



Growth Action Network

of Anne Arundel County, Inc.

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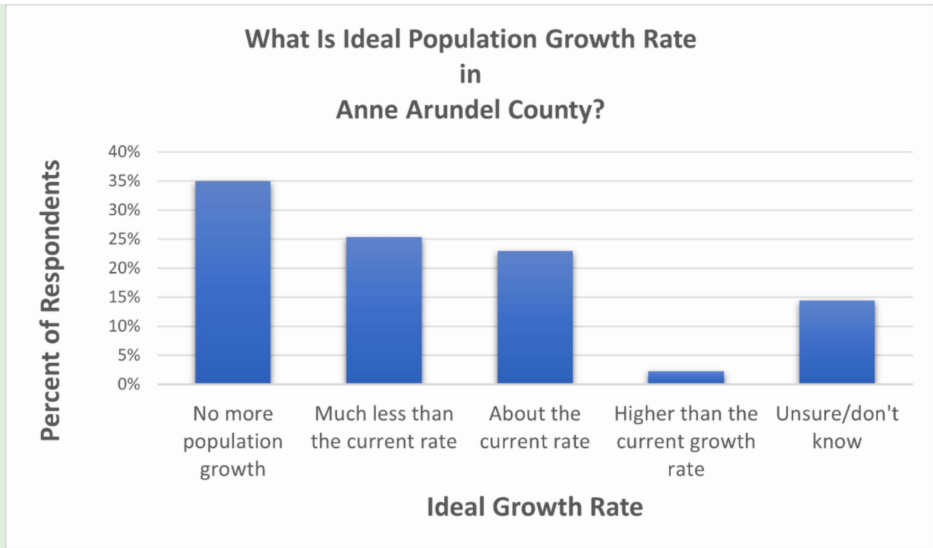
AACC survey shows citizen desire for slower or no growth

Sixty percent of Anne Arundel residents want slower or no population Growth

The Center for Studies of Local Issues headed by Prof. Dan Nataf at Anne Arundel Community College has released the results of its Spring Survey of perspectives of County citizens. The Center has conducted similar surveys in the fall and spring of every year since 2009 and has established a well-earned reputation for credible polling of the attitudes of a representative cross-section of County residents. The results of its 2022 Spring Survey are posted on the Center's website at [this link](#) and cover a wide variety of topics.

In this article we focus on questions related to development and population growth in the County. As a result of its many amenities and desirable location between Washington and Baltimore, Anne Arundel County is likely to experience growth and development pressure for the foreseeable future. However, with current zoning, more than 90% of permitted residential units have already been constructed. Significant future increases in population will require increasing permitted residential density--or up-zoning - in many areas. However, up-zoning could have negative implications for the quality of life for current residents, and the survey results shown below suggest that the average citizen will be unsupportive of future population growth and urbanization of the County.

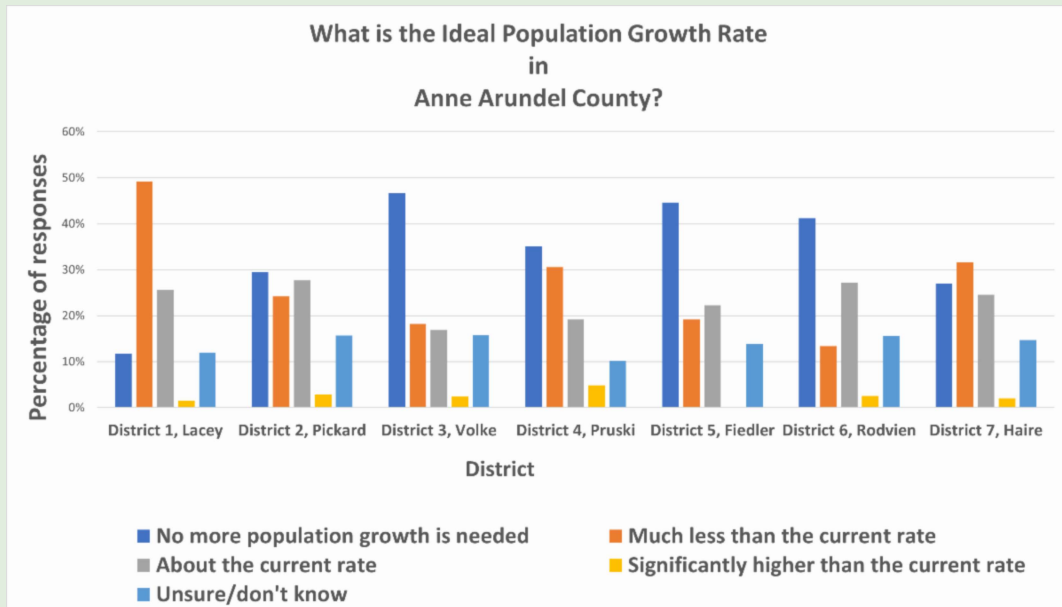
The CSLI survey has several important questions about growth, with results shown in pages 59 – 61. One of these asked ***“What is the ideal rate of population growth in the County?”*** A chart of the responses to the question is shown below.



Sixty per cent of respondents felt that no population growth or growth rates much less than the current rate were desirable. Only 25% felt that current or higher growth rates would be ideal. Partisan differences were minor.

Since the County has a wide range of geography and demographics, it seems reasonable to be curious about variations in survey responses over the various Council Districts. This breakdown was made available by CSLI and can be viewed at [this link](#):

Variation by Council District in perspectives on growth is summarized in the following chart.



Although there was variation among districts, in every district the majority chose the ideal growth rate as either none or less than the current rate.

It is important for both the legislative and executive branches of the County government to understand citizen perspectives on growth before embarking on new proposals or projects. In an election year we hope that the CSLI survey results on growth will help to inform all candidates about voter perspectives on this fundamental issue.

BRAC Development Bill 31-22 passes

Bill 31-22, designed to encourage residential construction at R15 densities on W1, C4, and MXD properties within 4 miles of Ft. Meade passed the County Council on May 2 with a 7-0 vote. The Bill was introduced by Councilmembers Lacey and Pruski.

Ft. Meade has revealed nothing more than office construction plans and has not provided employment projections. Nonetheless, the Bill was presented as an urgent response to rapid scale up of employment there. It was stated that this urgency precluded the normal thorough review of large land use changes that would be carried out in the Region 2 Planning process now underway.

In a [review of the Bill](#), GAN member Crofton First has shown that most of the affected properties are clustered near the intersection of Rt. 175 and the Baltimore-Washington Parkway. Several thousand new townhouses might be permitted there. This area has no transit to the Base or the MARC rail station, bike lanes, or pedestrian pathways.

Notably, the Bill makes no effort to address workforce housing, although it seems unlikely that all new employees at the Fort will be highly-paid cybersecurity workers. The preceding newsletter article also suggests that residential density increases implicit in the Bill may not be well-received by current West County residents.

Bay Crossing Study-Tier 1- NEPA Concludes

The Bay Crossing Tier 1 NEPA Study has been approved by the Federal Highway Administration and is available for review at baycrossingstudy.com. It evaluated a range of options including 14 corridor alternatives that could provide expanded traffic capacity across the Chesapeake Bay to improve mobility, travel reliability and safety at the existing Bay Bridges. **It concluded that Corridor 7, that contains the current Bay Bridges, would be the best option.**

Next steps will require additional environmental reviews through a Tier 2 NEPA Study that will identify specific alignment alternatives within the 2 mile wide Selected Corridor Alternative identified during Tier 1.

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