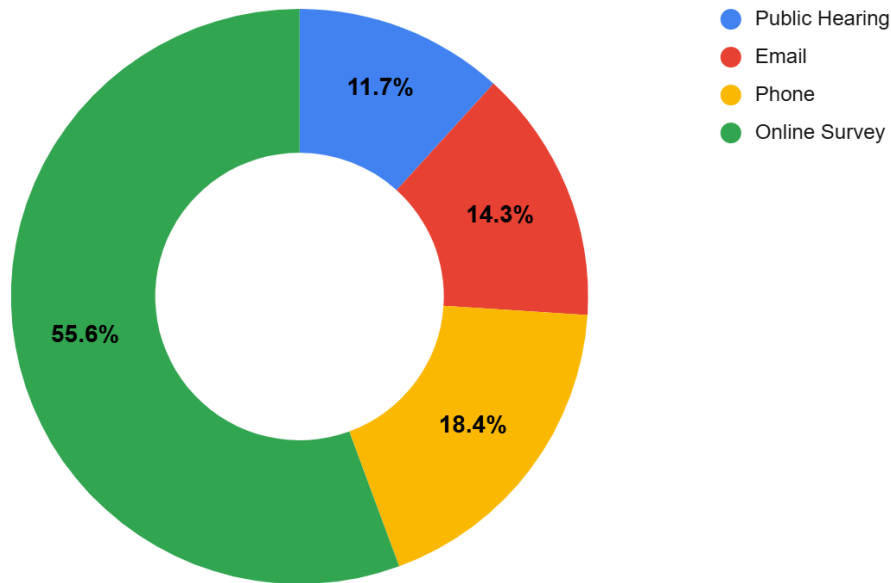
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III. Feedback Themes

This section synthesizes and summarizes the public feedback received through the online form, the public hearing, and email (Figure 2).

Figure 2. Contact Method



A. Consistency Changes

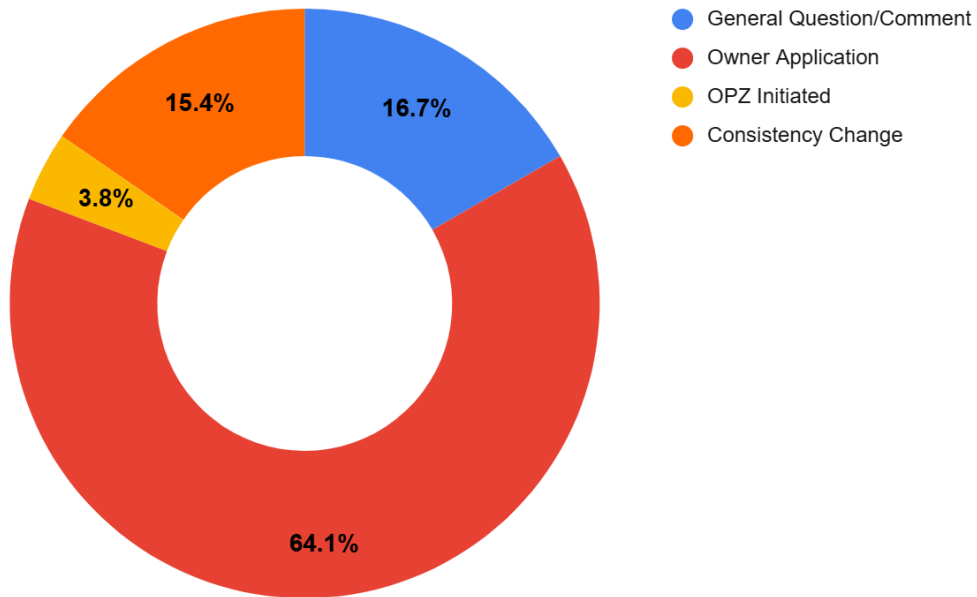
The PAB received 24 testimonials on consistency change recommendations. This type of change updates the zoning map to be consistent with the Planned Land Use Map adopted in Plan2040 and with existing development. Figure 3 shows the breakdown of testimony by the type of change recommendation.

Each consistency change is unique, and staff walked property owners through the recommended change to their property explaining the general purpose of the various zoning districts, general information about the allowed uses in each zoning district, and how development on a given property may be impacted by a consistency change.

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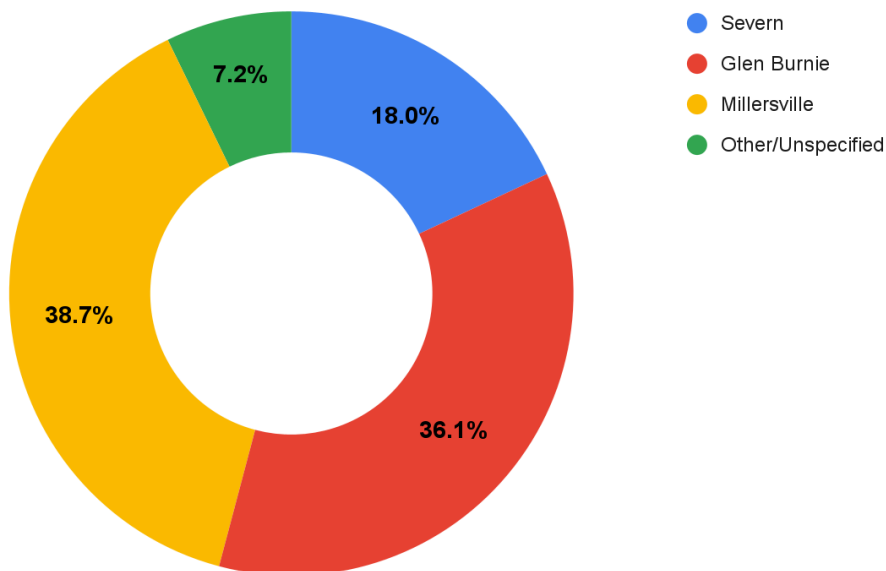
Figure 3. Testimony by type of Change Recommendation (does not include phone calls)



B. Feedback by Community

The following information is a summary of the testimony received in each community within Region 3. Recommended comprehensive changes that received fewer than three testimonials are not summarized below but are listed in Appendix D. Information on individual testimony received is available in Appendix A, B, and C.

Figure 4. Testimony by community



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Glen Burnie

Several property owners submitted applications requesting the PAB consider new zoning changes in Glen Burnie. On prior zoning requests or recommendations, community members expressed concern about increased development and traffic impacts in the Marley Neck area, and several commenters encouraged redevelopment of the Marley Station Mall.

CZ-R3-GBN-0001 A & B • 6301 Ritchie Hwy N / 4 Cherry Lane • Owner Change Request

The two parcels are currently zoned C2 and R5. The property owners request C3 or C4 for the entire property. The OPZ PAB Draft recommendation is to zone the western parcel C4 and the eastern parcel C3. Three comments reiterate the request for C4 for both properties, while one comment expressed concern over intensification of zoning in this area.

CZ-R3-GBN-0401 • 406 Crain Hwy N • Owner Change Request

The property is currently split zoned C3 and C4. The property owner requested the property be zoned C4 on the entire parcel. The OPZ PAB Draft recommendation is to rezone to entirely C3 as it is consistent with Plan2040 and the uses surrounding the property.

There were four comments on this change recommendation; three comments opposed the OPZ PAB Draft Recommendation and reiterated the owner request for C4 zoning on the property. One comment expressed support for the OPZ PAB Recommendation, citing concerns over increased truck traffic if the property were to be rezoned to C4.

CZ-R3-GBN-0402 • 800 N. Shore Drive • Consistency Change

The property was transferred after the launch of the PAB draft zoning map. The new owner wishes to rescind the prior owner's application and retain the existing zoning split of RLD and R2.

CZ-R3-GBN-4661 • 326 Greenway SE • Consistency Change

The property is currently zoned R5. OPZ proposed a change to OS to provide consistency with the Plan2040 Land Use, the existing use as a County park, and the remainder of the OS zoning on the property. Additionally, the change would be compatible with the surrounding area.

There were seven comments on this change recommendation. Six comments expressed opposition for the OPZ PAB Draft recommendation of rezoning the property to OS, citing the current functioning dance studio on the site, and requesting rezoning for the property to Small Business (SB). One comment expressed that the dance studio owners and patrons would like to ensure they are in compliance with all zoning regulations.

Millersville

One property owner submitted an application requesting the PAB consider a new zoning change in Millersville. Other general testimony on prior zoning recommendations and requests in the

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Millersville community noted opposition to increased density along the Elvaton Road corridor; commenters cited increased traffic and resource strain as sources of their concern.

CZ-R3-MRV-0007 • 1120 Dicus Mill Rd • Owner Change Request

The property is currently zoned RLD. The property owner requested C4 zoning to allow the property to be used to store vehicles and farm equipment. The OPZ PAB Draft recommendation is to maintain the existing RLD zoning.

There were 61 comments on this change recommendation, with all 61 supporting the OPZ PAB Draft recommendation of maintaining the existing RLD zoning. Comments expressing support for the OPZ PAB Draft recommendation note that C4 zoning is not consistent with the surrounding neighborhood, could increase heavy vehicle traffic, and could increase vehicle/pedestrian conflict, particularly with children exiting school buses on Dicus Mill Road. Additionally, commenters expressed concern that upzoning the property could have adverse environmental impacts on the adjacent Severn Run Natural Environment Area.

Severn

One property owner submitted an application requesting the PAB consider new zoning changes in Severn. On other prior zoning requests and recommendations, several community members expressed concern about increased residential density along Telegraph and Minnetonka Roads, citing the potential for increased traffic and congestion.

CZ-R3-SVN-0002 • 7733 Telegraph Rd • Owner Change Request

The property is currently split-zoned with the majority of the property zoned R1 and an area of OS zoning. The property owner requested the property be zoned entirely R10 as it could offer expanded affordable housing options in the area and is compatible with the townhome properties across Telegraph Road. The OPZ PAB Draft recommendation is to zone the entire property R5.

There were three comments on this change recommendation; all three expressed opposition to the OPZ PAB Draft recommendation. Two comments expressed that they were in support of the Stakeholder Advisory Committee (SAC) recommendation to rezone the property to R10, in alignment with the owner change request. The commenters note that it would be difficult to develop the property at less than R10 density due to site constraints and that an R10 designation would be compatible with other surrounding townhome communities on Telegraph Road. One comment expressed concern that an increase in residential density could increase traffic on Telegraph Road and decrease green space in the area.

CZ-R3-SVN-4649 • between Telegraph Rd and Clark Station Rd • Consistency Change

The property is currently split zoned with most of the property zoned R5 and a portion along Telegraph Road zoned C1. The OPZ PAB Draft recommendation is to change the C1 portion to R5,

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consistent with the remaining R5 zoning and use of the property. The owner requests retaining the C1 portion to allow for future commercial use.

CZ-R3-SVN-5165 through 5167 • Ponderosa Drive • Consistency Change

Three comments were received on consistency changes recommending aligning the current R2 zoning on the full residential properties on the south side of Ponderosa Drive. OPZ notes a glitch in the online PAB Draft Web Viewer that cross references change numbers from the Glen Burnie community, which will be corrected for the Council version of the zoning map.

IV. Next Steps

The Planning Advisory Board will review the public testimony received and deliberate and provide recommendations at a public meeting on November 20, 2024. The Office of Planning and Zoning will review and consider the public testimony and the PAB recommendations as well as the new applications for a change in zoning before finalizing a final recommended draft Plan and comprehensive zoning map for Region 3 to the County Council. The next opportunity for public testimony will be during the County Council hearings anticipated for early 2025. Sign up for the email list to be notified of the next public review opportunity, aacounty.org/opzsignup.

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Appendix A. Testimony from the online form

An online form for written testimony on the PAB draft Region 3 Plan and Comprehensive Zoning map was available from September 18 to October 23, 2024.

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Thomas	10/12/2024	Online Tool	CZ-R3-MRV-0007	This property is to close to the Severn environmental area.This request should be denied because of this.This property should never be Rezoned even for residential would be a threat to the seven run and Severn river water shed		Millersville
Steven Boswell	10/12/2024	Online Tool	CZ-R3-MRV-0007	Dear Zoning Advisory Committee, I am writing in regards to the requested zoning changes by the owner of 1120 Dicus Mill Road and hoping you will not recommend that this zoning change be approved. Dicus Mill road is already a heavily used, narrow and with no center line markings street. Many county residents use this road for access to the Millersville Landfill when it is open. Additionally, as there are often traffic incidents on route 97 many residents have learned to divert to Dicus Mill Road or New Cut/Gamrills road causing many delays to local residents in the neighborhoods along this same road being considered for rezoning. We were also recently notified of the counties intent to build a roundabout at Dicus Mill Road and Gambrills road intersection which many of us local residents believe will only exacerbate the traffic situation especially if tractor trailor's with large, wide and oversize loads would use the roundabout. It is also important to note that Dicus Mill Road has multiple school bus stops which would be a safety issue and concern as well. As you review the responses in regards to this zoning change request please ask yourself if you would like to have an increase in traffic and noise in your own residential neighborhood. Thank You		Millersville
Gloria Volpe	10/11/2024	Online Tool	CZ-R3-MRV-0007	Opposed to zoning change from RLD to C4.		Millersville
Mckenzi A. Cristo-Johns	10/11/2024	Online Tool	CZ-R3-SVN-0002	I am against any further increase or residential density or commercial density on or near Telegraph rd due to already existing traffic issues and accidents and the traffic study should be abolished because it is unable to cease building despite traffic issues. The tearing down of mature forest area and damage to wildlife and skyview are also factors and aaco has eroded more forest area than any other county in the state and should be ashamed. I know everyone is looking at computers and viewing maps etc. but does anyone ever come out and physically look at the changes and how it could affect existing neighborhoods? It is probably too late too much has been allowed already but the county needs to stop but things on pause please.		Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Donn Stanley	10/9/2024	Online Tool	CZ-R3-MRV-0007	<p>It has been brought to my attention that the residence of 1120 Dicus Mill Road have applied for, and have been denied, for rezoning their property to commercial C4. I support the county's decision to deny this permit, and asking that the county do the right thing and maintain their decision to deny the rezoning from RLD to C4 for the following reasons: 1)To my understanding there are other property owners on Dicus Mill that would like to rezone to commercial zoning. By allowing 1120 to have commercial zoning, it will set a precedence, other properties will apply for, and be approved, for commercial zoning, and soon the dynamics of this peaceful country setting will be forever changed, in the name of the almighty dollar. 2)Dicus Mill road borders the Severn Run park. 1120 Dicus Mill road, and other potential commercial areas, border the Severn Run, which could have a harmful effects on the environmental health of the Severn Run and its wild life. 3)Dicus Mill road is not equipped to handle commercial traffic. It is very narrow, with little room for two vehicles passing in opposite directions. It is not uncommon for vehicles to cross the center lines while navigating turns, and this occurs even more often with larger vehicles, such as box trucks and large flat beds. In places it would be difficult, if not impossible, for large flat bead and tractor/trailers to navigate curves without crossing center lines on blind curves. I experienced this myself a couple months ago as I rounded a curve and was forced off the road by a large flat bed type vehicle trying to navigate the curves in the road. 4)The 1120 permit is for a commercial business involving heavy equipment and oversized vehicles. The increased traffic, vehicle size, and vehicle weights associated with this permit, may already exceed the capacity of Dicus Mill road, and if not, they would demand large improvements be made to Dicus Mill road in the near future. These fixes would need to be paid for by the tax payers of Anne Arundel county. It is unfair for tax payers to have to pick up the bill for these expenses for one new comer to the area.</p>		Millersville
Kathy Stanley	10/9/2024	Online Tool	CZ-R3-MRV-0007	<p>1120 Dicus Mill Rd Millersville property was recently purchased by the new owner about a year now. Prior to this new owner the land use aligned with the surrounding environment of wildlife, and beauty. Thank you for preserving that with the SAC and OPZ recommendation to not change it from RLD. Any increased traffic especially heavy equipment for construction purposes would be devistating to the road itself. Dicus Mill Rd is narrow as it is. large tucks just should not be on that road, especially semis carrying heavy equipment if this business is allowed (C4). Not to mention the wildlife that uses the same road. This must be kept consistent with the surrounding area which is the Severn run environmental area. Thank you. I have been a long time resident here on Dicus Mill Rd (40 years), And I have witnessed changes but thankfully the county has done a good job with keeping the area on Dicus Mill Rd and the surrounding environment and the Severn Run adequately preserved and safe.</p>		Millersville
Van Phan	10/9/2024	Online Tool	CZ-R3-MRV-0007	<p>I would like to oppose this change requests from RLD to C4. Dicus Mill Road is a very narrow roadway& already a heavy use, especially during daytime. This change would be detriment to us local resident; with in the last 2 yrs, I've witness 3 minor and 2 major accidents on such narrow road.</p>		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Ellingwood	10/8/2024	Online Tool	CZ-R3-MRV-0007	There are multiple issues why this zoning change should NOT be granted. This is a residential Neighborhood and residential streets. There are children waiting for and being dropped off by school buses on Dicus Mill rd. And other streets in this area. The weight limit on Dicus Mill Rd. And all the streets in this Residential neighborhood is 5,000 GW. No commercial vehicle traffic allowed. Dicus Mill Rd. Will deteriorate rapidly. I have lived in this neighborhood for over 25 years and have kept my Home in very good condition. I do not want a commercial business lowering my or my neighbors property values. Why is this business able to conduct business already without county approval? This is illegal as this business well knows. This business thinks they are above the law.		Millersville
Christina McAuliffe	10/8/2024	Online Tool	CZ-R3-MRV-0007	This community is quiet and peaceful place to live with lots of young families. Since I have lived here the roads are getting busier and busier with more traffic accidents. Dicus Mill would be a horrible spot to change to commercial especially because it is right next Severn Run Natural environment area. Keep the zoning to residential low density!		Millersville
Rita	10/8/2024	Online Tool	CZ-R3-MRV-0007	Dicus mill road is very narrow and not designed for commercial or oversized vehicles over 5000 GW. We are already experiencing more traffic than usual because of the new middle recently opening. Allowing these types of vehicles to travel along this road is extremely dangerous to our community and families. We have children standing along the roadside on DM waiting on the school bus pickup and drop offs. This is not safe for our children and as a homeowner of this beautiful community I feel this will decrease the value of your properties. PLEASE DO NOT ALLOW THIS TO HAPPEN.		Millersville
David Ousley	10/8/2024	Online Tool	CZ-R3-MRV-0007	I oppose rezoning this residential property as C4. Dicus Mill Road is not suitable for supporting the construction equipment. I am nearby home owner.		Millersville
William Summers	10/8/2024	Online Tool	CZ-R3-MRV-0007	I support the county's recommendation to retain the RLD zoning of this property. The property is in close proximity to Severn Run where any further development has the potential of environmental impacts. Additionally, this is a primarily residential area that already suffers from too much traffic from heavy trucks. I am often awakened in the dead of night by the sound of trucks rumbling down Dicus Mill.		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Kathryn Piccinini	10/8/2024	Online Tool	CZ-R3-MRV-0007	<p>I am writing to formally request that the zoning committee reject the application for commercial highway zoning of the property located at [1120 Dicus Mill Road, Millersville MD. 21108]. This proposed change would have significant negative impacts on our residential neighborhood and the well-being of its residents. Traffic Concerns Dicus Mill Road is already experiencing substantial traffic congestion due to its proximity to existing commercial areas and local schools. The introduction of commercial highway zoning would exacerbate these issues, bringing increased heavy commercial traffic that would disrupt the peace and safety of our community. Many families with children live along this road, and the additional traffic could pose serious risks to their safety. Impact on Quality of Life The transition to a commercial zone would fundamentally alter the character of our neighborhood, which is residential. Increased noise, pollution, and traffic would diminish our quality of life, making our homes less enjoyable and potentially lowering property values. Community Sentiment Our community is deeply opposed to this zoning change. We believe it is essential to maintain the integrity of our residential areas and ensure that any developments align with the needs and desires of current residents. Numerous neighbors have expressed concerns about the potential for increased crime and decreased safety that often accompanies heavy commercial traffic. Conclusion For these reasons, I urge the zoning committee to reject the application for commercial highway zoning of the specified property. Preserving the residential nature of our community is crucial for the health, safety, and overall well-being of our residents. Thank you for considering our concerns. I look forward to your thoughtful response.</p>		Millersville
Wilcoxson	10/8/2024	Online Tool	CZ-R3-MRV-0007	<p>I'm not sure if I'm filling this out right or not. Application being referred to is CZ-R3-MR-0007. This is a heavy equipment company attempting to move into a residential/rural area. We have been attempting to shut down this illegal business for well over a decade. They are noisy and disruptive in our area. Our roads are not designed for heavy equipment trucks. If they were to succeed or continue with the business, our small road for which they would have to travel will continually be damaged due to their weight and frequency of travel. Not to neglect mentioning home values will drop substantially due to the existence of this business.</p>		Millersville
Hall	10/7/2024	Online Tool	CZ-R3-MRV-0007	<p>I am against the zone change for this residence. This road is not conducive for commercial highway use. It is a narrow road that is already busy and has a weight limit of 5 tons. The commercial use has already started without zoning approval. Using large commercial vehicles on this road would not be safe.</p>		Millersville
Elaine Nolen	10/7/2024	Online Tool	CZ-R3-MRV-0007	<p>As a nearby resident on Dicus Mill, the noise of heavy equipment use is disruptive. The road goes down to one lane in places so it would not be safe to allow more large commercial vehicles to use it. Please do not destroy our lovely residential neighborhood!</p>		Millersville
Dennis Nolen	10/7/2024	Online Tool	CZ-R3-MRV-0007	<p>Stop this from being approved. It is not in the best interest of our neighborhood. Problems including noise, traffic, and heavy equipment on the road will destroy an already small country road. The noise is already a nuisance to residents, especially in the mornings.</p>		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Duane Woodburn	10/7/2024	Online Tool	CZ-R3-MRV-0007	To Whom it May Concern, I have been a resident of the Aurora Hills Community on Dicus Mill Road since 1991. I am opposed to the requested zoning change for 1120 Dicus Mill Road from RLD to C4 Commercial Highway Use (Application# CZ-R3-MR-007). Dicus Mill Road is a generally quiet residential road with both housing developments and single-family homes along most of the length of the road. This change would allow commercial traffic with heavy equipment to use this road. The accompanying noise and increase in traffic are not appropriate for a residential area. Dicus Mill Road is busy enough without the added increase in commercial traffic. Once commercial zoning is obtained, it will open up the door for any other commercial business to operate in that location. It is then possible that a business that may bring in even more commercial traffic could eventually operate from that location. Again, this is a residential area. I fear that the addition of heavy commercial vehicles, increased traffic and an increase in noise will result in decreased property values for all of the residents that live along or adjacent to Dicus Mill Road.	Attachment	Millersville
Morris	10/7/2024	Online Tool	CZ-R3-MRV-0007	We have lived here since 1999 and have seen many changes in the area. We are watching a current in-flow of a younger generation with children and growing families. We fear that if the zoning is changed to accommodate a business operating heavy equipment that not only would our neighborhood not be as appealing to people but that children and families would be put at possible risk due to heavier traffic along Dicus Mill Road. Not to mention what would the added traffic do to the bridge that goes across the creek which has been replaced multiple times and currently has a weight restriction.		Millersville
Rob Paul	10/7/2024	Online Tool	CZ-R3-MRV-0007	The families in the area do not wish Dicus Mill Rd to be an avenue for large vehicles not fit for the road or the area.		Millersville
Zachary Scott	10/6/2024	Online Tool	--	Do not need more stuff in the area already starting to go down and become unsafe		
Joshua Bollinger	10/6/2024	Online Tool	CZ-R3-MRV-0007	Please deny this request. That section of Dicus Mill Road is too small and narrow for any extra traffic.		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Kathleen Swartz	10/6/2024	Online Tool	CZ-R3-SVN-0123	<p>Please consider this letter as written testimony concerning the planned development in the Severn Community; more specifically, concerning the proposed change of zoning along Grover Road. As twenty-one year owners/residents of the Oakdale Community, we would like to register these concerns: <input type="checkbox"/> How will the Severn Run Natural Environment Area be maintained if the zoning changes to residential and new homes are built? As Anne Arundel County grows, we strongly feel that our undeveloped, natural areas must be protected. How will the county and developers ensure that this county land remains in a pristine state? <input type="checkbox"/> With the exception of, we believe, three houses, the Oakdale Community homes all use wells to obtain their water. If new homes are built along Grover Road, will the county guarantee that Oakdale residents' wells are not contaminated (especially along the south side of the community)? If wells are contaminated who will right the situation? Is the state responsible? Is Anne Arundel County responsible? Will the developer be responsible? What recourse will Oakdale residents have? <input type="checkbox"/> TRAFFIC!!! CONGESTION!!! TRAFFIC!!!! There are already traffic concerns on Grover Road. With the opening of Severn Run High School, in addition to Spaulding High School, the traffic nightmares have increased. New Cut Road is a congested mess during arrival and dismissal of both high schools. When residents exit Oakdale Circle and go left onto Grover Road, they take their lives into their own hands. There is a blind curve and people are generally traveling at a high rate of speed coming around the corner. If new developments are put on Grover Road, what is the county's plan to alleviate the already dangerous situations that exist on both Grover Road and New Cut Road? We look forward to hearing the county responses to our concerns. Sincerely, Kathleen J. Swartz</p>	Attachment	Severn
Tyler Grahe	10/5/2024	Online Tool	CZ-R3-MRV-0007	<p>This property should NOT be turned into a commercial lot. The road is already too narrow for most large vehicles and definitely cant support large semi trucks with construction equipment. The volume of traffic that comes disuc mill is also something consider if there will be large equipment block the already narrow road when trying to get in and out of the lot. 100% against this lot being used for a commercial business.</p>		Millersville
Michelle Wilson	10/5/2024	Online Tool	CZ-R3-MRV-0007	<p>I OPPOSE the change of 1120 Dicus Mill from RLD to C4 Commercial. The reasons for opposition are the following: 1. Dicus Mill is a small lane road, the road is not wide enough for heavy vehicles and cars to pass safely. Enlarging the lane to allow for a standard two way traffic appears as though the county would need to eminent domain the front yards of the residence along Dicus Mill. 2. Changes to the zoning will also negatively impact the noise levels in the area. 3. Bringing heavy commercial equipment with the use of the roads and noise also has the potential to reduce the value of our property and the property of our neighbors. Once again, I OPPOSE the change of 1120 Dicus Mill from RLD to C4 Commercial.</p>		Millersville
Penny Holstege	10/4/2024	Online Tool	CZ-R3-MRV-0007	<p>Dicus Mill Road in this area is barely able to support residential traffic. People have a hard time keeping totally in their own lane with just passenger cars because the road is so curvy. It curves and is narrow and little to no room next to each side of the road which would not accommodate heavy, wide, too big for the road, traffic. The fact that the property owner has been trying to run a business without the proper authority to do so at that location is absolutely unacceptable. The request should be denied.</p>		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Roger Holstege	10/4/2024	Online Tool	CZ-R3-MRV-0007	Dicus Mill Rd is a narrow, winding road that already has significant traffic. The portion of the road in question is the narrowest most curvy of the entire road. It cannot handle additional traffic at all, and certainly not heavy truck traffic. Heavy truck traffic will significantly increase the danger that already exists on that section of the roadway. The property owner has already shown his willingness to skirt the law by already using the property illegally and is now trying to retrofit the law. This is the dumbest proposal I have seen in this area and the request needs to be denied.		Millersville
Elva Goss	10/4/2024	Online Tool	CZ-R3-MRV-0007	Not in favor in granting C4 use of this property. Already a contractor's yard nearby. One is enough for this narrow country road. Dicus Mill has a weight limit of 5 tons because a small bridge crosses a stream. Where Dicus Mill crosses Gambrills, there is a proposal of a traffic circle. I would not like to see large vehicles negotiate that circle to use Dicus Mill. This property owner is doing the same thing that the other property owner did. He started using the property without zoning. After many years, he then applied and received zoning for his benefit as it was already a contractor's yard. Let's keep this area rural!		Millersville
David Strong	10/4/2024	Online Tool	CZ-R3-MRV-0007	This property should NEVER be re-zoned to C4. A Severn Run Tributary is located on the property and this parcel has a higher elevation than the nearby Severn Run Natural Environment Area and Severn Run River and run-off from a commercial property would negatively impact the head waters of this important river system. Additionally, the narrow width and weight restrictions of Dicus Mill Rd and Severn Run Bridge located nearby on Dicus Mill Rd cannot support heavy trucks and machinery. This property should remain RLD.		Millersville
Judith taylor	10/3/2024	Online Tool	CZ-R3-MRV-0007	I want the property to remain RLD. This is a residential community not a commercial community and I would prefer to leave it that way.		Millersville
Mary Taylor	10/3/2024	Online Tool	CZ-R3-MRV-0007	I want the property to stay RLD. This used to be farm land. I do not support commercial use in the area.		Millersville
Teresa West	10/3/2024	Online Tool	CZ-R3-MRV-0007	I thought this zoning change to not grant C4 was already finalized. And why has the owner already started commercial use without approval? Dicus Mill is too narrow of a road for Commercial Highway use and it is already too busy with speeding traffic. Also, the residents of Aurora Hills subdivision off of Dicus Mill road do not want this in their neighborhood. Please stop this now!		Millersville
Zeruto	10/3/2024	Online Tool	CZ-R3-MRV-0007	This is a neighbor community and should not be zoned as commercial highway. The owner at 1120 dicus mill rd should not be allowed to operate as a business.		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
James Hastings	10/3/2024	Online Tool	CZ-R3-MRV-0007	<p>Dear Planning and Zoning Members, I hope this message finds you well. I am writing to express my deep concern regarding the proposal to convert a residential property in our neighborhood into a commercial heavy equipment use area. This change could have profound implications for our community, and I urge you to consider the following points before making a decision.</p> <ol style="list-style-type: none"> Noise Pollution: Heavy equipment operations are inherently noisy, with machinery such as bulldozers, excavators, and trucks generating significant sound levels. This noise not only disrupts the peace of our residential area but can also lead to health issues for residents, including increased stress and difficulty sleeping. Our homes are places of respite, and introducing industrial noise will diminish our quality of life. Traffic and Road Design: The conversion of this property will undoubtedly lead to increased traffic from heavy vehicles. Our current road design is not equipped to handle the influx of large trucks and equipment. Many streets in our neighborhood are narrow, with limited visibility and insufficient capacity for heavy traffic. This poses serious safety risks for pedestrians, cyclists, and even residents simply trying to navigate their own streets. Increased traffic can also lead to road degradation, requiring additional public funds for repairs and maintenance. Property Values: The introduction of a commercial heavy equipment use area will negatively impact property values in our neighborhood. Many residents have invested their savings into their homes, with the expectation of living in a quiet, residential environment. The presence of heavy machinery and commercial activities will likely deter potential buyers, leading to declining property values. This could create a ripple effect throughout our community, affecting not just individual homeowners but also the broader economic stability of our area. Community Cohesion: Our neighborhood is built on a foundation of community engagement and harmony. The presence of commercial operations can disrupt this cohesion, leading to increased tensions among residents. The character of our community, which thrives on tranquility and neighborly interactions, could be irreparably harmed by such a drastic change in land use. Alternatives Exist: There are numerous alternative sites in more suitable locations for heavy equipment operations, where they can function without disrupting residential life. Encouraging development in those areas will foster economic growth while preserving the integrity of our community. <p>In conclusion, the conversion of a residential property into a commercial heavy equipment use area poses significant risks to our community's quality of life, safety, and property values. I implore you to prioritize the needs and concerns of your constituents by rejecting this proposal. Together, we can ensure that our neighborhood remains a place where families thrive, where children can play safely, and where property values continue to grow.</p>		Millersville
Mitchell Buchler	10/2/2024	Online Tool	CZ-R3-MRV-0007	<p>My family and I have lived in the Severn Run Natural environment area my whole life. My grandmother raised my dad in aurora hills just down the street from where I currently live (Accotink Ct). Part of the reason I chose to buy a house here was the natural peaceful landscape of this and surrounding areas. It seems to me that the rezoning of this lot to a commercial parcel is counter productive to preserving the natural environment that has managed to preside for so long. It also seem apparent that Dicus Rd is not the type of road that should be handling commercial vehicle traffic. The road is already dangerous enough as it is especially during inclement weather. An accident involving a commercial vehicle could prove to be very fatal and drastic as compared the existing traffic on this road. There are lots of other options for commercial real estate in this area just down the road. It seems unnecessary to disrupt a nice neighborhood.</p>		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Joe	10/2/2024	Online Tool	CZ-R3-MRV-0007	I live on Dicus Mill Road and I am against the change in zoning of the subject property from RLD to C4. Dicus Mill is already a hazardous road based on how narrow and curvy it is. Adding any sort of commercial traffic will only make it much worse. In addition, there is plenty of other commercial real estate in the area that is not used and it would benefit the county if this land was utilized instead of changing this piece of land from RLD to C4.		Millersville
Samantha Chan	10/1/2024	Online Tool	--	- The plan mentions promoting solar panels to preserve the environment. I would like to see a credit or incentive to convert gas water heaters to electric. And any incentive to covert gas to electric will be beneficial. - The plan lays out additional walking paths. I would like to see more around Route 174 and Crain Hwy. - I'm in favor of the revitalizing the Glen Burnie Town Center and Marley Station Mall. I'm in favor of including public places indoor recreation (like The Y) and education (library) in these areas.		
Matthew A. Forgen	10/1/2024	Online Tool	CZ-R3-SVN-0008	<p>1.I feel that this request to change the zoning of the property from RS to R15 would allow for the potential of greater diversity and affordability in housing in the Severn area. It is my opinion that there is a need for more affordable housing in all of Anne Arundel County. I feel this is an opportunity in Severn to achieve the goal of more affordable house for the citizens of the Severn Community.</p> <p>2.The properties in this request are locate approximately 1/4 mile from Meade Heights Elementary School.</p> <p>3.The property accesses from W. Jacobs Road which is classified as a Collector Road.</p> <p>4.Approximately 25% of this property borders properties that are in the R15 zoning district. The property to the east is the townhouse subdivision of Jacobs Forest.</p> <p>5.In submitting this request, I took in account the neighboring properties and the impact this request may have on them. In doing this, I have a written agreement with the neighboring property owner, adjacent to Parcel 272, that state that Parcel 272 will be used to access the site only. That there will not be any houses proposed on this parcel. I had planned that Parcel 445 would be reserved for forest conservation if this rezoning request were approved. This would allow for a buffer to the property located at 8315 W. Jacobs Road, Severn MD 21144.</p> <p>6.If this rezoning application were to be approved, the area for development would be buffered from the single-family lots.</p> <p>In closing I would like to say that this requested rezoning is to allow for more affordable house in the area that is so desperately needed. It is my opinion that more affordable housing is needed throughout the entire county and this request gives an opportunity to bring some of that very needed affordable house to the Severn area.</p> <p>I have included a color-coded map that shows what has been described in this letter. I appreciate the opportunity to submit my written testimony regarding this rezoning request.</p>	Attachment	Severn
Santelli	9/29/2024	Online Tool	CZ-R3-SVN-0103, CZ-R3-SVN-4799	I'm concerned about the prospect of these areas changing from low-density (R1) to higher-density (R5/R10) without mixed-use. We recently had Sandy Farm apartments go in and it was a huge disappointment that there is more density without any amenities. We had hoped it would be a mixed-use area. We need mixed-use spaces that pair the residential density with retail, food/groceries, services, etc. to be able to support and serve the growing population here.		Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Harman Simmons	9/28/2024	Online Tool	--	<p>I am writing to express my opposition to the proposed development of additional housing on Elavaton rd under the new zoning laws. While I understand the need for housing expansion in our community, I believe this particular proposal would have a detrimental impact on the quality of life for current residents. Below are the key reasons for my concern:</p> <ol style="list-style-type: none"> Increased Traffic and Congestion The addition of more homes would undoubtedly lead to more vehicles in the area, causing increased traffic on our narrow road. This could create safety hazards for pedestrians, particularly children and the elderly, and lead to longer commute times for all residents. Strain on Local Resources and Services More homes would put additional pressure on the already limited resources and services in our neighborhood. Schools, healthcare facilities, An influx of new residents would exacerbate this strain, reducing the quality of services available to current and future residents. Noise and Loss of Privacy The construction of new homes, and the resulting increase in population density, would significantly alter the character of our neighborhood. The noise from both construction and the subsequent increase in population would disturb the quiet environment that many of us value. Additionally, increased housing density could lead to a loss of privacy for those who live in adjacent homes. Environmental Concerns Our neighborhood currently enjoys access to green spaces and natural features that contribute to the well-being of residents and local wildlife. Expanding housing would likely result in the loss of these spaces, further contributing to urban sprawl and the degradation of the local environment. This could also impact air quality and increase pollution levels in the area. Impact on Property Values Finally, there is a concern about the potential impact on property values. Increasing housing density often leads to changes in the character of a neighborhood, which may make it less attractive to potential buyers. Current residents have invested significantly in their homes, and these changes could negatively affect the value of their properties. <p>In conclusion, while I appreciate the need for community growth, I believe that the proposed housing expansion on Elvaton rd. is not in the best interest of current residents. I strongly urge the council to reconsider this development and explore alternative locations or solutions that would better balance the need for housing with the preservation of our neighborhood's quality of life. Thank you for your time and consideration Sincerely, Hartman Simmons 8277 Elvaton rd. Sept 28 2024</p>		Millersville
Ingrid Hurd	9/26/2024	Online Tool	--	<p>Is there any plan for improvement along Marley Neck to Ft Smallwood? As the Tanyard communities grow traffic gets very congested during morning/evening rush hour with only 1 lane. It should not take 10 minutes just to get to B&A rd from Tanyard Shores. Perhaps adding an additional lane would improve traffic.</p>		Glen Burnie
Donna Hilton	9/24/2024	Online Tool	CZ-R3-MRV-0002	<p>I have lived at my current address on Elvaton Rd for 37 years and strongly disagree with the SAC recommendation to change the zoning from R2 to R5. The traffic on Elvaton has already increased greatly due to the new development on Old Mill Blvd and the new schools. I agree with the OPZ that a change to R5 is incompatible with the low density character along Elvaton rd.</p>		Millersville
Lynnette Jones	9/24/2024	Online Tool	--	<p>Need some type public transportation on Veteran HYwy to nearest train station</p>		

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Timothy Winans	9/23/2024	Online Tool	--	<p>Proposal to Purchase and Develop Parcel for a Public Park with Marina and Fishing Pier in Point Pleasant I hope this message finds you well. I am writing to present a community-enhancing proposal for Anne Arundel County to consider purchasing the parcel of land currently owned by ARC Management Inc. As the land borders the waterfront, this property presents an excellent opportunity for county investment that would yield long-term benefits for the surrounding Point Pleasant community and the county as a whole. Benefits of a Public Park, Marina, and Fishing Pier By transforming this parcel into a public park with a marina and fishing pier, Anne Arundel County could achieve several key outcomes:</p> <ol style="list-style-type: none"> 1. Increase in Property Values and Property Taxes: Development of a public space and waterfront access often leads to a rise in local property values. Homeowners in Point Pleasant would likely see an increase in their real estate investments, as homes adjacent to parks and marinas are particularly attractive to buyers. In addition, enhancing the aesthetic and recreational value of the area would make the neighborhood more desirable to potential new residents. 2. Improved Quality of Life: Parks and waterfront amenities contribute significantly to the well-being and quality of life for community members. A marina and fishing pier would provide residents with convenient access to recreational activities like boating, fishing, and waterside relaxation. This would foster a sense of community, promote outdoor physical activity, and provide a scenic space for social gatherings and family outings. 3. Economic Growth and Tourism: A public marina and fishing pier could attract visitors from nearby areas, boosting local tourism and creating additional economic opportunities. Businesses in the surrounding area, such as restaurants, shops, and service providers, could benefit from the increased foot traffic brought in by park and marina visitors. 4. Environmental Stewardship: The development of a park in this area could also allow the county to highlight its commitment to environmental preservation. Proper planning could ensure the conservation of local ecosystems while providing education opportunities on sustainable living practices and the importance of maintaining healthy waterways. <p>Strategic Location and Accessibility Given the parcel's waterfront location and its proximity to residential areas, the property is ideally situated to serve as a community hub. With proper design, the park and marina could become a focal point for Point Pleasant residents, while also providing the county an opportunity to enhance local infrastructure. By purchasing the property and converting it into a public park with marina access, Anne Arundel County would create a vibrant recreational asset for the community, benefiting both current residents and future generations. I kindly urge the County to explore the possibility of acquiring this property from the current owner and conducting a feasibility study for this development. Thank you for your consideration of this proposal. I am confident that this initiative will serve as a valuable investment in the future of Point Pleasant and Anne Arundel County.</p>		
John Girardeau	9/23/2024	Online Tool	--	<p>Is there a way for the county to provide an incentive to the owners of Marley Station Mall to consider alternatives to the status quo? It's pretty obvious the current mall construct isn't working for either the owners or the county. Can the county provide recommendations to the current owners to consider a potential mixed use plan (residential and commercial/retail) to revitalize this area of the county?</p>		Glen Burnie
Larry Banek	9/23/2024	Online Tool	--			

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Erin Paul	9/23/2024	Online Tool	CZ-R3-GBN-350	Install speed bumps, rumble strips, or narrow lanes to slow down vehicles. Adding roundabouts at intersections can also reduce collision risks. Add red light cameras and speed cameras to deter reckless driving. Repair sidewalks and maintain them to provide a safe walking route. This will encourage people to use the sidewalks again and not walk in the road. At times it is impossible to get out of our court onto Marley Neck BLVD. Ever since more housing was built along Marley Neck BLVD it got worse. People are using the median as a lane, but the use of the median is sometimes the only way we can get out of our court. So getting rid of the median all together is not a good idea. Our court is also forgotten about when repaving and plowing during snowstorms. When placing our address and zip code things get confused between it being a Glen Burnie address to a Pasadena address. Adding a store like Trader Joe's would help as well. The closest one is in Annapolis I believe. If more homes are built (which is not needed) we will need more schools in the area. Instead of new homes. We could add incentives for rehabbing older homes for desired home buyers. But maintaining the area is needed. There is trash everywhere.		Glen Burnie
Shellea Floyd	10/14/24	Online Tool	--	Mr. Huges/Senior Planner, Thank you for the opportunity to comment on the proposed plan for Region 3. I am a home owner in Glen Burnie and appreciate a voice on the recommendations outlined in your letter. On the topic of adding more local commercial and services in the area of Marley Neck, my opinion is NO. There is currently a massive, underutilized, Marley Station Mall that sits almost vacant. Why add commercial to the already overbuilt Marley Neck road when the mall property sits vacant. I vote fore NO MORE construction on Marley Neck Road. With regards to the Glen Burnie Town Center, I support the idea of improving that. Zoning Changes: What kind of diverse housing development and for whom? NO MORE development on Solley Road and Marley Neck Boulevard! NO commercial zoning in the Marley Neck area. As mentioned above, existing commercial property in Glen Burnie sits vacant - develop that. NO MORE development on Furnace Branch, B&A Boulevard and Dorsey Roads! Shellea Floyd		Glen Burnie
Maura Trimble	10/14/24	Online Tool	CZ-R3-MRV-0007	Please do not approve the zoning change from RLD to C4 commercial.		Millersville
Dave Deacon	10/14/24	Online Tool	CZ-R3-MRV-0007	As a local resident, I'm firmly against C4 zoning for this property due to noise concerns, traffic on a small road not designed for heavy equipment lastly and how it could affect my property value. I would much prefer to keep my community zoned as strictly residential.		Millersville
Larry Nelson	10/14/24	Online Tool	CZ-R3-MRV-0007	The roads are not designed to support commercial use. This is a residential area.		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Megan Anuszewski	10/14/24	Online Tool	CZ-R3-MRV-0007	As a resident of Aurora Hills, I know first hand how unsafe Dicus Mill Road would be were large, heavy equipment and oversized vehicles be permitted to travel this road should this permit be granted. Dicus Mill is a very narrow, curvy, unmarked road that travels through an all residential area. There are bus stops all along Dicus Mill; this is nowhere for oversized, large heavy equipment to travel. Permitting commercial use along this area of Dicus Mill would exasperate this already dangerous roadway and create unnecessary traffic, and noise pollution in this residential area. C4 Zoning is for highway commercial district designation that's intended for large-scale commercial development along major roadways. This stretch of area, the neighborhoods surrounding the address of question, is in no way "along a major roadway" and is not suited for a large-scale commercial development. Furthermore, the property owners use of the property for heavy equipment and oversized vehicles prior to granting of any permit evidences their negligence and unreasonable exercise of good, sound judgement, which is a likely predictor of future behavior should this permit be granted.		Millersville
Andrew Anuszewski	10/14/24	Online Tool	CZ-R3-MRV-0007	I am an owner of a neighboring house and do not support a zoning change on the subject address. My concerns are many, including but not limited to: 1) Environmental Impact to Severn Run. 2) wear and tear of road surface. 3) safety of Dicus Mill Road, as two compact cars can barely navigate its "S" curves, let alone oversized vehicles. 4) Noise and disturbance. 5) reduction in property value		Millersville
Daniel Miller	10/15/24	Online Tool	CZ-R3-MRV-0007	This Zoning Change Request puts the surrounding neighborhoods and the School Busses that operate on Dicus Mill Rd in danger. The road (Dicus Mill) is not designed for heavy traffic, nor large vehicles. The road does not have the width, or even shoulders, that can accommodate large, wide vehicles. The School Busses that need to use that road every morning and afternoon barely operate within the confines of the road when passing smaller passenger vehicles. Operating around larger construction vehicles and their associated trailers would be dangerous. Dicus Mill does not have lane markings. It is a winding, twisting road with limited clearances, blind driveways and limited street lighting. I hope those deciding allowing heavy commercial vehicles to operate on the is road, spend time during morning and afternoon rush hours (and school bus operations) to see the true limitations of this section of Dicus Mill.		Millersville
John Vazquez	10/15/24	Online Tool	CZ-R3-MRV-0007	I am a nearby resident of this property and I am highly against granting C4 use of it. Dicus Mill Rd is already dangerous enough with the narrow roads. This should all remain residential.		Millersville
Sandra Nelson	10/16/24	Online Tool	CZ-R3-MRV-0007	As a resident of Auroa Hills since 1979, we have already seen increased traffic and accidents on Dicus Mill and Gambrells Rd because of Route 97 and two large schools in the area. Adding commercil C4 would really impact everyone in Auroa Hills and the homes on Dicus Mill. I would ask that this operation is not approved.		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Janet Baden	10/17/24	Online Tool	CZ-R3-MRV-0007	This property is in a low rural development near an environmental area and wants c4 zoning. This should not be approved there is already heavier traffic on this road with trucks cutting through. Also if this is approved I would like to know why as another property owned way longer than this person and ran trucks since the 70s was forced to move elsewhere and its further away from the environmental area than this property. I would ask the community and the media to look into an investigation as to why this would be approved as others have not and got grief from the county even to just build additions or another structure..this guy has already build a huge shed back in the rear and seems to be doing what he pleases . Once you approve this it opens the door for other c4 permits and will ruin this place. The county says they're so much for environmental on one hand but allowing this kind of stuff all over if enough money and the right contacts are present. Please stop this now.		Millersville
Martin Ryder	10/17/24	Online Tool	CZ-R3-MRV-0007	Dicus mill road is too narrow and dangerous to support commercial use.		Millersville
Fitzsimmons	10/17/24	Online Tool	CZ-R3-MRV-0007	I have owned this property since the 70s. Please keep our community residential and do not grant C4 use to the owner of 1120 Dicus Mill Rd.		Millersville
Cindy	10/18/24	Online Tool	CZ-R3-MRV-0007	Dicus Mill Road is a small back road, so skinny that there is no divider lane in the middle. It's windy with NO shoulder. there is already a problem with bigger vehicles "Hogging" the road. Making it very dangerous. I AM AGAINST THIS; the roadway was not meant for commercial vehicles. I was already ran off the road and my passenger tires blew out from a dump truck coming around a narrow turn ON A HILL, that took up the whole road and didn't stay to his side, if I stayed in my lane it would have hit me and my car would have been totaled not to mention me probably being severely injured in the process! Thankfully the company paid to replace my tires but this is going to become a bigger issue if they open this as a C4-commercial highway through a residential area. I was born and raised on Dicus Mill Road, where my elderly parents are still currently residing. The traffic has increased immensely in the last 30 years by commuters cutting through. I am strongly against this and will hold the county liable if I or anyone in my family are injured due to this becoming a commercial highway zoning region. This road is not wide enough to handle these vehicles. There is one person, who this conveniences and they should keep their business in Pasadena where it is currently. Many people who live on this road have lived there all their lives. This road will not accommodate these large vehicles, the noise that will make, all hours of the day and night as well as the bridge that was just reconstructed several years ago. This road has a weight limit of 5 tons that is not designed to support commercial vehicles. This commercial use has already started, and this has not been approved, so they are doing what they want, its illegal and should be stopped. Making this a commercial-zoned road will also decrease the value of our homes. Who is going to pay the difference in the value of our land and our homes if this rezoned commercial????? I would not want to buy a house or live down the street from a commercial, large trucking company. The noise and the debris from these vehicles, and the safety of our roads!	Attachment	Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Stephen Horne	10/18/24	Online Tool	CZ-R3-GBN-0116, CZ-R3-GBN-4169 through CZ-R3-GBN-4175, CZ-R3-GBN-4189 through CZ-R3-GBN-4192, CZ-R3-GBN-4644 through CZ-R3-GBN-4646, CZ-R3-GBN-4898, CZ-R3-GBN-4929 through CZ-R3-GBN-4934, CZ-R3-GBN-4985, CZ-R3-GBN-4991 through CZ-R3-GBN-4994, CZ-R3-GBN-5068 through CZ-R3-GBN-5099, CZ-R3-GBN-5102, CZ-R3-GBN-5105, CZ-R3-GBN-5106, CZ-R3-GBN-5108, CZ-R3-GBN-5109, CZ-R3-GBN-5112 through CZ-R3-GBN-5118, CZ-R3-GBN-5120, CZ-R3-GBN-5122, CZ-R3-GBN-5124, CZ-R3-GBN-5125, CZ-R3-GBN-5132, CZ-R3-GBN-5133, CZ-R3-GBN-5135 through CZ-R3-GBN-5139, CZ-R3-GBN-5141, CZ-R3-GBN-5143, CZ-R3-GBN-5144, CZ-R3-GBN-5146, CZ-R3-GBN-5148, CZ-R3-GBN-5150, CZ-R3-GBN-5152, CZ-R3-GBN-5156 through CZ-R3-GBN-5158, CZ-R3-GBN-5160	The purpose of this letter is to provide written testimony to certain zoning map changes that have been proposed as part of the Region 3 Plan. These changes impact a property assemblage called Tanyard Shores (a.k.a. "Tanyard Cove South"; Subdivision #1990-210) located on Marley Neck Boulevard in Glen Burnie. Tanyard Shores is a 310-acre, multi-phase project that has been under development since 2019. Future phases of this project are still being reviewed by the Office of Planning and Zoning and are heavily dependent upon past approvals and existing zoning designations. Other phases of this project are still under construction. Given the active development status of Tanyard Shores, we are opposed to any zoning or consistency changes that could potentially impact the project going forward. We respectfully request that the Office of Planning and Zoning and/or the Planning Advisory Board remove these changes from consideration prior to the Region 3 Plan being sent to the County Council for adoption. A list of these proposed changes, as shown on the "Planning Advisory Board Draft Map Viewer", and a property map exhibit is included with this letter for your reference.	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Stephen Horne	10/18/24	Online Tool	CZ-R3-GBN-5162, CZ-R3-GBN-5166, CZ-R3-GBN-5168, CZ-R3-GBN-5169, CZ-R3-GBN-5170, CZ-R3-GBN-5171, CZ-R3-GBN-5172, CZ-R3-GBN-5173, CZ-R3-GBN-5174, CZ-R3-GBN-5175, CZ-R3-GBN-5176, CZ-R3-GBN-5177, CZ-R3-GBN-5178, CZ-R3-GBN-5179, CZ-R3-GBN-5180, CZ-R3-GBN-5181, CZ-R3-GBN-5182, CZ-R3-GBN-5183, CZ-R3-GBN-5184, CZ-R3-GBN-5185, CZ-R3-GBN-5186, CZ-R3-GBN-5187, CZ-R3-GBN-5188, CZ-R3-GBN-5189, CZ-R3-GBN-5190, CZ-R3-GBN-5191, CZ-R3-GBN-5192, CZ-R3-GBN-5193, CZ-R3-GBN-5194, CZ-R3-GBN-5195, CZ-R3-GBN-5196, CZ-R3-GBN-5197, CZ-R3-GBN-5198, CZ-R3-GBN-5199, CZ-R3-GBN-5200, CZ-R3-GBN-5201, CZ-R3-GBN-5202, CZ-R3-GBN-5203, CZ-R3-GBN-5204, CZ-R3-GBN-5205, CZ-R3-GBN-5206, CZ-R3-GBN-5207, CZ-R3-GBN-5208, CZ-R3-GBN-5209, CZ-R3-GBN-5210	<p>The purpose of this letter is to provide written testimony to certain zoning map changes that have been proposed as part of the Region 3 Plan. These changes impact a property assemblage called Tanyard Cove (a.k.a. "Tanyard Cove North"; p/o Subdivision #1990-210) located on Marley Neck Boulevard in Glen Burnie. Tanyard Cove is a 256-acre, multi-phase project that has been under development since 2013. The final section of this project, Section 3, is currently under construction and preparing to commence sales to homebuyers. All of the entitlements for this project are dependent upon past approvals and existing zoning designations. A change in the zoning at this stage could create unnecessary uncertainty in the marketplace and potentially impact sales in a negative way. We are opposed to any zoning or consistency changes that could potentially impact sales or the overall project in any way going forward. We respectfully request that the Office of Planning and Zoning and/or the Planning Advisory Board remove these changes from consideration prior to the Region 3 Plan being sent to the County Council for adoption. A list of these proposed changes, as shown on the "Planning Advisory Board Draft Map Viewer", and a property map exhibit is included with this letter for your reference.</p>	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Jane Strong	10/19/24	Online Tool	CZ-R3-MRV-0007	I am an active member of the Millersville community and have lived here for 54 years. I have long opposed a zoning change to Dicus Mill Road from residential to C4 or Commercial Highway use. I am writing to affirm my opposition to the owner of 1120 Dicus Mill Road to operate a commercial business using the property as a contractor's yard for heavy equipment and oversized vehicles. Beyond the noise of such operations, I fear that the proposed roundabout will be overly taxed since it is not meant for commercial use, creating a safety concern for residential drivers. The slope/incline of the approach to the roundabout is hazardous for heavy equipment. Furthermore, Dicus Mill Road was not built for oversized vehicles since it is narrow and has a weight limit of 5 tons. Finally, I believe that the owner has begun operations without the requisite approval, which I hope will be investigated and dealt with accordingly. Please keep me apprised of the final decision.		Millersville
Beverly Wilhelm	10/20/24	Online Tool	CZ-R3-MRV-0007	My husband and I live in a neighborhood off of Dicus Mill Rd near the property in question. We have enjoyed living in this quiet neighborhood for 55 years. We do not want the zoning changed from RLD to C4 Commercial highway use. This change would bring heavy commercial traffic on Dicus Mill Rd which has a weight limit of 5 Tons. This change will also cause loud noises which we can already hear. In conclusion this would lower our property value. Therefore please deny the request for a zoning change.		Millersville
John Owens	10/20/24	Online Tool	CZ-R3-SVN-5167, CZ-R3-GBN-5166, CZ-R3-SVN-3907	I am against the change in the zoning of my property at 8015 Ponderosa Drive Severn and the attempt to take 5% of my lot. I am also against the zoning change to the Flood plain (CZ-R3-SVN-3907) behind my property to R10, it should be zoned OS or open space. The removal of the flood plain behind my house and my neighbors' houses will impact the drainage of water from our lots and hurt the Chesapeake Bay by sending dirt and slit down the storm waters drains to the Bay. This ground should be zoned an Open Space and kept as a flood plain, which allows the dirt and slit to be deposited in the open space rather than the Bay. When it rains the flood plane is always wet and doing it job of retaining the water.	Attachment	
Olivia Cecarelli	10/20/24	Online Tool	--	I fully support the proposed Region 3 plan. I am supportive especially of the refocus on infill development and redevelopment of undertutilized and grey fields like the mall, and to continue to support small business in the Glen Burnie town center. I love the idea of facilitating access to quality park space, and also to add more housing types to the area to promote diversity and housing access and affordability. I also wanted to commend the plan for centering equity, diversity and inclusion, it is refreshing to see and I hope this prioritization can continue during implementation over the next few decades.		
Kris Davis	10/20/24	Online Tool	CZ-R3-MRV-0007	The owner has applied for C4 commercial highway for Dicus Mill Rd. Dicus Mill Rd is not designed for commercial use. The road is too narrow and not designed for heavy commercial traffic. I like to walk along Dicus Mill and with those oversized vehicles I will be too afraid to walk Dicus Mill. Please do not allow the zoning change to take place. Than you, Kris Davis		Millersville
John Nelson	10/20/24	Online Tool	CZ-R3-MRV-0007	I do not support the zoning change being requested from residential low density to C4 commercial hwy use. The roads cannot support this level of traffic, and the nearby neighborhoods would be adversely impacted by this change.		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Samuel Freeman	10/20/24	Online Tool	CZ-R3-MRV-0007	I opposed go granting C4 use. Dicus Mill Rd is an older, very narrow and winding road with many homes along it. In bad weather it is a tricky road to drive even for drivers that are quite familiar with it. Allowing heavy equipment and oversized vehicles to operate on it will only increase the danger to the normal personal and vehicular traffic along this road. This road and the area around it needs to remain residential!		Millersville
Raj M. Patel	10/23/2024	Online Tool	CZ-R3-GBN-0001B	<p>Dear Anne Arundel County Planning Advisory Board: My name is Raj Patel, and I would like to request the Board to please consider updating the zoning of our parcel to "C4" which would be consistent with the recommended zoning for the parcel adjacent to me owned by Mr. Paul Cocores. My father Mani Patel and Mr. Cocores have been working together for over 20 years trying to develop the entire site jointly, but the restrictive zoning has been a hinderance to developing or even selling their parcels to other developers. We have invested a significant amount of time and resources into pursuing the original plan of a hotel project since my father purchased the land in 1985! But unbeknownst to him, the zoning at the time which allowed for the hotel was then downgraded. Since then, both my father and Mr. Cocores have received several purchase offers from major retailers whose offers were rescinded prior to the due diligence period expiration, thereby tying up our properties for years and not entitling us to any escrow deposits. My father has continually paid property taxes on his undeveloped land since he first purchased it. He has been waiting for this moment, but now at the age of 89 he has asked me to pursue his dream, him having come to this country in 1959 and studying at Catholic University to become a civil engineer. His American immigrant success story has been significantly impacted but maybe, maybe his dream can come true as he has asked me to continue to pursue his dream given his age. Together with parcel CZ-R3-GBN-0001A, we have over 3.5 acres which we believe is the required size for any redevelopment efforts of significant value to the County and surrounding community. Not only will this land provide economic development in terms of more jobs, higher sales and property tax revenue, it will serve as a very visible achievement of the County's economic development effort promoted by this respected Board. We are more than willing to work with the Planning Board to seek the County's desired type of development. In addition, we will work with the residents on the opposite side of Sterling Avenue to provide the necessary landscaping buffer, if that is a concern. Honest collaboration is fundamental to meeting the needs of all stakeholders for a successful outcome the County can be proud of. In addition, we can submit certain documents for your review that demonstrate our efforts and the value that a "C4" zoning can provide. I ask the members of the advisory Board to please consider our request, understanding that the ultimate decision lies with the Anne Arundel County Council. Sincerely, Raj Patel 917-330-1220</p>	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Laura Ellis	10/23/2024	Online Tool	CZ-R3-SVN-0111	<p>The Severn Crest Community has submitted written testimony via a letter. One detail left out of that letter is that if there is a new development that is created next to ours we are advocating that it also be a 55+ community. Those who are retired and are senior citizens also need affordable, safe housing and easy access in and out of their community. The new community needs its own access to 170, and not come through our community.</p> <p>Attachment: I am writing on behalf of the residents of Severn Crest, a 55-plus community located in the Severn area, to express our concerns regarding the proposed new development that is part of Region Plan 3. We understand the need for additional housing within our county, and we support efforts to provide it. However, we believe that the current proposal for traffic and road access through Buckingham Nursery Drive poses significant issues for our community. Our primary concern is that allowing the new development's traffic to flow in and out exclusively through Buckingham Nursery Drive will drastically change the character of Severn Crest. Our community is valued for its quiet, safe environment, and we are deeply worried that this change will introduce heavy traffic, noise, and potential safety hazards. The increased volume of cars passing through a single narrow road not designed for such use would make the area less safe, particularly for our senior residents, who often walk, drive, and socialize near these roads. Moreover, having only one point of entry and exit for both our community and the new development presents a significant safety risk in the event of an emergency. In the case of a fire, medical emergency, or natural disaster, all residents could find themselves trapped if Buckingham Nursery Drive becomes congested or inaccessible. We urge the committee to reconsider the current plans for access and instead require the new development to create its own separate entrance and exit directly onto Route 170. This would not only help maintain the character and safety of our community but would also ease the burden on existing roads. Furthermore, traffic on Route 170 itself is already a concern. We request that the county take steps to improve traffic flow by widening Route 170 and adding a traffic light at the intersection of Minnetonka Road and Route 170. This would greatly improve safety and accessibility for everyone in the area. Additionally, Reece Road, which frequently backs up during peak hours, could also benefit from traffic flow improvements.</p> <p>We stress the safety of the roads because residents of our community have been in car accidents attempting to enter and exit our community. Terrible accidents did occur at the intersection of Minnetonka and Route 170 which resulted in a couple of people who had to be hospitalized as well as go through rehabilitation for 6+ months. We do not wish that to happen to anyone else, especially when the county can take steps to prevent it. Whether 170 is a county or state road Anne Arundel County should be our advocate to ensure that all it's residents are safe. We are not opposed to development or growth in our area, and we understand the importance of creating housing for new residents. However, these changes must be made responsibly, with proper attention to infrastructure and community safety. We hope that the committee will address these concerns and ensure that both existing and new residents can live in a safe, well-planned environment. Thank you for your consideration, and we look forward to your response.</p>	Attachment	Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Aramis Rodriguez	10/23/2024	Online Tool	CZ-R3-MRV-0007	<p>I oppose the zoning change of 1120 Dicus Mill Rd property because:</p> <ol style="list-style-type: none"> 1. This community lacks the appropriate transportation infrastructure and accesibility for any commercial/industrial business. Increased traffic in an area that is not designed and appropriate for traffic of heavy vehicles. Dicus Mill is a restricted weight road. 2. Environmental impact to the Chesapeake Bay tributaries. The property is located next to a tributary. Commercial/industrial development threatens the bay ecosystem. The property is within the Severn Run Environmental Area. 3. Pollution: commercial/industrial areas have a big footprint of pollution which could be adverse to the health. Environmental hazards include waste, smoke, noise pollution, and odors. Commercial operation can build up contaminants that make the surrounding area undesirable for residential. 4. Excess noise would disturb the peace and quiet that characterize the community. 5. Unpredictable hours: businesses operate late hours, causing disturbances at night. 6. Safety concerns: increased traffic and activity will lead to potential safety issues and possible crime risks. Traffic congestion in the area if the highway engineering cannot accommodate the heavy flow. 7. Commercial/industrial development in the area is not operationally efficient for the community. 8. Lack of privacy due to increased traffic or the presence of commercial activities. This project is invasive to the residential community. 9. Home values: commercial/industrial estate will negatively affect the community properties value in nearby residential areas. "It is not uncommon for lower-income housing to be located adjacent to industrial parks. The potential for excess noise, traffic, and pollution can drive down prices in the surrounding residential market." (Investopedia, July 2022) 10. This project does not fit in the community's economic priorities. There is enough availability of commercial/industrial space within the Region to even consider displacement of residential communities. 11. The County would end up investing a ridiculous amount of money in infrastructure that would only benefit the business. Moreover, the future costs of maintaining such infrastructure. 12. This project seems not to be socially responsible, thoughtful, and intentional about the site selection and the intended use. Moreover, it does not take into account the concentric circles around it. 13. Lack of detailed plans addressing traffic management, environmental impact, and compatibility with existing rural development. 14. There is no positive economic value added to the community but the developer/owner of the property to be reclassified. 		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Mary Williams	10/23/2024	Online Tool	CZ-R3-MRV-0007	<p>I have been a resident of the Aurora Hills subdivision on Dicus Mill Road for fifty-three years. Our community is located near the subject property at 1120 Dicus Mill Road. This area has been zoned RLD since I moved here in 1971 and should remain zoned residential. I am in opposition to changing the zoning to C4 Commercial Highway for the following reasons: ROAD SAFETY • Dicus Mill Road is a narrow, hilly road with many curves and obstructed views. • The road has no shoulders and poor drainage. • During heavy rainfalls, the road is subject to high water overflowing the Severn Run Bridge and the bridge becomes dangerous to cross. • There is a posted 5-ton weight limit and a 30-mph speed limit, neither is enforced. • Dicus Mill Road was not built to handle commercial vehicle traffic. TRAFFIC SAFETY • Traffic volume has increased and gets very bad when there is an accident on I-97. • The intersection at Gambrills Road and Dicus Mill Road is currently being studied to add a roundabout to slow down vehicles and provide a safer intersection. This intersection would be the access for commercial vehicles to enter Dicus Mill Road. • Cars escaping traffic problems on I-97 use our community to exit to Gambrills Rd. These vehicles jeopardize the safety of our children waiting for their school buses. • Speed has increased over the 30-mph limit. Some cars travel 40 mph or more. • Solar powered signs were recently erected from the intersection of Dicus Mill Road and Gambrills Road and extend east to where Dicus Mill Road connects to Najoles Road. The purpose of the signs is to alert drivers to avoid driving through dangerously high water at the bridge. • Inadequate attention to keeping the trees and growth trimmed back. The trees and growth encroach out into the roadway. Leaves build up in the drainage ditches on the sides of the road and water flows across the road. In the winter, the water running across the road freezes and the road becomes very slick particularly at the curves. • The area all along Dicus Mill Road is fully developed with residential properties. Commercial vehicles would increase noise and safety hazards. PERSONAL EXPERIENCES • I have been run off the road by a semi-truck using Dicus Mill Road illegally. • Because the trees and brush are not regularly maintained along the road, drivers drive their vehicles down the middle of the road to avoid scratching or damaging their vehicles. This situation will only get worse as traffic flow increases. I and many of my neighbors have witnessed bad accidents at the Dicus Mill Rd and Gambrills Road intersection. Many are due to safety factors and speed. Also, during peak hours or if accidents have occurred on I-97, the traffic cuts through Dicus Mill Road and Gambrills Road and makes it difficult for residents to enter or exit our community.</p> <p>CONCLUSIONS • Dicus Mill Road has been zoned RLD with no commercial properties for over 50 years. This road is old, narrow, fully developed and is simply not safe for commercial use. • It is my concern that allowing this zoning change would increase traffic that would encroach on the quiet, safe rural area we homeowners were looking for when we purchased our homes. • Changing the subject property to C4 zoning simply makes no sense. • Closing the Dicus Mill Road access at Najoles Road might be the solution to many of the existing problems.</p>	Attachment	Millersville
Anna	10/23/2024	Online Tool	CZ-R1-CBS-1173	<p>I am a home owner in region 3 and spend a lot of time in the area. I vote: NO to adding local commercial services on Marley Neck Blvd. NO to more development on Marley Neck Blvd or Solley Rd. NO to more commercial zoning on Marley Neck, Furnace Branch, B&A, or Dorsey Rd. YES to redeveloping the Town Center and the Marley Station Mall</p>		Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Charlotte Price	10/23/2024	Online Tool	CZ-R3-GBN-4661	<p>Hello My name is Charlotte Price and I represent the Glen Burnie Recreation Association. I started with GBRA dance program 45 years ago, have been a member of the association and assistance teacher for 40 years and an officer of the association for 30 years. The GBRA is a Not For Profit organization that has dedicated itself to the service and betterment of the residents of Glen Burnie for 69 years. The property at 326 Greenway Road is owned by the Glen Burnie Recreation Association not the County. It has been the site of the GBRA administrative offices and an active dance studio for approximately 35 years. We are a commercial use. The County wants to re-zone us Open Space and we do not support this designation. Open Space Zoning does not permit dance studios or any related accessory uses. It will not allow us to make productive use of the structure where our dance school is located or the rest of the property. Forcing us to conform to Open Space use standards means that we will have to shut down our dance school and any of the other activities that we support. It also means that we will have stop our long-range planning activities for constructive future use of these 5 acres. This is one of the most densely populated parts of the County and we have been working on Future plans for this property for the benefit of our community. We respectfully request that we be re-zoned SB (Small Business) to continue our mission and dedication to the community of the last 69 years.</p>		Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Phil Hager	10/23/2024	Online Tool	CZ-R3-GBN-4270, 4271	<p>The subject property, located at 1007 Crain Highway, SE, in Glen Burnie is a two-parcel property totaling approximately 1.55 acres. It is situated along Crain Highway in the intensely developed area of “downtown” Glen Burnie between Aquahart Road and 5TH Avenue. These parcels may be geo-referenced as Parcels 232 and 378 on Map 9, Grid 23 and the Tax Account Numbers are: 03-360-17169903 and 03-360-90038226. Crain Highway is an Arterial roadway, and this portion of the Crain Highway Corridor has existed as a heavy commercial corridor for decades. The property is currently the home of Kroeger Electric, a commercial construction contractor specializing in electrical construction. The subject property houses Kroeger’s business offices, administrative headquarters, their storage and warehouse areas, fabrication facilities and outside storage, including vehicles. The property is divided by an east-west zoning demarcation that separates the rear parcel (Parcel 378) into two distinct zoning classifications. The northern portion of the parcel is zoned C3, while the southern portion of the parcel, as well as the front parcel (Parcel 232) are zoned C4. There does not appear to be any reasonable rationale to explain this division. There are no physical features (natural or artificial) that correspond to this demarcation, and it does not match the parcel delineation of this property or that of adjacent properties. In fact, the neighboring property (1003 Crain Highway) is split in a similar fashion and that anomaly is the subject of a pending re-zoning request (CZ-R3-GBN-0017). Most of parcel 378 – including the portion that is zoned C3 – is utilized as the outside storage area of the business. This is not in keeping with C3 zoning; however, the activities have been registered as a Nonconforming Use. The C4 Zoning Classification is intended to provide for “Highway Commercial” activities and uses. Given this property’s current use, its direct frontage along Crain Highway, its size, and its proximity within this intensely developed corridor, it certainly meets these characteristics. The properties to the south and the front parcel are all zoned C4. The commercial activities currently taking place on these two parcels are consistent with the C4 zoning classification. The property owner is asking that this property be matched to ongoing business activities taking place on these two parcels and the corridor in which it lies. The rearward parcel (Parcel 378) is also split on a north-south alignment C3/R15 in addition to its east-west C4/C3 split. The rearward parcel (Parcel 378) extends eastward to - and into - an existing area of residential housing. The existing residential zoning (R15) supports the existing housing uses in that area to the east, however, the subject property and its heavy commercial use extends back to the beginning of the R15 zoned area. Parcel 378 also includes a long, narrow “panhandle” that extends into the residential area. This “panhandle” is not utilized by the property owner for commercial purposes. A split-zoned parcel in this instance is defensible should the County wish to consider extending the C4 zoning line to the westward edge of the residential area while making the “panhandle” portion of the lot R15 since there is residential zoning on both sides. With regard to Land Use, the requested designation of C4 is consistent with the existing Land Use designation of “Commercial” and is consistent with that same designation throughout the vicinity. Plan 2040 shows the subject property as being surrounded by “commerciallydesignated” land use. The property owner is respectfully requesting that this parcel be re-zoned to C4 as part of the Region 3 Comprehensive Re-Zoning process, especially as no Land Use change will be necessary (...) see Attachment.</p>	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Phil Hager	10/23/2024	Online Tool	CZ-R3-MRV-0102	<p>The subject property is a 3.1-acre property located at 8450 Elvaton Road, in Millersville. The subject property is strategically situated along the Route 2 corridor between East-West Boulevard and Route 10 to the south, and Route 100 to the north. The subject property is currently split-zoned C1/OS and the Office of Planning & Zoning is recommending the elimination of the split to make the property 100 percent C1. The landowners concur with the idea of a uniform classification, however, they would prefer C4 as the more logical designation. This is justified given this property's direct frontage along Elvaton Road near its busy intersection with Jumpers Hole, its relatively large size, and frontage dimensions, and the fact that vehicular traffic to and from this site will be regulated by an existing traffic light. Adjoining properties are zoned R1, C3 and C4. The areas to the west are residential in nature and a residential zoning designation in that area makes sense. The areas to the east and north are C3 and C4 which is consistent with their status as intensely developed commercial properties within this commercial corridor. The subject property was previously occupied by a retail operation; however, it is currently undeveloped. The existing C1 zoning makes no sense whatsoever. There is no C1 use on the site and there is no C1 zoning in the vicinity, in fact, the closest C1 parcel is 2,000 feet away. Retaining the C1 designation forces this property to remain an island of low intensity commercial (C1) within an environment of intense commercial development. The existing C1 zoning has stymied a number of re-development initiatives in recent years and serves as an obstacle to re-investment. Contract purchasers have looked at low-intensity commercial development proposals as well as medium density residential (townhomes) and high intensity residential uses. The lack of public wastewater services and the need to absorb sewer line extension costs into a project have derailed every re-development scenario considered. This, more than anything else, explains why this property has remained undeveloped despite the fact that it is a prime candidate for re-development. The subject property's proximity to other C3 and C4 properties, its location within this busy corridor, its vehicular accessibility and the fact that it has its own traffic light all serve to justify its redesignation to high intensity commercial. A C4 use at this location could very easily forego the need for sewerage extension in favor of onsite wastewater services. Unless or until the County extends wastewater service to this property, there is no other viable alternative for effective re-use of this property, despite its strategic location. With regard to Land Use, the requested designation of C4 is consistent with the existing Land Use designation of "Commercial" and is consistent with that same designation throughout the vicinity. Plan 2040 shows the subject property as being dominated by "commercially designated" land uses. Granting this request will encourage appropriate re-development and will incentivize new commercial and business activities. It is also consistent with sound land use planning in that it adjoins similarly developed properties and lies entirely within an area of intensely developed commercial properties.</p>	Attachment	Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Perry	10/23/2024	Online Tool	CZ-R3-MRV-0007	<p>The thought of commercial truck traffic on Dicus Mill (and probably Gambrills Rd) scares me. That road is narrow and winding. In the area by 1120, there is no center lane marking -- it's a one lane road!! It has no shoulders and would be destroyed in short order by large trucks. The trucks would most likely get onto Dicus Mill from Gambrills Road. Right now the speed limit in that are is 30 MPH and rare is the vehicle that travels anywhere near that speed. 40 to 50 seems to be the norm. 60 and up is not unusual. Even though there is a continuous double yellow center line, I have been passed many times because I only drive 35 to 40 (on Gambrills). I seriously doubt that truck drivers will honor the restrictions currently imposed for Gambrill Road and Dicus Mill. I am a retired Safety Engineer PE and Certified Safety Professional (CSP). Even a cursory hazard analysis would show that allowing commercial truck traffic on Dicus Mill would not support a good risk/benefit ratio. I'm sorry I couldn't find the Change ID on-line. John Perry</p>		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
David Plott	10/23/2024	Online Tool	CZ-R3-SVN-0003	<p>This firm serves as counsel to Craig Mercier (the “Applicant”), owner of the above referenced Property. The Property consists of a vacant parcel of land along Jones Road in Severn, Maryland. We have reviewed the Region 3 Draft Zoning Map and the recommendations of the County Office of Planning and Zoning (“OPZ”) and the Region 3 Stakeholder Advisory Committee (“SAC”) in response to the Applicant’s W2 zoning application. The SAC “did not come to a consensus on this site, therefore there is no recommendation.” Based on the video recording of the SAC meeting, there was a split between the SAC members on rezoning to W2 or retaining the existing W1 District zoning for the Property. OPZ’s recommendation is to retain the existing W1 District zoning of the Property. The purpose of this letter is to provide further information and support to the PAB for Mr. Mercier’s request for W2 zoning. Aerials of the Property are attached hereto as Exhibit A. The Property is presently classified W1-Industrial Park District. We are requesting to rezone the Property to W2 – Light Industrial District that allows for additional uses not permitted in the current W1 – Industrial District, including outside storage uses proximate to the BWI Airport. Mr. Mercier owns a small, local asphalt and sealcoating company that is located in Anne Arundel County named Bayside Asphalt Sealcoating. The company presently includes Mr. Mercier and two employees. In order to support his small business, Mr. Mercier needs outside storage for equipment and a truck, including, in particular, the following: one (1) Ford F-250 pick up truck, one (1) pull behind trailer with 500 gallon tank, one (1) 3,000 gallon storage tank for sealcoat, one (1) ride-on squeegee machine used for sealcoating, and one (1) C container (shipping container) to store landscaping equipment and other hand tools. W2 will allow not only outside storage but a small contractor’s yard as a permitted use. Contractor yards are not permitted in the W1 District but are permitted in the W2 District. Proper fencing and landscaping would be installed to screen the Property from both Jones Road and neighboring properties. Due to the mix of industrial and commercial uses in the surrounding area, including several W2 zoned parcels, the requested W2 District is well suited for this Property and is compatible with the neighborhood. There is no current use of the Property. However, two permits have previously been approved for the Property. A permit to erect a 7,200 square foot premanufactured metal shall building was issued in 2015 and a grading permit to raze and grade the then existing structure and to grade and stabilize for a new industrial building, stormwater management system, and sewer extension. Mr. Mercier has let both projects lapse in order to advance his local asphalt and seal coating company. Mr. Mercier no longer seeks to advance the prior plans and permits, instead Mr. Mercier simply seeks to operate his small, Anne Arundel County-based business from his industrially zoned property. Mr. Mercier has one pick-up truck related to the business. No box trucks, dump trucks, cement mixers, flatbed trucks, heavy haulers, semis, or tractor trailers will be stored on the Property, nor will such trucks routinely travel to and from the Property, the items necessary for the operation of the business and currently owned by the business are those items listed herein. Mr. Mercier’s proposed use of the Property and W2 zoning will not increase the amount of industrial truck traffic on Jones Road. A Ford F-250 pulls all equipment necessary, no larger trucks are necessary for the daily operations of the business. A rezoning to W2 District will provide for additional options to Mr. Mercier to better operate his business on this industrial Property (...) see Attachment.</p>	Attachment	Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Kinley Bray	10/23/2024	Online Tool	CZ-R3-MRV-0004	<p>This firm serves as counsel to Attman Holdings Reserve Parcel LLC (the “Applicant”), owner of the above referenced Property. The Property consists of a vacant parcel of land south of Elvaton Road in Millersville. It is directly adjacent to another vacant parcel at 8215 Hook Road which consists of 5.35 acres and is also owned by an affiliated entity of the Applicant.1 The Property comprises 12.156 acres and was platted as part of the Richardson Property subdivision. The Property is shown on the aerials attached and marked with a red “X.” The County Office of Planning and Zoning (“OPZ”) recommends retaining the R1 zoning while the Region 3 Stakeholder Advisory Committee (“SAC”) supports our request for R5 District zoning. The SAC’s justification for R5 states: “[t]he change to R5 will promote additional housing opportunities in proximity to the MD 2 commercial area. OPZ should consider whether additional properties along Elvaton Road should also receive an increase in zoning density.” OPZ’s justification states: “[r]etaining R1 is consistent with the adopted Plan2040 Planned Land Use and the existing built density within this area. A change to R5 would be isolated within an area that is an established low-density neighborhood and inconsistent with the adopted Plan2040 Neighborhood Preservation Development Policy Area and Planned Land Use.” While the Property is adjacent to R1 zoned property to the north, that includes a couple single-family dwellings and All-Duty Repairs, a bus and truck towing and maintenance facility, the surrounding residential zoning is a mix of residential densities. Contrary to OPZ’s justification that R5 is inconsistent with the low density character of Elvaton Road, the residential zoning to the west is R1, R2, R5 and R15. The 52-lot Wades Grant subdivision is located to the west and south of the Property. The Pondview residential community adjoins Wades Grant. While the Property is adjacent to R1 zoned property to the north, that includes a couple of singlefamily dwellings and All-Duty Repairs, a bus and truck towing and maintenance facility, the surrounding residential zoning is a mix of residential densities. Contrary to OPZ’s justification that R5 is inconsistent with the low density character of Elvaton Road, the residential zoning to the west is R1, R2, R5 and R15. Then newly constructed 52-lot Wades Grant subdivision to the west and south of the Property. The Pondview residential community adjoins Wades Grant. As referred to in the SAC’s justification, R5 District will help meet the Plan2040 goals of providing housing in proximity to employment centers. The close proximity of the Property to Rt. 2, Rt. 100 and 97 and adjoining employment centers such as the Baltimore-Washington Medical Center make the Property an excellent location for providing new housing that is well situated relative to major highways and employment areas. R5 District will help increase housing opportunities for County residents and potential residents from outside of the County looking to move closer to high employment areas. The rezoning of the Property to R5 is consistent with Goal BE11 of Plan2040 which states: Goal BE11: Provide for a variety of housing types and designs to allow all residents housing choices at different stages of life and at all income levels. Policy BE11.1: Ensure the quality of the County’s existing housing stock is maintained. Policy BE11.2: Review zoning and development regulations and amend to allow for a variety of residential forms, densities and sizes in stable communities throughout the County. With excellent proximity to major highways, retail, and employment centers, this rezoning request would be an extension of nearby communities of single-family dwellings like Wades Grant. The Property is also close to recreational amenities such as the B&A Trail and the proposed Marley Creek Park (...) see Attachment.</p>	Attachment	Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Kinley Bray	10/23/2024	Online Tool	CZ-R3-MRV-0005	<p>This firm serves as counsel to Attman Holdings Hook Road LLC (the “Applicant”), owner of the above referenced Property. The Property consists of a vacant parcel of land south of Elvaton Road in Millersville. The adjacent Reserved Parcel comprises 12.156 acres is also owned by an affiliated entity of the Applicant.1 The Property consists of approximately 5.35 acres and is currently zoned R1, Applicant is requesting R5 zoning. The Property is shown on the aerials attached and marked with a red “X.” The County Office of Planning and Zoning (“OPZ”) recommends retaining the R1 zoning while the Region 3 Stakeholder Advisory Committee (“SAC”) supports our request for R5 District zoning. The SAC’s justification for R5 states: “[t]he change to R5 will promote additional housing opportunities in proximity to the MD 2 commercial area. OPZ should consider whether additional properties along Elvaton Road should also receive an increase in zoning density.” OPZ’s justification states: “[r]etaining R1 is consistent with the adopted Plan2040 Planned Land Use and the existing built density within this area. A change to R5 would be isolated within an area that is an established low-density neighborhood and inconsistent with the adopted Plan2040 Neighborhood Preservation Development Policy Area and Planned Land Use.” While the Property is adjacent to R1 zoned property to the north, that includes a couple single-family dwellings and All-Duty Repairs, a bus and truck towing and maintenance facility, the surrounding residential zoning is a mix of residential densities. Contrary to OPZ’s justification that R5 is inconsistent with the low density character of Elvaton Road, the residential zoning to the west is R1, R2, R5 and R15. The 52-lot Wades Grant subdivision is located to the west and south of the Property. The Pondview residential community adjoins Wades Grant. While the Property is adjacent to R1 zoned property to the north, that includes a handful of singlefamily dwellings and All-Duty Repairs, a bus and truck towing and maintenance facility, the surrounding residential zoning is a mix of residential densities. Contrary to OPZ’s justification that R5 is inconsistent with the low density character of Elvaton Road, the residential zoning to the west is R1, R2, R5 and R15. Then newly constructed 52-lot Wades Grant subdivision to the west and south of the Property. The Pondview residential community adjoins Wades Grant. As referred to in the SAC’s justification, R5 District will help meet the Plan2040 goals of providing housing in proximity to employment centers. The close proximity of the Property to Rt. 2, Rt. 100 and 97 and adjoining employment centers such as the Baltimore-Washington Medical Center make the Property an excellent location for providing new housing that is well situated relative to major highways and employment areas. R5 District will help increase housing opportunities for County residents and potential residents from outside of the County looking to move closer to high employment areas. The rezoning of the Property to R5 is consistent with Goal BE11 of Plan2040 which states: Goal BE11: Provide for a variety of housing types and designs to allow all residents housing choices at different stages of life and at all income levels. Policy BE11.1: Ensure the quality of the County’s existing housing stock is maintained. Policy BE11.2: Review zoning and development regulations and amend to allow for a variety of residential forms, densities and sizes in stable communities throughout the County. With excellent proximity to major highways, retail, and employment centers, this rezoning request would be an extension of nearby communities of single-family dwellings like Wades Grant. The Property is also close to recreational amenities such as the B&A Trail and the proposed Marley Creek Park. More housing in this area is a public benefit as there is a lack of supply in this highly marketable area (...) see Attachment.</p>	Attachment	Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Phil Dales	10/23/2024	Online Tool	CZ-R3-MRV-2888, CZ-R3-MRV-2853, CZ-R3-MRV-2855, CZ-R3-MRV-1270, CZ-R3-SVN-4754	<p>Dales Associates represents St. John Properties, Inc. (“SJP”) with regard to several properties in Region 3, including the properties known as I-97 Business Park, Quarterfield Center, and Glen Burnie Crossing. SJP hereby requests a minor zoning change with regard to I-97 Business Park. Proposed Rezoning and Requested Zoning I-97 Business Park is located at 1110 Benfield BLVD in Millersville. There are small portions of the property which are proposed for Open Space land use and OS – Open Space zoning. SJP requests that the relevant portions of all parcels instead retain their current W1 zoning. See Attachment A. It is our understanding that the original reason for the OPZ recommendation for the various OS rezonings at I-97 Business Park was based on a planning policy applicable to properties throughout the County where OS zoning was considered consistent with certain underlying “on the ground” conditions. It is further our understanding, however, that OPZ staff is now supportive of such property (throughout the County) retaining its current zoning and not being rezoned to OS in cases where a property owner does not support such a change or rezoning. That being the case, SJP respectfully requests PAB recommend the retention of the W1 zoning in keeping with the requests of SJP and OPZ’s current recommendation to allow W1 zoning to remain. In light of the OPZ recommendation immediately above, it may not be necessary at this point to describe the substantive reasons for the SJP’s request to retain W1 zoning. In the interest of caution, however, SJP notes here that there are, in fact, multiple and significant reasons why the previously recommended change would be unnecessary and unintentionally harmful to the long-term use of the subject property and land use goals of the Region 3 SAC. Development and land restrictions limit the development on environmentally sensitive property.</p> <p>While SJP does not have immediate plans for any changes to the property, the need for such minor modifications to the already developed site may arise if site features must be modified, relocated, or reconstructed. Both (A) the land basis for accommodating that redevelopment with new space in accordance with the bulk regulations of Article 18 (e.g., lot coverage) and (B) the flexibility to comply with the development regulations of Article 17 (e.g., road design, landscaping) in association with a needed subdivision or recombination of lots could potentially be limited where the OS portion is removed from the W1 zoned land on the property. Generally, the property comprises badly needed W1 land which accommodates the uses and businesses fundamental to the Anne Arundel County economy. The recommended change to OS threatens to impair the use of that property in significant ways. The Office of Planning and Zoning (“OPZ”) has a new position where they support owner’s requests to remove OS zoning from their property. SJP is appreciative of this position and requests that OS be removed from the I-97 Business Park subdivision. Conclusion For the above stated reasons, the Applicant respectfully requests that the PAB revise the recommendation on I-97 Business Park to remove the OS zoning. Please do not hesitate to contact me if you would like to discuss this matter further.</p>	Attachment	

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Phil Dales	10/23/2024	Online Tool	CZ-R3-GBN-0001A, CZ-R3-GBN-0001B	<p>Dales Associates represents Velocity Ventures LLC with regard to the property located at 6301 Ritchie Hwy, Glen Burnie, MD 21061 (the "Property"), tax account numbers 05-000017637200 and 05-000-090039194. Collectively, Velocity Ventures, LLC, and the property owners, 6301 Ritchie HWY, LLC and Mani G Patel Trustee and Madhu Patel Trustee are herein the Applicant. The Applicant requests a change from the recommended split zoning of C3 – Commercial General and C4 – Highway Commercial District to C4 for both parcels. Property Background The Property is two parcels, collectively 2.14 acres on Map 5 and Parcels 64 and 65 with tax account number 05-000- 17637200 and 05-000- 90039194. The Property is located on Ritchie Highway in Glen Burnie just south of the Interstate 695 intersection. Across the street from the Property is the Beltway Shopping Center. The Property is currently split-zoned with most of the Property zoned C-2 and a portion zoned residential. See, Attachment A. Generally, Ritchie Highway serves as a significantly-developed, north-south corridor running from Annapolis through Severna Park to Pasadena, Glen Burnie, and Brooklyn Park. While residential areas flank Ritchie Highway to the east and west, much of Ritchie Highway's immediate private frontage is commercially developed, or suited to commercial or industrial uses, while not realistically suited to accommodate residential development. The Property is north adjacent to a parcel with C4 – Commercial HWY and south adjacent to open space zoning supporting the highway. Currently, a 3,332 SF structure sites on the Property with a 750 SF detached garage and associated parking, while it is otherwise unimproved. The Applicant seeks to more efficiently use the Property's commercially appropriate location in an area of Ritchie Highway where surrounding development is consistent with that intent. Adjacent properties have both C3 and C4 zoning while the Property has maintained C2 zoning despite being next to the interstate. Redeveloping the Property will better benefit the community amidst existing and proposed commercial uses. In the current zoning, the goals of Plan2040 will be harder to achieve. The Property is close to existing infrastructure and can support greater uses which will benefit the County as a whole. Proposed Zoning The current recommendation to the PAB suggests split-zoning between C3 and C4. The rationale for the change of current split-zoning is sensible but, on closer review, the Applicant notes some challenges which would arise from the split-zoning, as currently proposed: This change to rezone to C3 and C4 is consistent with the adopted Plan2040 Planned Land Use and compatible with the surrounding area. Rezoning the parcel that fronts MD 2 to C4 will help promote redevelopment and is consistent with the site's Critical Corridor Development Policy Area designation. Rezoning the parcel that fronts Sterling Avenue to C3 will similarly promote redevelopment, but will be more compatible with the existing single-family residential neighborhood than the potential range of uses allowed under the more intensive C4 zone. The Applicant fully agrees that the property's frontage on Ritchie Highway presents a strong case for C4 zoning. And, while, in some cases, C3 zoning may be more compatible with adjacent residentially zoned property, many C4 uses are equally compatible as uses permitted in the C3 district. The impact of the specific C3 or C4 use on adjacent residential property will primarily be determined by the details of site design. development regulations. More importantly, however, split zoning of the relatively small property will give rise to varying development requirements for different portions of the site. While the Applicant has not yet determined all specifics of a proposed use for the site (...) see Attachment.</p>	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Guy Stanton	10/23/2024	Online Tool	CZ-R3-GBN-0017	Seeking C 4 zoning, the property is currently split zoned. This is a obstacle to my ability to redevelop this property. I am interested in reinvesting in my neighborhood, granting me C4 zoning will make that possible.		Glen Burnie
Laura Bagnell	10/22/2024	Online Tool	CZ-R3-GBN-4661	I have taken dance lessons with GBRA since 1968. I have had 3 sisters, 3 nieces, 2 daughters, and a great-niece also participate in the program. I am a retired AA county teacher and a countless number of my former students have taken classes here. I am also the treasurer of GBRA. Being a not-for-profit, we have provided affordable lessons for the community since moving to this location in 1988. We function as a small business and would like to be in compliance with our zoning.		Glen Burnie
David Phipps	10/22/2024	Online Tool	CZ-R3-GBN-0401	The property is c3 and the adjacent property is r5. Both properties have been used in the past by a furniture company for commercial c4 use. Surrounding use of nearby and adjacent properties are a c4. It is not fair to not approve the proposed c4. The properties are improved with commercial c4 use and should be able to have the correct zoning. It is withing the intent of comprehensive rezoning to allow expansion of areas already improved with c4 uses.		Glen Burnie
Underwood	10/22/2024	Online Tool	--	I do not want to change the zoning to C4. There's too much traffic on this narrow Rd now. Also we shouldn't need to deal with the loud noises.		Millersville
Angela Gallagher	10/22/2024	Online Tool	CZ-R3-GBN-0401	I appreciate your consideration of the zoning change to accommodate the current use of this property. In the past, we had 40-50 foot tractor trailers having to stop traffic on Crain Hwy to back down our driveway. With this property, they are able to turn around behind the building making it a much safer maneuver.		Glen Burnie
Roland Kroeger, Jr.	10/22/2024	Online Tool	CZ-R3-GBN-4270, 4271	The subject property, located at 1007 Crain Highway, SE, in Glen Burnie is a two-parcel property totaling approximately 1.55 acres. Kroeger Electric Company has used this property as its headquarters, storage and warehouse for decades. Although the parcels are zoned differently (Parcel 232 is C4, and Parcel 378 is split C3/R15), the two parcels have been treated as one and used commercially for decades. The commercial activities currently taking place on these two parcels are consistent with the C4 zoning classification. I am requesting that the property zoned C3/R15 (Parcel 378) be changed to C4 to match the ongoing business activities taking place on these two parcels and the corridor in which it lies.		Glen Burnie
James Mallary	10/22/2024	Online Tool	CZ-R3-GBN-0401	I Just want to say I appreciate your consideration on changing of the zoning to accommodate our current use of the business we've been operating there since 2005 operating a retail and contracting business. We had the opportunity to purchase the property adjacent to ours a year ago, and it has provided a big relief of our operations with contractors and our suppliers delivering flooring goods in large tractor trailers, we don't have to stop traffic on Crain highway now, they can fully turn around in our back lot now, also the R5 property is landlocked and it is only accessed through our current property as well. Thanks again for your consideration		Glen Burnie
Tiralla, Joshua	10/22/2024	Online Tool	CZ-R3-MRV-0007	I support the Office of Planning and Zoning and Stakeholder Advisory Committee recommendations to deny the application to change zoning at 1120 Dicus Mill Rd from RLD to C4. Retaining RLD is consistent with the adopted Planned Land Use and is compatible with the surrounding area. A change to C4 is not consistent with the adopted Plan2040 Planned Land Use and would permit heavy commercial uses that are incompatible with the surrounding area.		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Vipin Motwani	10/22/2024	Online Tool	CZ-R3-SVN-0402	<p>We agree this property should: 1) minimize traffic 2) benefit community 3) seamlessly transition between neighboring areas 4) align with Plan2040 & BWI/Fort Meade Growth These goals are difficult to achieve as C2 properties (multifamily, retail, etc) already saturate the area and create heavy traffic - C2 zoning would not benefit the community. Rather, market analysis reports (below) show the community is underserved by self storage and flex warehouse. There is substantial need for self-storage in the area. These assets are less intense as they inherently have less traffic than many C2 property types. Self storage and flex spaces promote economic growth by supporting small businesses, creating local jobs, and offering affordably priced flexible space. W1 zoning aligns with BWI/Fort Meade vision to introduce industrial structures that seamlessly blend with the community and its adapting needs. https://drive.google.com/drive/folders/1inKs0okH-SH3i8VzQU6XNxSjOcQsntuV?usp=sharing</p>		Glen Burnie
Phil Hager	10/22/2024	Online Tool	CZ-R3-GBN-0400	<p>The subject property is located at 402 Crain Highway, North, in Glen Burnie. This site has more than 100 linear feet along Crain Highway in the intensely developed area of “downtown” Glen Burnie between Furnace Branch Road and Route 648. Crain Highway is an Arterial roadway, and this portion of the Corridor has existed as a heavy commercial corridor for decades. This approximately half acre property may be geo-referenced as Map 9F Parcel 448. The C4 Zoning District is intended to provide for “Highway Commercial” activities and uses. Given this property’s direct frontage along Crain Highway, its size, frontage dimensions and proximity within this intensely developed corridor, it certainly meets these characteristics. The property is currently being used as an office; however, the owner wishes to re-develop in a manner consistent with the activities in the neighborhood. The properties to the north and east are all zoned – or are in the process of being re-zoned - C4. The subject site adjoins Mallery Carpet – another pending C4 applicant. Granting this request will encourage re-development and will incentivize beneficial activities. It is also consistent with sound land use planning in that it adjoins other C4 properties. During the SAC process, it was noted that the structure may have some level of cultural significance, however, there is no formal designation. This raised concerns that re-zoning may not be prudent. However, the property is already zoned C3, so it is not like it is in a state of existing conservation. The best way to ensure conservation is to facilitate an environment of re-investment which C4 will do. This will help to avoid demolition through neglect in that re-development is not feasible absent the appropriate financial incentives provided by C4 zoning. Any re-development activities could be done in a way to encourage conservation, and the end result will be a net positive – not a detriment. Changing this property’s zoning to C4 will have a positive effect on this neighborhood and will bring about some badly needed economic stimulation.</p>	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Phil Hager	10/22/2024	Online Tool	CZ-R3-GBN-0401	<p>The subject property, located at 406 Crain Highway, North, in Glen Burnie is a two-parcel property totaling approximately 1.7 acres. It is situated along Crain Highway in the intensely developed area of “downtown” Glen Burnie between Furnace Branch Road (North) and Route 648 (South). Crain Highway is an Arterial roadway, and this portion of the Crain Highway Corridor has existed as a heavy commercial corridor for decades. The C4 Zoning Classification is intended to provide for “Highway Commercial” activities and uses. Given this property’s current use, its direct frontage along Crain Highway, its size, frontage dimensions and proximity within this intensely developed corridor, it certainly meets these characteristics. This property may be geo-referenced as Parcels 453 and 449 on Map 9F. The property is currently a carpet retail sales, service, storage and contractor business. The properties to the north and east (across Crain Highway) are all zoned – or are in the process of being re-zoned - C4. The parcel has direct frontage on Crain Highway and is currently zoned C3; the parcel to the rear is zoned R5, however, it has been used commercially for decades. The rear parcel (Parcel 453) is a tractor trailer loading/unloading area, a staging area for incoming and outgoing deliveries, a parking area and an accessory storage area. All of these activities are in support of Mallory Carpet, whose office and showroom are situated predominantly on the front parcel, which is currently zoned C3. The commercial activities currently taking place on these two parcels are consistent with the C4 zoning classification. The property owner is asking that this property be matched to ongoing business activities taking place on these two parcels and the corridor in which it lies. The subject site adjoins the Schott property (402 Crain Highway Map 9F, Grid 11, Parcel 448) – another pending C4 applicant. With regard to Land Use, the requested designation of C4 is consistent with the existing Land Use designation of “Commercial” and is consistent with that same designation throughout the vicinity. Plan 2040 shows the subject property as being surrounded by “commerciallydesignated” land use. The property owner is respectfully requesting that this parcel be re-zoned to C4 as part of the Region 3 Comprehensive Re-Zoning process. Changing this property’s zoning to C4 (Highway Commercial) will not result in a change of character or use, it will merely recognize the commercial enterprise that has quietly existed at this location for decades. Changing the zoning will support the continued operations of Mallory Carpet and will allow this business to maintain its service to the residents of this County.</p>	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Phil Hager	10/22/2024	Online Tool	CZ-R3-GBN-0017	<p>The subject property is just over one-half acre in size and is located at 1003 Crain Highway South in Glen Burnie. It has more than 100 linear feet of frontage on Crain Highway and is situated in the area between Quarterfield and Aquahart Roads. This portion of the Crain Highway Corridor has existed as a heavy commercial corridor for decades. The subject site is split zoned: C3/C4. There is no discernible rationale for this division. In fact, the neighboring property (1007 Crain Highway) is split in a similar fashion and that anomaly is the subject of another pending re-zoning request. The property is, and has been, under common ownership and has not been previously subdivided. There have not been multiple uses onsite and there are no natural or artificial landbased features that can account for the assignment of two different zoning classifications for the same property. There are no zoning violations or compliance issues. The properties to the south are all zoned C4. The property owner is respectfully requesting that this property be consolidated to a single uniform classification of C4. This property is a prime candidate for re-development. C4 zoning will facilitate its redevelopment and incentivize re-investment. The properties to the south are C4. The properties to the north are C3. There is natural growth boundary to the immediate north which will halt any further spreading of the C4 zone in that direction. Grouping the C3 portion of this lot with the neighboring C4 properties to the south is a minor request with minor repercussions – unless it facilitates the re-development into something more attractive that increases tax revenue, pride in the neighborhood and employment opportunities. Then the impacts will be huge – and all positive. Kroeger Electric, a neighboring property is also harmed by this same inexplicable zoning split. There does not seem to be a logical, defensible explanation for this division. I respectfully ask that you fix this problem by zoning the full property C4.</p>	Attachment	Glen Burnie
Joe Monar	10/22/2024	Online Tool	CZ-R3-MRV-0007	<p>The area around Dicus Mill Rd is all residential and I would like for it to remain residential. I support the OPZ and SAC recommendation to NOT grant C4 zoning to 1120 Dicus Mill Rd. Despite receiving no approval nor acquiring a certificate of use, the owner has taken it upon themselves to build a large building and start their commercial operation. The owner already had a commercial lot at 6924 Fort Smallwood Rd, Baltimore MD. That lot has been sold and they have moved all their equipment to 1120 Dicus Mill Rd with no regards to the current zoning or the surrounding neighbors. This commercial business brings heavy commercial traffic and loud noises as early as 6 AM. The business also poses a serious safety hazard to the people traveling along Dicus Mill Rd. The road has a weight limit of 5 tons and it is extremely narrow and curvy without a dividing line. Their oversized vehicles and equipment exceed the weight limit and take up the entire road causing other drivers to pull off the road. The oversized vehicles and heavy equipment shake my house every time they leave early in the morning. Below is an image of the entrance to his business which is the gravel road on the left with the white mailbox post, missing the actual mailbox, and it shows how narrow the road is. The background of the photo shows the types of sharp turns that are common to Dicus Mill Rd. Please keep our area residential, thank you very much.</p>	Attachment	Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Phil Hager	10/22/2024	Online Tool	CZ-R3-GBN-4661	<p>The subject property is a 5.146 acre parcel situated on 326 Greenway Road, SE in the physical and emotional heart of Glen Burnie and has been a fixture within the community for nearly seven (7) decades. The property is geo-referenced as Tax Map 9I, Grid 12, Parcel 105, and Tax Account #: 05-326-14565615. During SAC discussions, this property may have been erroneously referred to as belonging to the County; that is not the case. The property is owned by the Glen Burnie Recreation Association and is currently split zoned: R5 and OS. The R5 portion of the property probably dates back to a time when that piece of the property was a single-family home, however, it has been the site of the GBRA administrative offices and an active dance studio for approximately 35 years. This portion of the site is clearly not residential and is in need of an update and a correction to its zoning designation. The remainder of the five acres is an open area that is owned and maintained by the Association and has been in continuous use by the community for athletic and recreational pursuits and as an accessory area for activities associated with the dance school. This portion of the subject property is currently zoned OS. Open Space Zoning permits structures that are accessory to recreational uses such as concession stands, bleachers, scoreboards, lighting systems, and locker and shower rooms. None of the allowable uses in the OS District include dance studios or activities associated with dance studios. Article 18.1.101 defines recreation uses as fields or special facilities such as playgrounds, skating rinks, tracks, playing fields for athletic events, tennis courts, basketball courts, and swimming pools. Again, no dance studios. The Region 3 Plan currently displays the entire 5.146 acres as OS. At best, this will render the current uses non-conforming; at worst, they will become illegal. Forcing the owners to conform to OS use standards means that they will have to shut down their dance school and many of the other activities that they support. Additionally, the GBRA will have extremely limited opportunities to constructively use their 5+ acre area for the benefit of the residents which of course is strategically located within one of the most densely populated areas of the County. Future plans for this property will have to be curtailed and it will severely preclude GBRA's ability to receive any sort of financial return on this valuable property. OS zoning makes no sense whatsoever. The Association is respectfully requesting that they be re-zoned SB (Small Business). Just because an area is undeveloped does not mean that it is Open Space. SB Zoning is consistent with the existing and foreseeable uses for this property, and it blends nicely with the existing community and its zoning. The subject property is bounded by Town Center zoning on one side and R5 on the other. This is very much in keeping with the intended application of SB as transitional zone and as a buffer between residential uses and more intensely utilized areas typically characterized as commercial, industrial or, in this case, Town Center. That is precisely the case here, with TC to the east and R5 to the west. At more than five acres, this site can easily serve as a standalone parcel of sufficient size as to not trigger concerns regarding "spot zoning". The GBRA is a Not For Profit organization that has dedicated itself to the service and betterment of the residents of Glen Burnie for 69 years. As such, it is a unique and special use and it warrants appropriate treatment. The activities taking place at the studio and in the undeveloped portion of the site are clearly of a commercial nature and need to be recognized as such. Additionally, future planning considerations incorporate many potential new uses that will depend upon the ability to be legally authorized to operate at this site (...) see Attachment.</p>	Attachment	Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Suzanne and Josh Neff	10/23/2024	Online Tool	CZ-R3-MRV-0007	<p>We are writing to express our strong opposition to the proposed commercial truck facility on Dicus Mill Road (Application Number CZ-R3-MR-0007), which is currently operating without zoning approval on a rural, quiet, and primarily residential area. As concerned residents, we believe that if the Office of Planning and Zoning approves a change from residential low density to C4 Commercial highway use for 1120 Dicus Mill Road it would result in serious negative impacts on the safety, well-being, and character of our community. Below, we have outlined several reasons why our area should remain RLD and why 1120 Dicus Mill Road is not suitable for commercial truck operations.</p> <ol style="list-style-type: none"> Road Safety Concerns The road in question is a narrow, winding, single-lane road that was not designed to accommodate large commercial trucks. The introduction of frequent heavy truck traffic has significantly increased the risk of accidents, especially in areas with limited visibility and sharp curves. An example of this is the exponential increase in accidents over the past year at the intersection of Gambrills and Dicus Mill Roads. Allowing this property to operate as C4 will only increase accidents in our area. We witness large vehicles struggling to navigate Dicus Mill Road safely, endangering both truck drivers and local residents who use the road daily. This road is bordered by mature trees that contain branches lower than the tractor trailer clearance. Not to mention that the phone and power lines parallel the road, crossing overhead several times as the road bends and twists. Danger to School Children, residential pets, bicyclists and horseback riders. Many families in this area have children who wait for school buses along this road. Pedestrians, Children and pets are already hindered by lack of sidewalks in an effort to navigate the winding roads. The addition of large trucks poses a substantial danger to these children, pets, bicyclists, and horseback riders, as trucks have difficulty stopping quickly or may not have a clear view of bus stops or pedestrians due to the winding nature of the road. Increased truck traffic also means more noise and disruption during early morning hours when children are typically waiting for buses, creating an unsafe and stressful environment for families. Additionally, we have been woken up in the middle of the night by the truck traffic often at 34AM. Impact on Traffic Flow. Given the road's single-lane nature, the presence of large commercial trucks would significantly disrupt traffic flow. Local residents would face delays and potential hazards when trying to pass or navigate around slow-moving trucks. Additionally, this could create bottlenecks at intersections and driveways, leading to congestion and frustration among drivers who are not accustomed to sharing the road with commercial traffic. An example of this is the exponential increase in accidents over the past year at the intersection of Gambrills and Dicus Mill Roads. Because the severn run often floods and/or the bridge is not suited for heavy truck traffic causing the trucks to utilize one direction. Noise and Environmental Pollution A commercial truck facility will introduce significant noise pollution into a quiet, rural setting including the Severn Run Environmental Area. The constant noise from engines, loading, and unloading operations will disturb the peace and tranquility that residents have come to expect in this area. Furthermore, increased diesel emissions from the trucks will contribute to air pollution, negatively impacting the health of local residents, especially those with respiratory issues. Decreased Property Values and Increase in cost to property owners. The introduction of a commercial truck facility is likely to decrease property values in the surrounding area. Homebuyers are typically drawn to rural, residential neighborhoods for their peaceful, safe environment (...) see Attachment. 	Attachment	Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
James Lovejoy	10/21/2024	Online Tool	CZ-R3-SVN-5165 & CZ-R3-GBN-5167	<p>I am opposed to the proposed rezoning of my residential property, 8019 Ponderosa Dr., Severn, MD, from R-1 to R-2; see CZ-R3-SVN-5165 & CZ-R3-GBN-5167. As viewed from the street, this long rectangular shaped lot (size 0.93 acre) shares a property line with the U.S. Gov't (Ft Meade) on the right, and bounded by neighbor's property on the left and a flood plain with an intermittent stream in back. This stream is a part of the Severn Run watershed. My house is set back from the street nearly 1/3 the long length of the property, was built in 1983, and is part of an established community named Strawberry Hills. Like all other houses in Strawberry Hills, my house uses septic tanks and well water. Per two telephone conversations with OPZ during Oct 2024, I was assured that eminent domain will not be asserted as it applies to new communities and not established ones. Rationale for keeping the property zoned as R-1. 1) As eminent domain does not apply per OPZ, then no road, driveway, or sidewalk can be built to support a second dwelling behind the house. 2) No structure (house, garden shed, etc) can be built within 100 feet of the stream per building code; the flood plain compounds the location of any new structure. 3) No structure can be built within 25 feet of the well that is located behind the house. 4) The size & shape of the remaining useable / buildable property does not lend itself for the construction of a house comparable with the size and style of houses in Strawberry Hills. I am further opposed to rezoning the property further behind the house to R-10. Presumably, the property OPZ is referring to is the mature and densely wooded land on the far side of the stream and floodplain. As the U.S. Gov't owns a large portion of that land and considering that the stream and flood plain are far more extensive than depicted (they extend at least from MD-175 to beyond New Disney Rd) on the map provided by OPZ, new construction in those woods seems unworkable. In recent years, three subdivisions were built in the immediate vicinity of Strawberry Hills resulting in a great loss of mature and dense woodland. In addition to deer, foxes, turtles, and songbirds, these woods support numerous species of woodpeckers to include the reclusive Pileated Woodpecker. At maturity, the Pileated Woodpecker grows to 17 inches in length and is the largest woodpecker in all of North America according to the National Audubon Society. Please do not take more of this diminishing woodland from our four communities. Zone the woods between Ponderosa and Frontier streets (Strawberry Hills) as OS, protect these woods as a nature preserve, and build walking trails for the public.</p>		Severn
Jacqueline Dutton	10/21/2024	Online Tool	CZ-R3-MRV-0007	<p>This area is and should remain strictly residential as Dicus mill itself contains sections of almost blind corners in addition to hills that would make traffic incidents a major issue if large equipment were to become a regular use on its road. Noise issues related to this type of equipment are also undesirable considering they would happen in early morning hours and later afternoons. Overall I do not feel this should be approved as it negative impact to residential life and property value of all surrounding owners would be negatively affected. Also - there is plenty of other property available for this type of use that is not directly in the middle of residential areas, close by (Like near Veterans Highway).</p>		Millersville
Leona Illig	10/21/2024	Online Tool	CZ-R3-MRV-0007	<p>Dicus Mill Road was designed to carry rural and low density residence traffic, as were almost all the roads around it. None of these roads were designed for commercial traffic. The area has always been rural, low density. It should not be turned into a commercial, high density traffic area.</p>		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Kathleen Gordon	10/21/2024	Online Tool	CZ-R3-MRV-0102	The subject property is a 3.1-acre property located at 8450 Elvaton Road, in Millersville. It is currently recommended for C1. This makes no sense whatsoever. There is no C1 use on the site and there is no C1 zoning in the vicinity; in fact, the closest C1 parcel is 2,000 feet away. Retaining the C1 designation allows this property to remain an island of low intensity commercial (C1) within an environment of intense commercial development. The existing zoning has stymied a number of re-development initiatives in recent years and serves as an obstacle to re-investment. The subject property's proximity to other C3 and C4 properties, its location within this busy corridor, its vehicular accessibility and the fact that it has its own traffic light all serve to justify its redesignation to high intensity commercial. Granting this request will encourage appropriate re-development and will incentivize new commercial and business activities. It is also consistent with sound land use planning in that it adjoins similarly developed properties and lies entirely within an area of intensely developed commercial properties	Attachment	Millersville
Ben Childers	10/21/2024	Online Tool	CZ-R3-MRV-0007	First, thank you all for your public service ! I'm a new homeowner near the above-mentioned property, and what drew me here was the nice, quiet residential setting. I respectfully request you not grant the above-mentioned address a zoning change from RLD (residential low density) to C4 (Commercial Highway) use. I've witnessed such changes personally, and it's a downward spiral for surrounding family living: heavy, loud equipment where profit is priority and the neighborhood, its roads, traffic and peace and quiet suffer severly. So, please keep this property as RLD !)		Millersville
Christina Ward	10/21/2024	Online Tool	CZ-R3-MRV-0007	I am not in favor of 1120 Dicus mill rd being granted commercial use. I think it poses safety concerns with large trucks on a narrow road.		Millersville
Eileen Randall	10/21/2024	Online Tool	CZ-R3-MRV-0007	I support the decision not to grant C4 commercial use to 1120 Dicus mill rd		Millersville
Katie Naylor	10/21/2024	Online Tool	CZ-R3-GBN-4661	I have been a customer of GBRA since 2015 and a member of the board since 2020. As a parent of a dance, a fellow dancer, and a board member I can see how changing the zoning will benefit the organization. Please consider changing the zoning from open space to small business. Thank you.		Glen Burnie
Jean Buttice	10/22/2024	Online Tool	CZ-R3-MRV-0007	I support the office of planning and zoning as well as the stakeholder advisory decision to not grant c4 commercial use to 1120 Dicus mill. C4 zoning would bring increased commercial traffic to an already busy rural road. Please keep the area residential. Thank you.		Millersville

Summary of PAB Draft Plan and Comprehensive Zoning Map

Region 3

Appendix B. Oral Testimony from the PAB public hearing on the PAB Draft Region 3 Plan and Comprehensive Zoning Map

The PAB held a public hearing at the Henry L. Hein Public Service Building on October 9, 2024 to hear from community members on the PAB draft Region 3 Plan and Comprehensive Zoning Map.

Appendix B: Comments from Public Hearing
Region 3

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
David Katz	10/9/24	Public Hearing	CZ-R3-GBN-0015	David Katz reiterated request for R5 (OPZ recommends RLD) on 20-acre property (Locust Grove Road), with history of zoning on the property.		Glen Burnie
Conrad Biddinger	10/9/24	Public Hearing	CZ-R3-GBN-0023	Conrad Biddinger shared the history of zoning on the property, 7560 Solley Road. The property is currently W1 with nonconforming use to allow outside storage of trucks. Request is for C4; OPZ recommends W1. Notes no plans to expand property.		Glen Burnie
Phil Hager	10/9/24	Public Hearing	CZ-R3-GBN-0017	Phil Hager discussed 1003 Crain Highway SE, which is currently split zoned C3 and C4. Mr. Hager reiterated request for C4 for a larger range of potential uses.		Glen Burnie
Guy Stanton	10/9/24	Public Hearing	CZ-R3-GBN-0017	Guy Stanton discussed 1003 Crain Highway SE, which is currently split zoned C3 and C4. Mr. Stanton reiterated request for C4 for a larger range of potential uses. The current use is a snowball stand.		Glen Burnie
Phil Hager	10/9/24	Public Hearing	CZ-R3-GBN-0400	Phil Hager discussed 402 Crain Highway North, which is currently zoned C3, but the owner wishes to redevelop as C4. Mr. Hager noted that there are other C4 properties nearby. OPZ noted historic significance, but Mr. Hager claims no documentation of this.		Glen Burnie
James Mallary	10/9/24	Public Hearing	CZ-R3-GBN-0401	James Mallary is the owner of 406 Crain Highway North; he notes that the expansion onto the rear of property has improved his ability to unload deliveries.		Glen Burnie
Phil Hager	10/9/24	Public Hearing	CZ-R3-GBN-0401	Phil Hager discussed 406 Crain Highway North, which is currently used for carpet retail sales. The property is currently split between C3 and C4. The rear lot is C4 and R5. Mr. Hager reiterated the request for C4.		Glen Burnie
Phil Hager	10/9/24	Public Hearing	CZ-R3-GBN-4661	Phil Hager discussed 326 Greenway SE; the property is currently split R5/OS. The PAB Draft Map recommends all OS. The owner requests SB to allow existing use of a dance school on the site and is developing a plan for the remainder of the site.		Glen Burnie
Laura Bagnell	10/9/24	Public Hearing	CZ-R3-GBN-4661	Laura Bagnell is a long time member of GBRA and participates in the dance studio at 326 Greenway SE. She wants to see the use continue.		Glen Burnie
Charlotte Price	10/9/24	Public Hearing	CZ-R3-GBN-4661	Charlotte Price notes that GBRA is not for profit and requests SB zoning as OS Zoning would shut down the dance studio at 326 Greenway SE.		Glen Burnie
Katelyn Naylor	10/9/24	Public Hearing	CZ-R3-GBN-4661	Katelyn Naylor is involved with the dance studio at 326 Greenway SE and reiterated Ms. Price's comments.		Glen Burnie
Phil Hager	10/9/24	Public Hearing	[No change number assigned, new application]	Phil Hager represents Kroeger Electric at 1007 Crain Highway, which is a new application. The property is 1.55 acres and just north of Aquahart; it includes a business office, fabrication, and outside storage (which is a registered nonconforming use). The property is currently split zoned C3 and C4. Mr. Hager requests C4, retaining the R15 portion on the property.		Glen Burnie
Phil Hager	10/9/24	Public Hearing	CZ-R3-MRV-0102	Phil Hager discussed 8450 Elvaton Road. The property is 3.1 acres with a C1/OS split. OPZ recommends C1. Mr. Hager notes direct frontage on Elvaton/Jumpers Hole and existing traffic light and requests C4, noting there is no C1 in area. Mr. Hager claims C1 has stymied development in recent years.		Millersville

Appendix B: Comments from Public Hearing
Region 3

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Shep Tullier	10/9/24	Public Hearing	CZ-R3-SVN-0002	Shep Tullier discussed 7733 Telegraph Road, which is a 6.4 acre property. OPZ recommends R5 for the property; Mr. Tullier requests R10 to cluster townhomes and notes that there is R10 zoning directly across Telegraph Road. The SAC supports the R10 request.		Severn
Craig Mercier	10/9/24	Public Hearing	CZ-R3-SVN-0003	Craig Mercier discussed 586 Jones Road, a 1-acre property zoned W1; he requests W2. The property is close to the airport and MD-100 and Mr. Mercier notes that adjacent uses are light industrial. The building has an expired permit.		Severn
Matthew Forgen	10/9/24	Public Hearing	CZ-R3-SVN-0008	Matthew Forgen reiterated his request for R15 on the property that is currently zoned R5. SAC expressed concerns regarding Jacobs Road capacity and potential density adjacent to a single-family area. Mr. Forgen notes that two "legs" of property close to Jacobs Road will be forest conservation and access only.		Severn
Ray Weber	10/9/24	Public Hearing	CZ-R3-SVN-5186	Ray Weber discussed 7700 Locust Wood Road. Mr. Weber notes that the property owner is operating an illegal construction company on site in a R2 zone and requests zoning enforcement. Trees have been removed in an existing forest conservation easement and Mr. Weber notes incorrect parcel line data in mapping.		Severn
Rich May	10/9/24	Public Hearing	[No change number assigned, new application]	Rich May discussed 7410 & 7412 Baltimore Annapolis Blvd. The property is currently zoned C2 and is used as an office. Small Cape Cod houses; hope to redevelop. Across from recommended MXD at 7409 B-A Blvd. Mr. May is interested in C3 or Mixed Use.		Glen Burnie
Laura Ellis	10/9/24	Public Hearing	CZ-R3-SVN-0103	Laura Ellis lives in Severn Crest (end of Minnetonka Road) and is on a HOA Board, speaking on behalf of her community. The community is concerned with upzoning on Minnetonka and Telegraph Road, and Ms. Ellis notes that the roads are dangerous and the community has requested a traffic light for years.		Severn
Jim Lovejoy	10/9/24	Public Hearing	CZ-R3-SVN-5165	Jim Lovejoy discussed 8019 Ponderosa; he stated that the rear parcel is recommended for R10 (not correct; recommended OS) and requests retaining R1.		Severn
Alexander Brunk	10/9/24	Public Hearing	--	Alexander Brunk lives at 1211 Leonard Drive. He notes pedestrian safety issues on major corridors near his house, including Mountain Road, New Freetown Road, etc.		Glen Burnie
Kevin Ridgely	10/9/24	Public Hearing	CZ-R3-SVN-0007	Kevin Ridgely discussed 827 Stevenson Road. He supports the recommendation for R5. Mr. Ridgely notes that public sewer upgrades are done and there are intersection upgrades at New Cut Road. Hopes to build approx 12 houses		Severn
Michael Matthews	10/9/24	Public Hearing	CZ-R3-GBN-0010 and 0011; GBN-0005	Michael Matthews has 3 different properties: 7464 and 7462 E. Furnace Branch both have nonconforming uses under C3; Mr. Matthews requests C4 for both. Mr. Matthews is changing the CZ-R3-GBN-0005 request to C4 to match his adjacent request.		Glen Burnie

Summary of PAB Draft Plan and Comprehensive Zoning Map

Region 3

Appendix C. Testimony received from email on the PAB Draft Region 3 Plan and Comprehensive Zoning Map

Summarized emails regarding the PAB Draft Comprehensive Zoning Map. Testimony taken from September 18 through October 23, 2024.

Appendix C: Comments from Email
Region 3

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Gil and Karen Mobley	8/9/2024	Phone & Email	CZ-R3-SVN-4649	<p>To Whom It May Concern,</p> <p>I am writing in response to the letter dated June 14, 2024, regarding Region 3 Comprehensive Zoning. As the property owner of Severn Mobile Home Park, Inc. I do not agree with the changing of our zoning designation from its current C1 to the new R5 zoning designation. It is my request for the designation to remain C1.</p> <p>Please advise on what is needed moving forward. Please confirm receipt of this email.</p> <p>Respectfully,</p> <p>Gilbert A. Mobley, Jr. President Severn Mobile Home Park Corporate Office # (301) 498-0440</p>		Severn
Jeremy Shiflett	8/7/2024	Email	CZ-R3-GBN-2951	<p>Ms. Gannon,</p> <p>First, I would like to thank you for taking the time out of your schedule to join us at the Cromwell Fountain Open Space Board of Directors Meeting the other night. While the sit in was informative, I have enclosed a list of follow up questions based off my notes.</p> <p>Will the rezoning have any effect or impact on community resources ? What will be the tax implementations from the rezoning ? Provide any information that Taxation can provide on the rezoning Look into the financial piece and how it impacts the community as a whole. Provide Patrick Hughes contact information. Find out if the rezoning will have a financial impact on individual tax payers or just the community as a whole. Find out if the new zoning is actually the correct zoning or will we need to go through this again.</p>		Glen Burnie

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Alan Hyatt	8/21/24	Email	CZ-R3-SVN-0402	Alan Hyatt emailed to request the outcome of the SAC's deliberation related to the request for W1 on 416 Queenstown Road.		Severn
Charlotte Price	8/23/24	Email		Charlotte Price requested information regarding the proposed zoning on the Glen Burnie Recreation Association property (tax acct # 532614565615, 326 Greenway SE). The preliminary draft zoning recommends OS zoning for this property; Ms. Price wanted to discuss whether OS or R5 zoning would be better for the property. Ms. Price noted that the existing building on the northeast of the property is currently used by a dance group, that the GBRA would like to maintain the use as a park with less active recreation opportunities, and that the GBRA and the County are discussing County acquisition of the property. Ms. Price wanted to ensure that the dance group could continue to use the property and that future use would be limited to recreation rather than potential residential or commercial development.		Glen Burnie
Candy Fontz	8/25/24	Email	CZ-R3-GBN-2715	<p>On behalf of the Glen Burnie Improvement Association, I am writing to thank you and Ms. Sara Anzelmo for taking time after your standard business hours to attend the recent GBIA Board Meeting and address our concerns related to the possible rezoning of 3rd Avenue Park.</p> <p>Based on the information you have provided, as well as your in-depth answers, the Board discussed the concerns immediately following your presentation. GBIA has considered the possibility of active recreation uses that may be offered by our Association in the future and how they align with both OS and R5 and ultimately found it in the best interest of our Association to formally accept the recommendation to rezone approximately 66% of the 3rd Avenue Park property at 502 3rd Ave SW, Glen Burnie, MD 21061 from Open Space (OS) to Residential (R5).</p> <p>We appreciate the thoughtful consideration given to the region's long-term planning needs and are confident that this rezoning will benefit both the residents and the broader Glen Burnie area. Please let us know if there are any further steps or documentation required from our association to finalize this process. Thank you for your continued partnership in improving our community.</p> <p>Sincerely,</p> <p>Candy Fontz, Secretary Glen Burnie Improvement Association</p>		Glen Burnie

Appendix C: Comments from Email
Region 3

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Erin Benson	9/16/24	Email	CZ-R3-GBN-2149	We represent CC2 LLC as it relates to the Region 3 process. The County initiated consistency change #CZ-R3-GBN-2149 to change of the zoning of the property (Greenway Village Place) from C3 to R15. The County's recommendation changed at the last SAC meeting (8/20) where the County and SAC recommended maintaining the existing C3 zoning. While reviewing the draft Region 3 map and list of proposed changes we noted that CZ-R3-GBN-2149 has been removed and the draft map shows the entire property as C3. Can you please confirm that because the County is no longer recommending a change that the consistency change should no longer be noted on the draft map or list? We just want to make sure it was purposefully removed. Please let us know if you need any additional information. Thank you!		Glen Burnie
Tim Byer	9/17/24	Email	CZ-R3-GBN-0008	ALL: Thank you for recommending rezoning for this property. We believe this change will be tremendously beneficial for the economy of the community. As calendars move forward, please let me know if there is anything we/I can do to help facilitate. I plan to join you in Glen Burnie at the 09OCT meeting to observe proceedings. Thanks again. Tim Byer		Glen Burnie
Brian Woryk	9/23/24	Email	--	I recently reviewed the Region 3 plan for AA County. It addresses going forward. I would like to know about stability of key areas: -Solley road, powerline area and the hazardous waste buried there. -Solley road, and the existing green buffer along solley, blocking truck and warehouse noise from affecting Tanyard Springs. Will it be maintained? -Marley Neck, there is another fenced off controlled area, which I assume is more hazardous waste. -Marley Neck, Tanyard Springs - Two historic graveyards exist, and are barely cared for, much less have a historic marker and plaque.		Glen Burnie
Scott Braun	9/24/24	Email	--	Hello, My father received a letter titled "Re: Region 3 Plan – Severn Community," and has a question. He'd like to know if the entities requesting the zoning change are commercial real estate developers. Thank you for your time.		Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Michael O'Dell	9/25/24	Email	--	<p>After living in this community for over 20 years the planning and zoning changes that it will affect our community our schools our traffic in the sections that you are discussing zoning changes we don't need more people and more buildings and multi family dwellings in this area. Removing the little bit of industrial and small businesses is unacceptable. The traffic light at that intersection that you're talking about is dangerous and it constantly having ambulances fire trucks and police officers in that area because it is so congested and used. Do not need multifamily homes more than we have received. It takes a toll on our education system and overcrowding our area that we live in and around. Please reconsider this when you make your decisions remember the people that live here and how they get around and the impact this will have on the community. A total reject the rezoning for the reasons that you have in here it will affect the community seriously.</p>		
Bill Shepard	9/26/24	Email	--	<p>I have been a resident of the Ferndale area (1508 Dover Court, Glen Burnie, MD 21061) for over 30 years. One of my greatest concerns about the community is pedestrian egress. Communities that support walking and biking see numerous benefits such as better health and less vehicle traffic.</p> <p>Of interests in my community are the following:</p> <p>The MDOT SHA RT 3 bridge on Crain Highway over Saw Mill Creek is in dire need of an independent foot bridge. Pedestrians often with strollers attempt to cross the bridge. It is a tragedy waiting to happen.</p> <p>Crosswalks across MDOT SHA RT 2 Ritchie Highway. Numerous intersections are fully void of pedestrian cross walks, signage and lighting. Trying to cross at East Furnace Branch Road is a life threatening endeavor.</p> <p>Contiguous sidewalks on Wellham Avenue. I do not understand why the road was totally rehabilitated but no action was taken to connect the sidewalk network? There is an elementary school on the road and many children attending North County High School.</p> <p>Contiguous sidewalks on West Furnace Branch Road. There appears to be adequate right of way to make a safe sidewalk system from Baltimore Annapolis Road to Crain Highway.</p> <p>Please advise if these items can be forwarded to the committee for consideration.</p>		

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Sager Williams	9/25/24	Email	CZ-R3-SVN-0002	<p>I am emailing about the Region 3 Plan and the property at 7733 Telegraph Road. I was watching the September 18 PAB meeting when you presented the Region 3 Plan and discussed certain rezoning requests for which Planning and Zoning is recommending a zoning that is different from the zoning recommended by the Region 3 Stakeholders Advisory Committee. The property at 7733 Telegraph Road was one of the properties you discussed. The SAC is recommending R10 zoning (as requested by the property owner), but OPZ is recommending R5. I also have reviewed the draft Plan itself and the various tables that OPZ has put together to summarize land use and zoning changes in Region 3. The tables are a little confusing for 7733 Telegraph Road, but I can glean that the tables confirm OPZ's R5 recommendation and the SAC's R10 recommendation. The main purpose of this email is to request that you and your colleagues reconsider Planning and Zoning's R5 recommendation. During the September 18 PAB meeting, I heard more than once that Planning and Zoning had reconsidered its recommendation for a particular property. On behalf of the owner of 7733 Telegraph Road (the "Property"), I respectfully ask that you do the same for the Property and support the SAC's R10 recommendation. As Shep Tullier and I pointed out to the SAC members on August 20, the Property's singular characteristics make R10 zoning the only residential zoning that will allow use of the Property for any residential purpose other than one single-family detached dwelling. Using the Property for one single-family dwelling would not seem to promote the Region 3 Plan's goal (cited in the tables) "to provide a variety of housing types and designs to allow all residents housing choices at different stages of life and at all income levels," because there are already many single-family detached homes in the vicinity and the potential for many more. Moreover, as I understand it, there is an updated Holding Capacity Analysis for Region 3 that shows a deficit of over 2,900 dwelling units in the next 20 years. The Property does not meet the 10-acre requirement in the R5 zone for townhouses. In addition, no one would try to subdivide the Property for single-family lots for several reasons, including (1) a sewer easement owned by Anne Arundel County that runs along the Property's northern side, supporting a large force main that the Property owner cannot tap into, (2) a spread-out floodway created by SHA's significant point-source discharge of stormwater onto the Property from a culvert that passes under Telegraph Road, (3) the Property's unusual topography, and (4) the Property's irregular shape. Among other things, these features require an indirect and unusually long access road to reach the flatter portion of the Property and a longer run to reach gravity sewer, both of which substantially increase development costs. Higher-than-normal development costs that can be spread among more dwelling units, such as townhouses, can still result in affordable homes, whereas dividing such costs by only a few (theoretical) single-family lots necessitates building homes that would have to sell for significantly above-average prices. (Continued in cell below)</p>		Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Sager Williams	9/26/24	Email	CZ-R3-SVN-0003	<p>(Continued from cell above) In effect, about half the Property cannot be developed. Although a portion of the undevelopable half can be used to meet forest conservation and open space requirements, the County will not allow the Property owner to include the land area encompassed by the sewer easement into conservation and open space calculations. In addition, steep-slope buffers and zoning setbacks further reduce the Property's building envelope. The Property can support compact development, such as townhouses, and vertical development, such as townhouse-appearing multifamily homes (one unit over two units). But the Property is not suitable for spread out single-family development that requires individual lot lines, yards, driveways, and development footprints. Please understand that I do not raise the issue of increased development costs and site-design difficulties associated with theoretical single-family development in the context of a developer's profit margin. In this case, profit is not part of the zoning equation. But economics are. Rational land developers and responsible lenders are simply not going to take on a single-family project where factors such as high development costs and likely unachievable sales prices make a project economically unsound. The SAC was spot on to note that R10 zoning for the Property is consistent with the R10 zoning directly across Telegraph Road. Indeed, zoning the Property R10 will result in an overall land use pattern along the west side of Telegraph Road that matches the overall land use pattern on the east side of Telegraph Road. Along the east side of Telegraph Road, from the Village Center at Telegraph Road and Reece Road, there is existing or proposed R5 zoning as one moves northward, then the R10 zoning associated with the Severn Meadows townhouse community (opposite of which is the Property), and then single-family residential development at about an R1-to-R2 density along Wieker Road and South Weiker Road (opposite of which is Munson Heights). The one major land use difference, north of Weiker Road, is the new multifamily apartments and various nonresidential uses close to the Telegraph Road/Route 100 interchange. Furthermore, the comparatively large area of R5 zoning to the south of the Property that was proposed by the SAC and is supported by OPZ is available to meet any near-term local demand for single-family detached homes because landowners can subdivide their existing sizeable parcels into two, three, or more lots. But this large proposed R5 area will not support townhouse development until someone is able to assemble 10 or more acres, a prospect that typically takes at least several years. The owner of 7733 Telegraph Road, however, is ready to submit plans for townhouse or multifamily homes within a few months of R10 zoning being adopted. Thus, R10 zoning of the Property will help meet existing demand for affordable homes at a location that has excellent regional access via Route 100 and that is also close to the planned Village Center, which needs a local population base to support it. Consistent with the recently updated Holding Capacity Analysis that shows Region 3 is lacking 2,949 households in the studied twenty-year window, the Property affords the only opportunity along this portion of the Telegraph Road corridor to add affordable dwelling units in the near term.</p> <p>(Continued in cell below)</p>		Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Sager Williams	9/27/24	Email	CZ-R3-SVN-0004	<p>(Continued from cell above) As I noted at the beginning of this email, a few times during OPZ's presentation to the PAB, I heard you and your colleagues tell the PAB that Planning and Zoning had rethought and then changed its zoning recommendations for some properties. I respectfully ask that you do the same for 7733 Telegraph Road. On behalf of the Property owner, I thank you for considering the information in this email and my request for OPZ's reconsideration. If, rather than sending a reply email, you would prefer to call me to discuss the Property, by all means please do so at your convenience. If nothing else, I would appreciate an explanation of the reasons for OPZ's R5 recommendation after the SAC's thoughtful deliberations and near-unanimous vote to recommend R10. The stated rationales in the tables are essentially the same for both OPZ's R5 recommendation and SAC's R10 recommendation, with the SAC also noting the compatibility of R10 zoning with the townhouse development and R10 zoning across Telegraph Road. Respectfully, it is perplexing that using essentially the same rationale yields different recommendations, especially when SAC members engaged in a thorough discussion of the Property and its R10 recommendation at the SAC's August 20 meeting. Thank you again for considering the matters in this email. Best regards,</p>		
Kathleen J. Swartz	10/6/24	Email	CZ-R3-SVN-0123	Opposition to CZ-R3-SVN-0123 and development along Grover Road.	Attachment	Severn
Renee McLaughlin	10/2/24	Email	--	Thank you for notifying us via a letter of the Region 3 Plan Draft - Glen Burnie Community. I wanted to echo the recommendation and the need to promote redevelopment of aging, underutilized commercial sites, including Marley Station Mall. I would suggest that you consider more activities for children, a nice concept is the Main Even in Columbia mall. There are young people that don't live in communities with safe places to play, pools, etc. It would be nice to explore having a boys and club in the Glen Burnie area as well. I know there is one in Freetown. I would also agree that we need more safety measures in place for people who walk and/or ride bikes, scooters, etc. on jumper's hole road and marly neck blvd. I look forward to hearing the updates.		Glen Burnie
Ray Weber	10/8/24	Email	CZ-R3-SVN-5186, CZ-R3-SVN-3683	I just discovered a planned zoning change on the 7700 Locust Wood Road which we have to question. It is to take 0.20 acres of that lot and change it from R1 to R2 residential. I bet that it is the area for the house itself. That leaves the remainder of the property (6.44 acres) zoned R1? vs R2 and that is where Mr. Gonzales has built his warehouse and business. We have previously received e-mail communication stating that the entire property is zoned R2 and does not allow a business such as Mr. Gonzales is running on the property. Is this simply to fix a question on the zoning for the property that it is a single type of zoning or is this to carve out an area to allow Mr. Gonzales to run his business?? This is on page 198 of 199 in the list of zoning changes for individual properties within Region 3. Note that there is no sewer system servicing the property and only one septic field noted on the plat. There has been no posting of proposed zoning change to the property as required by law. We oppose any change that will allow Mr. Gonzales to continue operating his business at 7700 Locust Wood Road regardless of whether it is R-1 or R-2 zoned. This shady builder needs to be stopped from running his business on this property now!!!	Attachment 1 Attachment 2	Severn

Appendix C: Comments from Email
Region 3

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Ray Weber	10/8/24	Email	CZ-R3-SVN-5186, CZ-R3-SVN-3683	<p>I received communication from Allison Pickard's office that explains the discrepancy between the listing for 7700 locust wood road R1 vs. R2 zoning in the computer mapping. The computer zoning map does not match reality in the legal plat plans.</p> <p>Message sent to Allison Pickard. Thank you very much as this one picture along with Plat 3 of 6 in the attachment explains what has been mis-ascribed to 7700 Locust Wood Road. The yellow designation is not on the 7700 Locust Wood Road Lot at all. It is in the 50 foot right of way for the Wild Willow Way public road that runs back to the remainder of Willow Woods properties. The red line on your source does not properly show the 7700 Locust Wood Roads property line which is south of the light yellow area on the attachment you sent. There is another error I note in that P/O Open Space 1 on the Willow Woods plat 3 of 6 is labeled R2 Residential when it should be black open space on the zoning plan. The zoning office needs to put the correct northern boundary for 7700 Locust Wood road on their zoning map to resolve the confusion. They may need some help from DFI to determine exactly where the 7700 Locust Wood Road property ends and where the public right of way begins along the curve of the Wild Willow Way right of way and the BGE high voltage power line right of way. DFI is Development Facilitators, Inc, the Engineer, surveyors and Planners who submitted the plans for the Willow Woods Development. I note that there appears to be other changes in that same area due to confusion as to where the public right of ways are.</p>	<p>Attachment 3</p> <p>Attachment 4</p>	Severn
Patrick Owen	10/14/24	Email	CZ-R3-MRV-0006	<p>Good morning,</p> <p>I have left a few voicemails, but wanted to confirm this in writing. For the PAB meeting last week (10/9), was there any mention or discussion of CZ-R3-MRV-0006 for 8550 Veterans Highway? Please advise. Thank you very much!</p>		Millersville

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
David A. Katz	10/14/24	Email	CZ-R3-GBN-0015	<p>As a follow up to my testimony and pursuant to your request, attached is documentation supporting those points made during my testimony and the basis for upzoning the above referenced property (application) to R5, from W1, OS and RLD.</p> <p>See attachment</p> <p>In addition, Sterling provided the below zoning history of the Property.</p> <p>Locust Grove Road, Glen Burnie 21060 - per SDAT 18.58 acres Tax Id number - 349706900130 only:</p> <p><u>July 1st - 1952</u></p> <p>Zoning for this property was split zoned - Heavy Industrial and Agricultural (Agricultural zoning is in the southern area near tax id #'s 300027477548 and 300019368500)</p> <p><u>P/Z 200 Scale Mylar Map S8 and T8:</u></p> <p>November 6, 1972 effective date with Bill # 136-72 Zoning changed to a split zone R5 (Residential) & R1 (Residential) R1 is a small area in the south/western portion.</p> <p><u>September 11, 1989</u> effective date with Bill # 38-89 Zoning changed to a split zone RLD (Residential Low Density) & OS (Open Space). The Open Space is in the southern portion of parcel/lots near the stream).</p> <p><u>October 24, 2005</u> effective date with Bill # 49-05 Zoning changed to a three (3) zones - RLD (Residential Low Density), W1 (Industrial Park) & OS (Open Space). The Open Space is in the south central area - see attached map from our Land Use and Zoning Viewer on-line.</p>	Attachment	Glen Burnie

Appendix C: Comments from Email
Region 3

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Shellea Floyd	10/14/24	Email	--	<p>Thank you for the opportunity to comment on the proposed plan for Region 3. I am a home owner in Glen Burnie and appreciate a voice on the recommendations outlined in your letter.</p> <p>On the topic of adding more local commercial and services in the area of Marley Neck, my opinion is NO. There is currently a massive, underutilized, Marley Station Mall that sits almost vacant. Why add commercial to the already overbuilt Marley Neck road when the mall property sits vacant. I vote fore NO MORE construction on Marley Neck Road. With regards to the Glen Burnie Town Center, I support the idea of improving that.</p> <p>Zoning Changes: What kind of diverse housing development and for whom? NO MORE development on Solley Road and Marley Neck Boulevard! NO commercial zoning in the Marley Neck area. As mentioned above, existing commercial property in Glen Burnie sits vacant - develop that. NO MORE development on Furnace Branch, B&A Boulevard and Dorsey Roads!</p>		Glen Burnie

Appendix C: Comments from Email
Region 3

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Philip Custer	10/15/24	Email	--	<p>Good Afternoon,</p> <p>I'm a civil engineer working for a client who asked us to perform a feasibility study for a parcel of land within Region 3. The land is currently zoned R15 but the seller said that it is in the process of being rezoned to C3. However, after a review of the documents and maps on the Region 3 Planning Hub, I do not see any confirmation of that proposed change. Can you please help me locate this change in the Region 3 documents, let me know if the seller is incorrect, or any other helpful information?</p> <p>The property is 1815 Crain Highway S, Glen Burnie. Tax Map 15 Parcel 428. Please reach out if you have any questions.</p>		Glen Burnie
Wayne Newton	10/15/24	Email	CZ-R3-SVN-4649	<p>Region 3 zoning,</p> <p>This email is to confirm our clients, the Owners of Severn Mobile Home Park (Severn Mobile Home Park, Inc) wish to leave the front of the property zoned C-1. They have plans to develop that property commercially which they wish to continue with. The detailed property information is below: [image of SDAT info omitted]</p>		Severn

Name	Date	Method of Comment	Change # (if applicable)	Comment	Link	Community
Gabriel and Mary Fosu	10/23/24	Email	CZ-R3-SVN-0111	<p>Dear Members of the Planning and Zoning Committee,</p> <p>I am writing on behalf of the residents of Severn Crest, a 55-plus community located in the Severn area, to express our concerns regarding the proposed new development that is part of Region Plan 3. We understand the need for additional housing within our county, and we support efforts to provide it. However, we believe that the current proposal for traffic and road access through Buckingham Nursery Drive poses significant issues for our community.</p> <p>Our primary concern is that allowing the new development's traffic to flow in and out exclusively through Buckingham Nursery Drive will drastically change the character of Severn Crest. Our community is valued for its quiet, safe environment, and we are deeply worried that this change will introduce heavy traffic, noise, and potential safety hazards. The increased volume of cars passing through a single narrow road not designed for such use would make the area less safe, particularly for our senior residents, who often walk, drive, and socialize near these roads.</p> <p>Moreover, having only one point of entry and exit for both our community and the new development presents a significant safety risk in the event of an emergency. In the case of a fire, medical emergency, or natural disaster, all residents could find themselves trapped if Buckingham Nursery Drive becomes congested or inaccessible.</p> <p>We urge the committee to reconsider the current plans for access and instead require the new development to create its own separate entrance and exit directly onto Route 170. This would not only help maintain the character and safety of our community but would also ease the burden on existing roads.</p> <p>Furthermore, traffic on Route 170 itself is already a concern. We request that the county take steps to improve traffic flow by widening Route 170 and adding a traffic light at the intersection of Minnetonka Road and Route 170. This would greatly improve safety and accessibility for everyone in the area. Additionally, Reece Road, which frequently backs up during peak hours, could also benefit from traffic flow improvements.</p> <p>We are not opposed to development or growth in our area, and we understand the importance of creating housing for new residents. However, these changes must be made responsibly, with proper attention to infrastructure and community safety.</p> <p>We hope that the committee will address these concerns and ensure that both existing and new residents can live in a safe, well-planned environment.</p> <p>Thank you for your consideration, and we look forward to your response.</p> <p>Sincerely,</p>		Severn

Summary of PAB Draft Plan and Comprehensive Zoning Map

Region 3

Appendix D. Table of testimony on comprehensive zoning change recommendations (owner change requests and OPZ initiated comprehensive changes)

Testimony collected through the online form, email, and in-person regarding the comprehensive zoning change recommendations. Comments taken from September 18 through October 23, 2024.

Appendix D: Comments on Comprehensive Zoning Changes
Region 3

Change Number	Address	Current Zoning	Owner Requested Zoning	OPZ Recommended Zoning	Support OPZ Rec	Oppose OPZ Rec	Summary of Comments
CZ-R3-GBN-0001A/B	6301 Ritchie Hwy 4 Cherry Ln	C2/R5	C3, C4	Rezone to C4 on the front parcel, C3 on rear parcel fronting Sterling Avenue.	1	3	Three comments (two from owner) oppose OPZ's recommendation and request C4 zoning for both properties.
CZ-R3-GBN-0010	7462 Furnace Branch Rd E	C3	C4	C3	0	1	The owner reiterated the request for C4 on the property.
CZ-R3-GBN-0011	7464 E Furnace Branch Rd	C3	C4	C3	0	1	The owner reiterated the request for C4 on the property.
CZ-R3-GBN-0005	Solley Rd	R10	W1	W1	0	1	The owner provided a comment that the request would be changed to C4 on the property.
CZ-R3-GBN-0008	7379 E Furnace Branch Rd	R5	C1	C1	1	0	One comment expressed support for OPZ's recommended zoning change.
CZ-R3-GBN-0015	Locust Grove Rd	RLD/W1	R5	RLD	0	2	The same commenter submitted two forms of testimony (written and oral at public hearing) reiterating the request for R5.
CZ-R3-GBN-0017	1003 Crain Hwy S E	C3/C4	C4	C3	0	4	The same two commenters submitted two forms of testimony (written and oral at public hearing) reiterating the request for C4.
CZ-R3-GBN-0116 et al.	7185 - 7209 Wolf Trap Ct; 7417 - 7453 Quantico Way	R2	n/a	R10	0	1	The property owner noted opposition to zoning and consistency changes in the Tanyard Cove South subdivision.
CZ-R3-GBN-0023	7560 Solley Rd, Glen Burnie 21060	W1	C4	W1	0	1	The owner reiterated the request for C4 on the property.
CZ-R3-GBN-0400	402 Crain Hwy N, Glen Burnie, MD, 21061, USA	C3	C4	C3	0	2	The same commenter submitted two forms of testimony (written and oral at public hearing) reiterating the request for C4.
CZ-R3-GBN-0401	406 Crain Hwy N, Glen Burnie, MD, 21061, USA	C3, C4	C4	C3	0	5	The same two commenters submitted two forms of testimony (written and oral at public hearing) reiterating the request for C4. Another commenter supported the owner request for C4.
CZ-R3-GBN-2715	3rd Ave SW	OS	--	R5	1	0	One comment supported the OPZ's recommended consistency change to R5.
CZ-R3-GBN-4270	Crain Highway	C3	--	R15	0	2	Two comments on behalf of the owner urge C4 on part of the property to align with C4 on adjacent parcel.
CZ-R3-GBN-4661	326 Greenway SE	R5	--	OS	0	7	Seven comments expressed concern that the OS consistency change could terminate the use of the dance studio located on the property.

Appendix D: Comments on Comprehensive Zoning Changes
Region 3

Change Number	Address	Current Zoning	Owner Requested Zoning	OPZ Recommended Zoning	Support OPZ Rec	Oppose OPZ Rec	Summary of Comments
CZ-R3-GBN-5162 et al.	Private ROW	R5	--	R10	0	1	The property owner noted opposition to consistency changes in the Tanyard Cove North subdivision.
CZ-R3-MRV-0002	Elvaton Rd, Millersville 21108	R2	R5	R2	1	0	One comment expressed support for OPZ's recommendation to retain R2 zoning on the property, expressing disagreement with the SAC.
CZ-R3-MRV-0004	Reserved Parcel, Millersville 21108	R1	R5	R1	0	1	One comment reiterated the owner's request for R5.
CZ-R3-MRV-0005	8215 Hook Rd, Millersville 21108	R1	R5	R1	0	1	One comment reiterated the owner's request for R5.
CZ-R3-MRV-0007	1120 Dicus Mill Rd, Millersville 21108	RLD	C4	RLD	61	0	There were 61 comments on this change recommendation, with all 61 supporting the OPZ PAB Draft recommendation of maintaining the existing RLD zoning. Comments expressing support for the OPZ PAB Draft recommendation note that C4 zoning is not consistent with the surrounding neighborhood, could increase heavy vehicle traffic, and could increase vehicle/pedestrian conflict, particularly with children exiting school buses on Dicus Mill Road. Additionally, commenters expressed concern that upzoning the property could have adverse environmental impacts on the adjacent Severn Run Natural Environment Area.
CZ-R3-MRV-0102	8450 Elvaton Rd, Millersville 21108	C1, OS, R1	n/a	C1	0	3	Three comments request the property be zoned C3 or C4, as the C1 designation has stymied commercial development on the property.
CZ-R3-MRV-2888, CZ-R3-MRV-2853, CZ-R3-MRV-2855, CZ-R3-MRV-1270, CZ-R3-SVN-4754	1110 Benfield Blvd, 1120 Benfield Blvd, 1121 Benfield Blvd	OS	--	W1	1	0	One comment expressed support for the OPZ initiated consistency change to W1 for the properties.
CZ-R3-SVN-0002	7733 Telegraph Rd, Severn 21144	OS/R1	R10	R5	0	3	There were three comments on this change recommendation; all three expressed opposition to the OPZ PAB Draft recommendation. Two comments expressed that they were in support of the Stakeholder Advisory Committee (SAC) recommendation to rezone the property to R10, in alignment with the owner change request. The commenters note that it would be difficult to develop the property at less than R10 density due to site constraints and that an R10 designation would be compatible with other surrounding townhome communities on Telegraph Road. One comment expressed concern that an increase in residential density could increase traffic on Telegraph Road and decrease green space in the area.

Appendix D: Comments on Comprehensive Zoning Changes
Region 3

Change Number	Address	Current Zoning	Owner Requested Zoning	OPZ Recommended Zoning	Support OPZ Rec	Oppose OPZ Rec	Summary of Comments
CZ-R3-SVN-0003	586 Jones Rd, Severn 21144	W1	W2	W1	0	2	Owner and counsel reiterate owner request for W2 on the property.
CZ-R3-SVN-0007	827 Stevenson Rd, Severn 21144	R2	R5	R5	1	0	One comment expressed support for OPZ's R5 recommendation.
CZ-R3-SVN-0103	1006 - 1032 Minnetonka Rd; 7711, 7717, 7758 - 7769 7804 - 7832 Telegraph Rd; 7820 Sandy Farm Rd; Bulk Parcel B, Sandy Farm Rd	R1	n/a	R5	1	2	Two comments expressed concern about upzoning from R1 to R5; one commenter expressed traffic concerns while another suggested that the area should be mixed use. One commenter supported the R5 recommended zoning.
CZ-R3-SVN-0111	Minnetonka Rd, Severn 21144	OS	n/a	R2	0	2	Two comments expressed concern about upzoning without updated traffic safety and control measures in the Severn Crest area and Buckingham Nursery Drive.
CZ-R3-SVN-0123	8303 Grover Rd, Millersville 21108	W1, OS		R2	0	2	Two comments from the same correspondent expressed concern regarding development along Grover Road.
CZ-R3-SVN-0402	416-422 Queenstown Road	C2	W1	C2	0	1	One comment opposed OPZ's recommendation to retain C2, citing the lack of storage facilities in the vicinity of BWI and Fort Meade.
CZ-R3-SVN-0404	7917 Clark Station Rd, Severn 21144	R2	R5	R2	1	0	One comment expressed support for OPZ's R2 recommendation.
CZ-R3-SVN-3907	Flood Plain	R1	--	OS	1	0	One comment expressed support for a OS consistency change. The commenter believed that the consistency change would rezone the parcel to R10, which the commenter opposed; the commenter stated that the parcel should be zoned OS.
CZ-R3-SVN-4649	Off Clark Sta Rd	C1	--	R5	0	2	Two comments expressed that the owner would like to retain C1 on the property.
CZ-R3-SVN-5165	8015 Ponderosa Dr	R1	--	R2	0	3	The same commenter submitted two forms of testimony (online tool and oral at public hearing) reiterating opposition to a R2 consistency change on part of the property.

Appendix D: Comments on Comprehensive Zoning Changes
Region 3

Change Number	Address	Current Zoning	Owner Requested Zoning	OPZ Recommended Zoning	Support OPZ Rec	Oppose OPZ Rec	Summary of Comments
CZ-R3-SVN-5166	8017 Ponderosa Dr	R1	--	R2	0	1	One comment expressed opposition to a R2 consistency change, citing environmental concerns.
CZ-R3-SVN-5167	8019 Ponderosa Dr	R1	--	R2	0	3	The same commenter submitted two forms of testimony (online tool and over the phone) reiterating opposition to a R2 consistency change on part of the property. Another commenter also expressed opposition, citing environmental concerns.
CZ-R3-SVN-5186, CZ-R3-SVN-3683	7700 Locust Wood Rd, Open Spaces 1-5	R1	--	R2	0	0	Commenter notes current zoning violation and potential lot line misalignment.