

| Response No. | 1. We need a plan... To encourage sustainable development and protect quality of life. | 2. We need a plan... To develop land at a pace consistent with growth in population and housing. | 3. We need a plan... To strengthen existing cities and communities. | 4. We need a plan... To protect our farmland. | 5. We need a plan... To protect our natural resources | 6. We need a plan... To reduce automobile dependency. |
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| 4 | | | | | | |
| 5 | I would not support encouraging development in any way. | We need a plan to not allow development on agricultural or other undeveloped land | | | | |
| 6 | | Land development (i.e., taking land now used for other purposes) should be LESS than growth in population and housing. Grow upward not horizontally! | | Yes, rural resources should be preserved | | |
| 8 | | I believe that we can develop land at a SLOWER pace than population growth by redeveloping older urban areas and increasing density. | | | | Transit is a necessity. It's absurd that I can't get from Baltimore to Annapolis on transit -- I believe in city living but yet cannot be car free. |
| 9 | Sustainability should not rank over historic preservation and restoration of existing resources. | No more land should be developed. Existing stock should be used and revamped where habitats have already been disturbed. | | | | |
| 10 | What is the definition of sustainable development? Start there before asking the question. | | Most of the new laws passed in the State are against infill redevelopment. APFO, SWM | | | |
| 12 | | | | | | |
| 14 | We have a plan. The state of Maryland refuses to put any backbone into it -- enforce the current laws, follow the current plan! | Again, if you would enforce current zoning laws and strengthen the ones that need help -- this problem would diminish! | The people flocking to PA are also looking for lower crime, not just lower housing costs! | No farm = no food. | | |
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| 4 | | | | | We need a plan to concentrate on LESS development on undeveloped land. |
| 5 | | | I dont see the state solving this problem/more people/less land means property value increases | | |
| 6 | | In existing cities or accessible transportation hubs (rail, ferry, other mass transit) | | | |
| 8 | It's also difficult to use transit for work destinations -- shuttle bus service from trains is nonexistent in many areas. | | | | |
| 9 | | | | | It's great to plan... but all of the funding to do so should be taken from fines and fees to everyone who does not do so. For example, in Virginia if a building is not built to LEED requirements, the developer must pay a fee to a green education fund. |
| 10 | There is no transit outside Baltimore and DC areas of influence. | | | MDP needs to calculate how much water & sewer is needed in their projections. The areas MDP projects growth can't get the W&S needed. | |
| 12 | | | | | We have to redefine our thinking about what makes for a successful life. We should ask ourselves whether our grandchildren deserve to inherit from us a good quality of life and a healthy planet. |
| 14 | With more choices will come an increased need for security. New transit won't do any good if people refuse to ride it because of crime. | | You also have to have affordable rentals for people who don't want to buy a home. No rental in Balt. City should cost more than \$750 for a 2 bedroom. | | While all of these things are important, if the state won't back up its ideas with stronger laws -- it will be a waste of everyone's time. |
| 16 | | | | | Less control by the local entities, more control at state level where they do not know how it is to deal with people at the local level. Look only at you Stormwater Regulations to give insight into why this will fail if you put too much control with the state. |

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| 19 | I see no impact from Smart Growth, whatever we do it must be attainable not just rhetoric. | We need a plan the addressed growth but also puts the environment into the equation. | | With no loopholes. | | The issue is how do we pay for mass transit? |
| 21 | | New growth should be centered around rail transit | | | | New growth should be centered on transit. The Baltimore Region should get a transit system that rivals that of DC and the two systems should connect. |
| 22 | Non-auto transportation options, compact land development, urban open space and parks (and innovative designs thereof), sustainable farming, etc. | Plan needs to reflect changing demographics (smaller households, influx of immigrants) | | Need more farmland NEAR our cities and towns. Urban farming should be encouraged/incentivized) | I am not opposed to rural development. Sustainable agriculture will require farming infrastructure (storage sheds, canneries, on-farm offices/housing) | Having spent 6 years as a bike/ped planner, I am not hopeful. Market forces will play a larger role in reducing autos. Gov't policies can't do much |
| 23 | We MUST consider the groundwater supply, i.e. aquifers, BEFORE ANY NEW DEVELOPMENT IS APPROVED!!! | Again, the groundwater supply MUST be considered before any more development is approved!!! | As more and more people relocate to Southern Maryland, the groundwater supply MUST be considered BEFORE ANY MORE DEVELOPMENT IS APPROVED!!!! | Charles County may experience groundwater shortages by 2030, or before at the current rate of development!! | | |
| 25 | | | | | | |
| 26 | My support for a "sustainable development" plan hinges on whether or not that plan advocates sustainability policies from a rural perspective. | As long as the need for growth is not dictated solely by pre-determined population projections. | This plan needs to help cities gain a level playing field with respect to property taxes and ability to provide and maintain urban public facilities. | To truly protect the land and agricultural uses, the plan must help make farming become economically viable and sustainable. | Western Maryland needs its resources to support its economic redevelopment. The plan should protect to support and balance economic dev. potential. | Depends upon the avialability of public transit. Western Maryland has fewer options than other areas of the State. |
| 27 | While I strongly agree we need a plan. I don't know what is meant by "sustainable development" and "quality of life". It may be defined. | | don't know | don't if true | show me the facts | |

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| 19 | | | At what cost? | This impacts existing areas, I don't want my quality of life impacted by more density in my area. | Complicated issue, how do we address growth but ensure quality of life. In Montgomery County the Agricultural Reserve has protected 93,000 acres, the price of that protection is higher density down county. |
| 21 | See previous comments. (DC and new improved Baltimore Metro system should connect)_ | Quality of place is what new generations of workers value the most... | A strong housing market is good, but smaller, energy efficient, and diverse housing options would increase affordability w/o subsidy. | No development outside already developed areas with adequate public infrastructure. | A strategy for improving quality of life for the entire state, without sacrificing the environment and economy. |
| 22 | Need a more BALANCED transportation system, and remove wasteful subsidies for highways/roads | People need transportation options. Plain and simple. Market forces create jobs, govt policies should anticipate where these jobs are going | Zoning regulations that reward smaller houses on smaller lots. Zoning regulations that permit live/work arrangements. | Incentives to build in PFAs, and disincentives (or even PENALTIES) for not. No public investments in facilities not in a PFA. | |
| 23 | | | For housing to become more "affordable" it means MORE sprawl, and in Charles County, more groundwater withdrawals!!! | | In Charles County as many as 20,000 MORE NEW HOMES have either been approved, or in the approval process. THERE IS NOT ENOUGH GROUNDWATER TO SUSTAIN ALL THIS NEW DEVELOPMENT! Private wells are continuing to "run dry" due to increased withdrawals for NEW homes! |
| 25 | | | | | Maryland needs to concentrate more on its residents and some jobs. Clean up some of these where water is standing and don't run off. Only some areas are being more concentrated on than others. Travel to the Eastern Shore and answer your question |
| 26 | Funding support for this in Western Maryland is needed. We also need a system that will more effectively link rural and urban communities. | It depends on the nature of the employment. Placing prisons or hazardous material manufacturers in dense neighborhoods is not advised. | Western Maryland does not share these issues to the same degree. We need housing revitalization more than affordability controls. | Again, it depends on the type of development. Prisons and hazardous materials manufacturers, etc. should not be forced into urban neighborhoods. | The survey contains some leading questions suggesting a certain interpretation of thre responses without clarification. I appreciate the ability to insert comments, but I hope the comments will be used to understand and clarify the results. |
| 27 | | | don't know | don't know | I had trouble answering due to lack of information. Is there a world, county, region plan. How about coordination with the local plans. Is there a limit to growth? |

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| 30 | | ...that makes a distinction between the type of land that can be developed, not the consistency to population growth. | | | | |
| 32 | The plan needs to include control of population growth, and stop road construction entirely, and substitute mass transit and bicycle and pedestrian use | | "Modern" zoning classification has greatly contributed to this by segregating residential development from commercial/industrial, etc. | Conservation easements are better than zoning restrictions. | Developers in rural areas should be required to build sewage treatment facilities and central water systems on cluster developed lands. | Look at a map. We have enough roads, and they are big enough now. New development needs to be oriented to mass transit, etc. |
| 33 | | | | | | |
| 35 | | | | | | |
| 37 | It needs to be on a State level to be levied evenly at all levels | | | Farmers now are catching a lot of criticism for environmental issues | | |
| 38 | Support sensible local zoning through bonuses and PENALTIES | Real estate agents and developers should not set residential acre sizes. Educated planners should. | Facilitate financial bonuses for in-fill development and tax the hell out of sprawl | Make agriculture profitable and it would go a long way to alleviating this problem | In-fill development and only allowing development where infrastructure exists! | Walkable/bikeable communities would go a long way towards this goal |
| 39 | Just remember it is all relative - high density in metro areas is not the same as high density in W. MD or on the Eastern Shore. | Philosophically in agreement but don't believe you can establish a rational legal nexus. | Absolutely key. The challenge is oftentimes other rules (e.g. SWM, CA) favor greenfield development over redevelopment. | But hold farmers accountable for their impact on the Bay. They've gotten away with a lot because of the power of that lobby. | | But it can't happen overnight. Also people living in Rural MD will forever be auto-dependent. |
| 41 | As long as the local areas can grow and maintain steady funding sources. | | | There needs to be stiffer requirements to have farms buffer livestock from drainage areas and waterways. But assistance provided to help. | Better technology needs to be developed so that septic systems can remain an option. without penalizing the homeowner. | develop better technology as opposed to just charging more fees. |

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| 30 | | | | | |
| 32 | All new development and redevelopment needs to provide alternative transportation. We need to de-insentivise cars. | No new roads! Money for alternative transportation. | Change zoning to a high percentage of mixed-use. Charge significantly larger permit fees for new houses over 2,000 sq.ft. | No new roads! No increases in size of existing roads. Make developers building central water and sewer systems. | You can't stop sprawl is you don't have the political will to make it unworkable. If a developer buys a farm, but can't build a new road to it, and can't use individual well & septic, and can't hook into existing central systems, he/she won't develop it. |
| 33 | | | | | State planning officials need to exert more muscle to influence local land use allocation -- which today, is too heavily weighted in favor of developers and other monied interests. The State can pass visionary laws, which today are largely ignored in most counties |
| 35 | | | | | Municipalities' comprehensive plans should still be the key decision-making instrument for planning at the local level. |
| 37 | | This will also help with the preservation of farmland and open space | But this does not mean free housing. Make housing available for working families at a price they can afford. | | I believe we are using all of our resources including land, water and recreational at a rate much faster then they can be substituted for or protected. Many practices are wasteful and will be contained only by uniform regulations that everyone has to abide by. |
| 38 | Difficult on the ES | Again - in-fill as opposed to new sprawl would go a long way. tax incentives for businesses to retrofit rather than custom build | everywhere | PFA's have no legal standing and are mostly ignored by local officials. You would be lucky if a real estate agent knew what a PFA was on the ES. | The counties/towns cannot and will not do it on their own. Time for MDP to crack down. |
| 39 | | | I think if you take care of the other issues you've identified, this problem may take care of itself. | Slow growth outside of PFAs and this problem will resolve itself. Rural development requires more land so the only answer is to discourage it overall | The ultimate solution is restricting pop. growth. Unless you can determine a carrying capacity for the Bay though, that would seem to be legally impossible. Also with any solution, please remember that 1 size does not fit all of MD. |
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| 42 | | Strange question. Are you saying we would need a plan b/c land is being developed at a pace that is inconsistent with growth in population? | | | | What do you do in rural areas? |
| 43 | | This is true even if the 'plan' is only an amalgam of locally-developed plans. | This is the most important component of planning. | | | This will not happen without transit oriented development, targeted through strong planning tools |
| 47 | | | | | | |
| 48 | | I prefer this "to redevelop and/or develop land at a pace consistent with growth" Either way, does not sound market driven | I would have more of an opinion if this statement said anything substantive. As it is, it's too vague to have meaning. | | | |
| 49 | Obviously what the State has been doing has not worked. Calvert County has lost more acres to development than most counties. | We need to concentrate growth rather than develop even more by spreading growth out over ever more land. | Encouragement to concentrate growth must be coexistent with penalties for sprawl. | It must be stopped. Hitting people in the pocketbook for creating sprawl and developing farmland is the only way to stop it. | Areas of concentrated growth such as the Chesapeake Rance Estates in Lusby MD need a sewer system. This will not happen without State support. | We need more and better transit systems between areas of concentrated development. |
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| 42 | METRO in washington area is access and capacity constrained... how do we address access there? | | | | |
| 43 | | To encourage statewide support for this concept, it needs to be made clear that "existing communities" includes small towns in rural Maryland. | | | I agree with every statement in this survey. However, I wonder how politically feasible the implementation will be. It depends very much on the distribution of authority. We must remember the recent critique of smart growth as lacking teeth & local implementation |
| 47 | | | | | The State of Maryland needs plans to make smart growth work. If smart growth works, citizens will benefit from better more affordable housing, and stronger and more sustainable communities. |
| 48 | We also need a plan to review the effectiveness of the current transit options. Ex., does bus service really meet the needs of the growing aging pop? | | we need awareness, but not sure where this statement intends to go. | We do need to protect land, but a better way may be to strengthen and enforce conservation easements. | Planning is essential, but there needs to be a strategy to measure progress on a consistent basis. Environmental protection is as important as individual rights - perhaps look to the western states for some examples. |
| 49 | We need regular transit for everyday activities, not just work, yet, People who work in these places also need transit and would if cost effective. | Jobs nearer where people live would pollute less in use of cars. | Housing, lower in cost in concentrated areas with good transportation would lower pollution from travel, better sewage disposal, etc. | Penalize sprawl and it will stop. | Planning must include penalties for activities which promote sprawl and increase travel distances by car. |
| 50 | | | | | The presumption for the previous questions is that population growth should continue unabated. There are limits to growth and failure to recognize such exacerbates the problems associated with all those aforementioned issues. |
| 51 | | | | | We do not need State growth planning but rather allow the 24 subdivisions of MD to plan for growth. |
| 52 | | | | | The survey questions are all very leading. Who wants to not be for a plan? I agree with all the points made, but many people, planners included, do not. The survey structure seems a biased "band wagon" style that doesn't really allow alternative perspectives. |

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| 53 | | "Pace" may connote different outcomes depending on the underlying agenda. Discussion of "pace" and "land development cannot ignore the market place. | | Effective farmland preservation is dependent on readjusted and realistic valuation of ag lands' development potential in light of TMDLs. | We need a plan that supports community development and place making that appeals to the market and provides acceptable alternatives to rural sprawl. | Ditto previous comment. |
| 55 | | | | | realistic , commonsense plans, not extremenest,not natzi plans | |
| 57 | This question should be quantified. Maryland's total area is approximately 8 million acres. We have developed 16% of that total land area. | 2009 families are smaller than those of the 1950's. Residents have a desire to live in single family homes. Lot size is currently trending downward. | Development (aka investment) in existing communities is discouraged (ex:Frederick County). Regulations, not development, drive up the cost of housing. | Proper farming techniques increase productivity and require less land. Restrictions in non agricultural areas have forced development into rural areas | Methods are available to reduce nitrogen from septic systems (required for new septic systems. The state should upgrade older septic systems. | Our public transportation system is inadequate due to lack of investment in prior generations. Build a usefull transit system, not new govt. buildings. |
| 58 | The plan must include significant penalties for local governments that do not comply with the laws controlling inappropriate growth. | The housing industry has been subsidized with public funds for roads, water and waste water systems, and by the undervaluation of natural resources. | The antiquated auto based sprawl development model that is being followed today weakens both communities and the environment. | The State can best protect farmland by eliminating all funds that support it's destruction. No money for schools, roads, services for former farmland | There is no present legal basis to deny development but couldn't MDE require enhanced treatment for all systems? | Rapid transit in all forms, including taking existing lanes as bus only lanes would help, pay for this with an increased State tax on gasoline. |
| 59 | | | | | | |
| 60 | | | | | | |
| 61 | This is absolutely imperative. We need to balance economics, social, and environmental impacts better. | We need to create disincentives for building on greenfield sites, and need to encourage infill and brownfield and redevelopment better. | YES. Without this, then we will not have a sustainable future. | Absolutely. As we move back to eating more locally, we need lands to create opportunities for regional food production. | We should be steering development out of the Critical Area or the people who live there need to take more of a burden because of this privilege. | We need to link Baltimore and DC and Annapolis via public transportation. |

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| 53 | Supporting transit requires the State become an positive and supportive partner with communities - not an impediment. | | We need to effectively deal with the "D" word - density. A major impediment to compact, mixed-use development is misinformed citizens and groups. | The PFAs are not an effective planning tool. Politics and PFAs can result in thwarting planning for growth where it should be encouraged | We have local, regional and statewide "plans" for all of the things addressed in the previous questions. What we lack is effective implementation of those plans. The role of the State should be to encourage visionary planning and assist in implementation. |
| 55 | | | | | the critical area was promoted bythe eastern shore astrocasty and the weastern md. ,balti. elite, no consideration for western shore prop owners on the water...quote me |
| 57 | Look at European public transportation systems. I live 3 minutes from a park & ride lot but to take bus/metrorail my commute would be 90 minutes. | Development restrictions and impact taxes make creating employment centers in the urban core cost prohibitive. Give incentives, not impact taxes. | When the government imposes 30k to 60k impact taxes on lots what else can be expected? Over regulation also serves to drive up the cost of housing. | The state provides public assistance with a catch - impact taxes, increased property taxes and outrgeous development fees. | Maryland needs economic growth which will take further development. The end result of this survey (a new growth policy) will only give the state more ammunition to raise taxes, increase development costs, impose new regulations and exacerbate the current problem. |
| 58 | More trails for pedestrians& bikes, giving priority parking areas and reduced license fees & taxes for "Smart cars," free parking at transit points. | See: Balston, VA. However, there need to be more public parks for all ages. | Housing is more than the single house/yard model. There has to be more flexibility in design and in the zoning and building codes. | PFA's are ineffective. Get serious and withhold ALL state funds for roads, schools etc. for counties and cities that do not comply such as Charles Co. | Understanding that the Legislature is strongly influenced by the land/real estate community the legal changes necessary to effect change in land use is difficult. With the character limits of this program a more detailed comment is impossible. |
| 59 | | | | | Development needs to take place in our cities, not scattered about the state. |
| 60 | | | | | It means more State encroachment into local land use planning. The State seems to think that "one size fits all" and fails to recognize that some people opt to "live in the country" in a more rural atmosphere rather than cheek 2 jowl. And they should be able to! |
| 61 | | | | In PG County, it seems like the entire county is in the PFA, and therefore sprawl is legally allowed to continue. This needs to change. | |

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| 62 | | | Growth areas/PFAs are too liberal; sprawl is still out of control. Need to get growth back inside the City of Baltimore. Do NOT expand I-83 to PA. | Once protected, farmland needs to perform better regarding pollution. | Development is reducing forest land at a significant rate and there's too much development in drinking water reservoir watersheds. | State policies/projects drive VMTs and sprawl - do NOT build a new Bay bridge - this will increase sprawl and VMTs all over the E Shore. |
| 63 | | | | Our County has one and does not need additional plan | | |
| 64 | | | | | | |
| 65 | The Plan needs to set broad state goals and Objectives, but leave local controls in place. | | | | | |
| 67 | The plan must include population- and pollution-related controls that will accompany the growth. | The State needs to figure out a way of decreasing the "footprint" of population growth ... even increasing greenspace. | Many who relocated from the city/inner suburbs to the outer areas were whites fleeing minorities. Also, many rented house to people who lacked norms. | The State must partner with the fed in preserving green space and farm land while embracing modernity ... create the "town center-as-hub" concept. | | I agree, but I also remember that WMATA has complained that increased ridership results in increased costs; this is an oxymoron that needs resolution. |
| 69 | | | | | Any plan MUST include a rational and reconciled approach to appropriations permitting so that municipalites can provide services | |
| 70 | | | | | | |
| 71 | With the past rush to build and the recent downturn, NOW is the time to concentrate money and resources to further upgrade our roadways and bridges i | It is time to stop new residential developement. Maryland has plenty of older neighborhoods in wonderful locations with many opportunities for growth! | Look at attractive financing incentives to bring people back. Schools are a main concern for young couples looking to start a family. | Stop developement in these areas. Somebody will still want to work the farms. Open developement lures big money resulting in a windfall for a family. | Common Sence has to prevail over the almighty dollar one day! Before the bay turns into a sewer. | The single most driving force in sprawl was a decline in safety and living conditions in our cities and surrounding suburbs, Add that to the lure of c |

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| 62 | | Not just jobs- Baltimore needs to once again be desirable place for FAMILIES to live, with quality schools, safe neighborhoods, & competent government | There's plenty of affordable houses, but overall communities have needs to attract families to those houses | STOP would be the word - there's already too much out there. Tie rural growth to stream anti-degradation as there's no permit reach for rural dev | It's more than about time! The State Plan was a basic legislative mandate from the beginning and was ignored while MD's population grew. Political will at the local level is the key and MD has few good examples - Baltimore County is best. Use State policies & \$\$ |
| 63 | | | let the market dictate | Problem is that there are a large number of propoerties that have been created over the last many years outside of PFAs that cannot be just ignored | Concern with a plan that may take away local authority and the ability of local officials to do what the people that elected them want |
| 64 | This is probably the most important issue I would like to see a plan address. | | I'm a young professional and pretty much have abandoned owning my own home for quite some time; it's far too expensive. | As a recent study showed, Maryland needs more restrictions on development - PFAs don't seem to be working. | I fully support a state plan for development. Every organization plans - why doesn't the state plan for its development? I am particularly concerned with transit and affordable housing. |
| 65 | | | | | The goals that were outlined above are desirable. Achieving them is the difficult part. There are so many private interests, jurisdictional issues, and economic issues involved that it will be difficult to develop a Plan that will actually be implemented. |
| 67 | This plan should include diminishing (prohibiting?) work-related automobile transit into urban areas during the work week. | The State should partner with the fed to provide significant incentives for businesses to locate into the urban areas. | With the housing down turn, I think that houses are more affordable. Perceptions/attitudes/fear permeates the decision not to "live where you work". | The State and counties must place restrictions on development outside of PFAs. I think this is a profit-tax receivables issue more than anything else. | |
| 69 | | Jobs neede to be where people live, even if that means outside of the urban core | | The efforts of many communities to infill or grow appropriately have been circumvented by MDE/DNR; MD's left & right hands don't communicate well | |
| 70 | And make the Light Rail run straight to Annapolis! | And make the pay compatible to the cost of housing! | | | I would like to access affordable homes. |
| 71 | I have not used any public transportation | See above | Not everyone can live where they work, conversely many can't work where they live. This is a multi-faceted issue that can only be solved when the peop | Sounds like someone dropped the ball or picked up the cache of money and allocated it somewhere else!!! | I feel strongly about Maryland and its many wonderful offerings. I was born here and have enjoyed most of her resources. I am a USCG licensed Captain spending many beautiful days and evenings on the Chesapeake and her rivers. I will continue to stay engaged. |

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| 72 | | | | | | |
| 74 | Absolutely! Maryland needs to avoid becoming like upper NJ, etc., land that is developed than trashed and never re-developed. | We need to redevelop areas that are already residential that are not being used efficiently. | | | | Yes! The Baltimore area especially needs more reliable public transportation. Buses are not enough. |
| 76 | Agricultural land must be protected. Locally grown food is fresher and cheaper . The open space provided by ag land helps sustain our environment. | Residential development needs to be more compact and not compete with agricultural and other open space uses uses. | Too much of our land is being used for transportation. The current economic situation with rising gas prices are hurting family budgets. | We must retain strong agricultural base. Failure to do so will lead to rising food prices and environmental degradation. | The bay is a souce of food, recreation, jobs and scenic beauty. Preservation of the bay and its watershed should be our highest priority. | Increased vehicle miles traveled is not only destroying the environment but also hurting our economy because of higher and higher prices for gas. |
| 78 | We need more than just plans and encouragement WE NEED REGULATIONS, ENFORCEMENT & PENALTIES! We've had plans & encouragement for years, doesn't work! | Again, we need to enforce what we've known for years. | Discourage sprawl, encourage PFA's & MAKE MANDATORY AT THE LOCAL LEVEL! Charles County example of being anti-smart growth | Control sprawl & development, Start local allotments to encourage citizenry to become invested in growing | Keep growth centralized to make access to public water and sewer cheaper. Kill sprawl and reduce waste | We are trying to push light rail in Charles county as mandatory (extend Branch avenue metro). ENCOURAGE DEVELOPMENT WITH WALK AND BIKE OPTIONS!!! |
| 80 | We have super-sized America. | Smaller houses, less lawns, more pervious surfaces. | | | Requiring the new nitrogen removing systems in new systems and retrofits is a good idea. | I hate driving to meetings. More telecommuniting, more conference calls, less travel. |
| 81 | The plan should be developed from a bottom up approach, based on the needs of the individual jurisdictions. | Provided that local jurisdictions are given the tools and funds to develop infrastructure to grow properly, such as rail transit. | However, the plan needs to recognize the growth of all jurisdictions and make allowances for smaller communities. | | | However, the State needs to support all jurisdictions to provide reasonable transportation options, focusing on rail. |
| 82 | | | we need more than a plan, we need resources and incentives | | | |
| 83 | | | | | | |
| 84 | A plan will only be effective if it can be implemented in the manner in which it was intended. | What about the market? Apparently, there is a need if people are willing to purchase the properties... how can you control the market? | Make it affordable for middle income households! | | | We must recognize that technology can get us better reductions than reducing VMT. Transit is not always the most cost effective answer. |
| 85 | suggest plan to at a minimum protect, preferably to improve, quality of life ... there's been some loss of quality since 1973 | suggest to develop AND REDEVELOP land | ... even if this means delaying, deferring, or altogether denying development options in remaining rural areas | ... including larger financial incentives for preservation and greater penalties for turning land over for development | ... including remediation of existing low-level individual pollution sources which collectively impair the Chesapeake Bay | [Editorial: This goal needs an interstate compact component, if that's appropriate in context of Maryland's plan.] |

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|--------------|---|--|--|---|--|
| 72 | | | | | Need more bicycle lanes and trails for commuting. Also need to update or widen those existing roads (rural/Suburban) where congestion has increased due to the housing development. |
| 74 | | | | | We need this plan or else Maryland will risk squandering the wonderful resources that separate us from many other states along the Charlotte-Boston corridor. |
| 76 | Opportunities for transit use for commuting trips need to be increased. Use of transit for shopping may not be practical due to multiple stops. | This may not be all bad if center cities can not provide adequate space and "work where you live" programs are implemented in high employment areas. | There needs to be mix of housing in all communities. Work force and low and moderate income housing needs to develop in concert with job location. | PFA's do not affect large lot development on well and septic. This may be related to the increases in that development pattern. | The development of a State Growth Plan means that some planning decisions affecting the state will be made at a higher level of government where there is greater expertise, more objectivity, less "politics" and special interest influence and NIMBYitis about change |
| 78 | Concentrate living in PFA's (no sprawl). Use European Village centric model with close shopping & recreation with foot and bike paths to get around | Very difficult in DC Area... Transit is key | | Again NEED ENFORCEABLE REGULATION | |
| 80 | Commuter services here in the hinterland are sparse. We could use a more robust car pooling operation to start. | Our rural counties are becoming more and more suburbanized. And it's happening on the Eastern shore too. | We need to move the housing that already exists. Retrofitting houses for energy efficiency is one idea that increases affordability. | | We really never talk about population. We need to find a way to slow that down. Roads aren't mentioned and they are a big part of the sprawl picture. |
| 81 | | | | | |
| 82 | | | | | |
| 83 | | | | currently existing communities are unable/unwilling to accept more residential growth and greater density | |
| 84 | Density, density! Transit is already too expensive for individuals to take by choice - any transit alternatives must be cost effective. | If the jobs move out, then it will be easier for people to work where they live. | Especially to middle income workers - they are the ones with a choice, and who want to live closer to the action! | | |
| 85 | [Editorial: This must gain support from shopping ctr owners + local police forces.] | ... thereby reducing demand for expensive extensions of urban infrastructure to support new offices and commercial and industrial uses. | [Editorial: This goal's achievement is heavily dependent on Federal tax policies affecting home-building businesses and financiers.] | [Editorial: Waivers or exceptions to PFA limits need to be made very, very difficult & time-consuming to get.] | Good goals, comprehensive approach to growth's unintended consequences. |

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| 86 | | | | Although values have risen - they do not cost as much as developing in urban areas so are still inexpensive by comparison | | Does this mean (or give justification to providing a rapid transit train to Waldorf??? Would this not create further sprawl |
| 87 | | We have many plans that either have no teeth or the State doesn't have the willpower to enforce them. We keep doing planning exercises w/little chang | Maybe. What does "strengthen" mean? This is just a platitude--hard to disagree with conceptually. | The plan should include supporting farms in Baltimore and promoting local crops so that the rural farmers have more local customers. | Another platitude. When planners support shared systems the rural folks fight and want their own detached properties and govt. gives in to them. | We need a governor who does not support the ICC for political reasons so that \$ for transit options and other Env. Defense options are not available. |
| 88 | suggested benchmarks do not cut it - policies must have teeth either to developers, counties or cities. | | | | | |
| 89 | | | | | | |
| 90 | | | | It depends on where the farmland is and what it produces. | | |
| 91 | | | | | | Need to get the trains back. |
| 92 | Think such planning is more a function of local governments but do believe certain items need regional or statewide planning. | | But we need to be careful to not destory the quaintness of our rural small towns and villages. Plan should not be generic across the state. | We need to re-examine our large lot requirements in rural areas including the critical area that are encouraging sprawl. | We also need to re-examine some of our current environmental legislation to see if it is effective or if it can be consolidated for better results. | |
| 94 | The plan needs to consider the environmental impacts of our lifdestyle and find ways to ensure resources are here for future generations. | | | We also need to ensure that farmland is meeitng higher environmental standards. | We need to focus growth to existing communities and limit growth that occurs on septic systems. Counties need support sending growth to Municipalities | |
| 95 | ...and to support economic vitality for this and coming generations. | Pace isn't the challenge. We can build 'em as fast as we can sell 'em. Providing housing in areas and forms that are supportable is more difficult. | They already offer housing, jobs, education, healthcare, jobs, utility infrastructure, and cultural opportunities. Why duplicate efforts? | Otherwise we will grow houses and rely on others (outside MARYland and maybe the US) for food. That's is not secure or acceptable. | They are amenities for future and current residents, not future development sites. | We need options. Katrina showed us how effectivly cars can serve a mass evacuation. Americans deserve better. |

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| 86 | | | | | |
| 87 | We need a WMATA-type board. The MTA is an inefficient, unaccountable monopoly that is unreliable. Make it work first. | Programs haven't worked adequately for the last 50 years, so what new plan could we come up with? Politics (developer \$) wins out over plans. | We don't need a plan. We need political will and adequate funding for existing programs. | We don't need a plan, we need State legislation that takes the control away from local govts. that allow sprawl. Another plan is just a diversion. | Without legislative teeth and political will not much different will happen. I've been part of these planning efforts--at least a half dozen in the last 30 years--that continue to take time and resources and don't change the overall flaws in our system. |
| 88 | | | | | this is all good...but we need carrots and sticks....nearly every timeline the state has set for such projects have not been met. |
| 89 | | | | | It's imperative that we preserve our agricultural lands, natural resources and of course the Bay. Once gone, we will never get them back. Plans are a start but action, legislation, and funding will meet housing needs via in-fill, clustering and redevelopment. |
| 90 | | | | | |
| 91 | | | Why not build smaller home,something people can afford. | | |
| 92 | Also need to include rural services to require bus service be more than transportation to wor & look to combining transportation programs. | Ability to work from home may be more critical. Need to update codes to make redevelopment easier. | | Also need to let communities pick new PFAs. Ours were picked by 3 people, not by public or even planning commission input in reference to Comp Plan. | Regional plans more helpful with state planning on certain specific issues. Ex. of specific issue is TDRs - they need 2 b statewide or will eventually destroy the Eastern Shore. Y R your references are 2 the Chesapeake watershed, doesn't rest of state count! |
| 94 | | | | | We need a plan that moves us towards a sustainable future. Our children should have access to clean air, safe food and drinking water, and natural open spaces. We need a plan that protects these essentials. |
| 95 | We need options. | | Affordable housing doesn't happen in the marketplace, but low-income residents (like young people) need to start somewhere. | | Be aggressive. Narrow over-sized roads to provide rail corridors. Offer more trade school options for those not ready for college. Teach school children what good design is and what makes it good. Convince the public that compact living is good quality of life. |

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| 96 | there a dire need for strict laws and compliance in relation to smart growth and development of communities throughout maryland. | there is an appearance that developers are given free reign to build whatever no matter the appearance and effect it has on communities. | | look into possibilites of creating more community farms and co-ops as opposed to selling to developers. | | focus on developing more pedestrian friendly communities, widening MTA service area to include more counties, & expanding metro to Balt and Annapolis |
| 97 | I have to agree. BUT, a plan is a stack of paper. Without enforceable means to discipline local land use decisions, paper is all that will remain. | What is the proportionality factor between land-use pace and population that is "consistent"? | BUT: some priority funding areas are incompatible with Chesapeake Bay stewardship--like Bryans Road. Highways=sprawl. MD is guilty. Stop permitting. | Charles County's proposed sprawl-inducing Cross County Connector would rip through a farm (the farmer is opposed) Induced growth would tear up more. | Forest loss is killing the Bay. Forest is cheap to develop. MD subsidizes this when they permit new highways. | A commute to DC from land that Chas Co's CCC would open contributes 6 tons CO2/yr/vehicle. And no-one is looking at increased congestion on MD 210. |
| 98 | While there is legislation on the books (such as the Critical Area restriction near the Bay) it does not seem to be enforced | What about redevelopment of areas that have previously been developed in areas that have existing amenities? | | Part of the problem seems to be the reoccurring pattern of the State raiding Program Open Space funding for the General Fund. This has to stop! | More adequate funding for upgrades to existing underperforming systems is critical. A statewide impact fee should be put in place. | It seems that only a small fraction of state transportation funds go to mass transit operations, this should be realigned. |
| 99 | | | | | | |
| 101 | | We should not be developing any more land - we should be going vertical - Gov O'Malley said we can put all future development w/in 1/2 mile of transit | | | | |
| 102 | But we also need laws, regulations, enforcement, and penalties for those who violate the laws. | But development should be on small lots within easy walking or public transporation distance of facilities: schools, shops, churches, jobs. | But the plan must be enforceable -- otherwise it's just a piece of paper. | So farmers have to have an economic incentive to continue farming -- but it also must be done in environmentally friendly ways, and CAFOs are NOT that | And we need the plan to be enforceable. | So new housing must be TOD. Road that encourage sprawl must be denied building permits |
| 104 | Don't bother with the plan if you don't plan to institute some sort of enforcement mechanism - performance indicators, withholding state funding, etc. | Don't bother with a plan unless you institute some sort of enforcement strategy. Enough talk, already! | | | | |

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| 96 | plan and rework communities for pedestrians. more/wider sidewalks, medians, crosswalks, traffic lights. mixed use development. | mixed use development and main streets could bring more companies to communities as well as provide space for more small business locations. | reign in developers! more starter homes on decent sized lots at an affordable price so families can add on as they grow. | this wouldnt happen if there were tighter laws and people were being held accountable! | In my opinion politicians are to blame for the state we are in currently. Noone is being held accountable. And all of Maryland's residents are suffering as a result. We need to make decisions as if we are the ones that will be living in that particular community. |
| 97 | Waldorf, Chas Co's urban core, is on a rail line. Yet co. officials prioritize new highways over rail based TOD. Can MD fix this entrenched localbias? | But pay attention to poorly chosen PFAs. Tech Park in Bryans Road threatens one of Mattawoman's best tribs. Yet, a vacant tech park is in Waldorf. | But any plan will be usurped to build in rural areas, as is being done in Nanjemoy (Chas Co) in the name of affordable housing. | "Rural" 3 acre zoning encourages McMansions. PFAs can be poorly sited: some use Bryans Road to justify sprawling Waldorf to the Potomac River. | Discussion of population growth is taboo, so concentrating population is key to preserving our environment. State tools are weak (a plan that "encourages"?). MD can choose to deny wetland permits, one of its few tools to avoid sprawl. How often does that happen? |
| 98 | | Agaiun, it seems that counties make it easier for new development and new paved parking lots instead of development around mass transit stations. | | Where is the enforcement by the State?!? | |
| 99 | | | | | Because I live in Charles County, it means stopping the septics on waterfront 1/4 acre property in Marshall Hall, building up Waldorf and implementing mass transit, preserving the Bryans Road Mattawoman Watershed area, a place to live and a place to play. Thanks |
| 101 | | | | The location and size of PFA's needs to be reevaluated. | |
| 102 | And we must make public transit attractive to commuters by extending service and cutting fares -- it's cheaper than roads. | Which means denying development permits outside those areas (such as for the Tech Park Charles County plans for the Mattawoman Creek watershed) | Which means requiring developers to include affordable housing in their plans, and requiring that they be TOD | And we can do that by refusing building permits in areas outside the PFAs | Plans are fine, but if they are not backed by laws and regulations, they're worthless. Start by denying permits for the dreadful Charles County Cross County Connector. |
| 104 | | | | | I'll just reiterate my earlier comments: if a "plan" is all you plan, without some sort of teeth - some way to ensure that local zoning decisions and planning decisions follow the plan, then don't bother. We've had plenty of bureacatic exercise. We need results! |

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| 105 | And the plan needs TEETH! | Go further. We need a plan to focus so much growth into infill that new land is developed at a SLOWER rate than the population at large. | And the plan must show which zoning regulations need to change to accomplish that goal. | Such plans must be state-wide in nature, or they will just encourage leap-frog development past whatever smaller jurisdiction adopts them. | | Put a 5 year moratorium on all highway construction and put 100% of the money into transit. See what happens. |
| 107 | | | | | | |
| 108 | | | | Protect small, sustainable family farms for their environmental, economic and aesthetic value, but be careful not to promote factory farms. | | It's not just greenhouse gases. Even electric cars rely on large amounts of pavement to be useful, increasing runoff and wasting valuable land. |
| 109 | | These questions are a little leading. | Unless they're exurbs, but again, leading question. | | | |
| 111 | | | | | | |
| 112 | So called "developers" cashing in on white & middle class flight pocketed profits but were immune to real costs. | | | | | |
| 113 | Accountability is needed from local plans | We need to grow at a slower pace MUCH more effecintly then we have in the past. | | Local Governments must using zoning authority to also protect lands | | |
| 114 | A 'plan' without a hammer is nothing more than a good intention. And the road to you-know-where is paved with good intentions. | Or maybe backfill --- we could put a lot of people in Baltimore City if we could make the city a more attractive place to live. | Again --we need more than a plan. We need resources to put the plan into action. | | | I'm boring you with repetition. We need to commit the resources needed to provide transit options combined with enforceable land use plans. |

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| 105 | "Transit options" should include walking and cycling. Subdivision standards should require any new development to have an interconnected street grid. | | "Affordability" means SUPPLY. We must end limits on density and make accessory units legal everywhere, so the market can produce enough supply. | The localities need to change their zoning to make infill much easier, at higher densities. | The 1990s Smart Growth effort failed because it didn't go far enough to reverse the previous 50 years of regulations and subsidies favoring sprawl. We need to attack these issues head on, with real teeth and real money. Nipping around the edges doesn't work. |
| 107 | | | | | The plan should recommend specific actions, both regulatory and market-based, that state and local government should take to achieve the visions outlined in the Plan. |
| 108 | This will only become more important as baby boomers become too old to drive. | | Part of this is decoupling the cost of parking from housing and allowing buyers/renters the option to live in a community where they don't need a car. | | |
| 109 | Especially suburb - center city and inter-city transit. | | | | This survey seems like it was specifically set up to show support for a smart growth plan, which is fine, but it's not a real survey. Plus, self selection of those who are on this mailing list and would be inclined to answer it... |
| 111 | | | | | State bureaucracy needs more even-handed objectivity and less philosophical bias and closed-mindedness. Our system of government, at least outside Maryland, is predicated on the democratic concept a majority rule, not elitist, oligarchical or special interest ru |
| 112 | | | | | Much of this is about privatized profits and socialized costs. It is the "investor" class which has made the selfish decisions which have led to the issues cited. |
| 113 | | | | | |
| 114 | | Or concentrate employment, commercial and residential development along well defined transportation axis with fast convenient safe public transit. | I do wonder how you will do that ---- without breaking the expectation that current homeowners are 'entitled' to ever increasing values. | | |

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| 115 | But a "push" poll is not the way to build consensus for sustainability. Results will never have credibility considering the leading comments. | If a more realistic loan market doesn't put an end to the bigger-is-better mentality, what will? Still, MD is more compact than some of its neighbors | A relentless cycle in cycle? How about a relentless cycle of cyclists? Following State standards kids can't even bike to school any more - too far! | Maryland needs a plan to protect farmers. Commodity agriculture will not sustain farming in the future, or enable young farmers to carry on the same. | We need a plan to get MDE on board with shared or innovative systems. Large lots are a direct result of septic regulations that mandate sprawl. | But not to a one size fits all policy. Areas under 1/2 million pop. will never be served by mass transit or local services, nor should they be. |
| 118 | | | Revitalization and redevelopment of cities and towns should be one of Maryland's top development priorities. | This has to be balanced with farmers' need to sell land to provide for their retirement. | | |
| 121 | It can't just be a "plan" though; it also should contain solid mechanisms for implementation - economic support, incentives and real disincentives. | The plan needs to focus on redevelopment in areas with existing infrastructure. Improvements there will go further to meet population growth. | Meeting the needs of existing towns and cities must come first. | | Installations of new septic systems without state of the art nitrogen removal technology must be outlawed. | Real options for transit, cycling, walking, and connectedness is necessary. |
| 122 | I'll beleive it when I see it, these plans are mostly hot air. | It's not likely that states our counties will put any teeth into these efforts. | Absolutely!! But tax codes, policies and subsidieas are all stacked against city and town centers | Rural land and farm subsidies seem to support factory farms and weathy horse people. | Good luck. AA Co can't get millionaire waterfront homeowners to fix their systems, try it in less affluent areas. | MDOT is our biggest adversary. Wasting Billions on the ICC, I-95 widening, route 43, while stiffling bike & Ped safety in town centers |
| 123 | | | | | | |
| 124 | development is a scary word without adding redevelopment and some preservation to balance it | agree with inferred intent but development must in future be different than the sprawl that has destroyed natural resources and over-run costs | not just strengthen--but how to ATTRACT people to them | not just the land, but economic assistance to assure local markets for products at fair value to farmers | yes, but question doesn't adequately reflect the issue in the narrative intro | yeh, but this question is so vague that you aren't getting to whether people will give up suburbs or use transit |
| 126 | Most of what we have at the local level is eyewash and does not hinder the housing development industry from doing whatever they want. | | | | Best available technology for waste treatment, including nitrogen removal, should be mandated in all new homes not currently tied to public sewers. | |
| 127 | We need a plan without loopholes | We need to focus more on REdevelopment. The questions as stated says to me "new" land, not reusing old land. | Exactly | Spell it right first of all. Then while you preserve land in certain areas do not do so at the expense of lands not in your targeted realm. | What you are saying is to expand the growth area OR improve septic systems. The question is loosely worded - too much so actually. | Get out of the Eisenhower menality of wider roads + better transportation. |

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| 115 | If you are in that 80% chances are the destinations are too far-flung. Mass transit costs users much time in all but the largest metros in the world. | Yet workers have to venture further from the work centers to afford a place to live. Workers need incentives, too. Businesses are fickle. | The land's the thing. The housing stock is there, albeit in need of repair. Cheap does not equal affordable. Amenities and safety are key. | However PFAs are a perverse creation. Threatened with loss of funds absurd and unsustainable PFAs were created. Sprawl was fostered, not contained. | Maryland is in many ways head & shoulders ahead of other states. But State agencies work at cross purposes and literally destroy each other to concentrate power. Entrenched bureaucracies backed by powerful lobbies will not readily relinquish control to reason. |
| 118 | | | | | State growth plan should provide direction to counties and municipal governments as to where and how development will occur. The Plan must not be a compilation of county and local Comprehensive Plans - it should be a blueprint for growth across the whole of MD. |
| 121 | Connect Annapolis and Baltimore via transit! | counties compete to get jobs and housing. | | as long as developers can pay the upfront infrastructure costs, they don't care who gets the bill for long-term O&M. | MD needs more than another plan; we need solid programs, laws, regulations that require full accounting of the costs associated with sprawl and haphazard development that consumes forest and fields. |
| 122 | Little leadership from the state. Baltimore city is launching the Circulator and Charles St. Trolley, where is MTA? I use the #8, it's always late. | So stop subsidizing sprawl, and DBED's smokestack chasing race to the bottom. | Baltimore City bears most of the burden of affordable housing | The PFA regulations have been almost completely ineffective. Short of an energy crisis, I would nto expect MD to get serious about sprawl | It means a bunch of hot air and little or no action |
| 123 | | | | | A growth plan means better lives for all concerned |
| 124 | when you can't see all the questions ahead of answering, one doesn't know that comments will be addressed in forthcoming questions... | | | assume you mean outside PFA-- unless all existing communities are PFA/s | great idea, get the word out,. how bout a fun interactive that makes it like a game or some entertainment like "the story of stuff" thhttp://www.youtube.com/watch?v=gLBE5QAYXp8 |
| 126 | Build it and they will come. | | Mandate affordable housing mix in developments. | The PFA concept is a sham. 80% is based on units, not acreage. | All plans appear to be lip service eyewash, meant for viewing, not controlling. This applies to state and especially local governments. Until the state starts to mandate and measure what locals can do, your plan will remain eyewash. (Why so few characters?) |
| 127 | One incentive is to increase allowed housing density if transit is incorporated into the plan. | There's a conundrum - take the jobs to the people and cut drive time or keep jobs where people don't live. Telecommute more. Make transit mandatory. | The market will probably do this without legislation. If the big mansions don't sell, they won't be built. | Stop State funding of roads outside the PFA as requested by the County's top politicians. PERIOD. | |

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| 128 | I feel as if many development projects lack regional focus and need to consider their impact more broadly. | These larger lots also negatively impact the sense of community. Bring back the return of neighbors who know each because they say Hi at the mailbox. | This plan should focus on economic and community revitalization. Looks at models that work, don't reinvent the wheel | Communities are demanding more connection to their food - as evidenced by a CSA started from Centennial Lane ES. | However, natural resources are WAY more than just soil and water. Please plan to include all our resources - air, open space, habitat, etc. | More metro like systems to the west of Baltimore are greatly needed. However, alternatives like carpools and van pools should be investigated too. |
| 129 | | | | | | |
| 130 | To coordinate multiple modes of transit, assure linkages within each system, to accommodate choices and assure the smooth flow of commerce. | A plan to assure that future maintenance costs of road and transportation systems and their associated utility systems are sustainable. | | | | |
| 132 | Planning should include those in small houses who live in urban communities as well as those in larger houses with big lots. | | | | | |
| 133 | We need to correlate economic development, land use, transportation, and quality of environment | | We should first re-populate our cities before expanding development in green areas | Farming should not be based upon the appreciation of land as an investment. Nor should it be taxed so as to force a sale. | This is a far more complex issue than the results of use of septic systems. One must also consider the increased runoff caused by impervious surfaces | Public transportation investments should improve headways, speed, and reliability so as to better compete with the automobile |
| 134 | MD should set and ENFORCE minimum quality of life standards - maximum for lights, noise, dust, etc and minimums for local parks, libraries, transit,. | No tax money for new facilities outside of urban areas. Require Best Available Technology for septic systems. Developer should fund roads, not taxes | Stop waste - Base property taxes on square footage of lot. Give 10 year exemption from property taxes for major redevelopment of homes AND businesses | Establish decent Transfer of Development Rights programs to support farmers and make rural developments VERY expensive. | Require Best Available Technology for septic, including nitrogen removal. Keep septic far away from streams, wetlands, etc. | Make urban areas desirable with parks, effective bus transit, walk/bikeways, schools, etc. No money to expand rural roads - repairs only. |
| 135 | | I feel this could to allow for developers to push for non essential projects at the cost of natural resources etc. There are other ways I think... | | Some investment in farmer's markets and other outlets for state grown foods could also help with the plan the strengthen already existing areas. | | Efficient and safe public transportation is crucial for healthy growth. |
| 136 | The developement of properties should be left to the private sector with less government interference. | The marketplace will encourage the developement of traditional neighborhoods with resonably sized homes and lots if mortgages and lending are left to de | | | Infra structure needs to be developed for these projects, even though septic systems are the most natural way to handle waste. | A rail system similar to that in New York or Europe could reduce the use of automobiles drastically. |

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| 128 | Planning transportation need commercial and retail locations are key. We don't want folks to have to drive several miles between errands. | | | Very strongly agree | Please don't forget to include infrastructure planning in with the development. Linking public schools, fire/police capacity with development is key. However, the current systems seem to find too many ways around this process. Close that loop |
| 129 | | | | | Even though I did not have the time to fill out detailed comments related to your questions I hope the answers I did give will be useful in developing the many plans which are necessary. |
| 130 | | | | | |
| 132 | | | | | |
| 133 | The biggest problem inhibiting transit services is political will to fund such services. This cannot change without major efforts to educate the publ | Economic Development should focus on cities, not BRAC, which is the greatest sprawl inducer in the history of Maryland since the interstate system | There is a lot of affordable housing in Maryland. Affordable neighborhoods need safety and good schools. | Each of these developed areas have benefited from a political or administrative decision to entitle them. | |
| 134 | | Establish separate Districts for industry. Require office buildings to be multistory, including parking. Encourage mixed use w/low-impact business | Efficient, safe transit would free up thousands of dollars for each worker, that could be used for housing | We need a plan, but current PFAs are ineffective. Rural housing should not have convenient roads, libraries, schools, etc -- keep those in urban area | We need specific and enforced PLANS. Zoning codes don't protect quality of life for urban residents and businesses, so rural areas are perceived to have the "best and most convenient" homes, schools, parks,libraries, peace&quiet, and people want to live there. |
| 135 | Commuter safety is also an issue in this plan. Spacing the bus stops more than a block apart would also be helpful. | | | | While there are other cities in the country who should certainly be looked to for ideas, I have felt that many of the issues addressed could also benefit from the examination of European models, particularly with regard to public transport and quality of life. Thx. |
| 136 | See previous comment | | Housing density needs to be increased to allow the developement of more affordable housing | Encourage density rather than sprawl, cluster homes it reduces infrastructure and housing costs. Common Sense would be a wonderful thing in planning. | I would resist a state growth plan because it just wastes money by creating more government and more government intrference in letting the market determine what is needed. |

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| 137 | Need to define "quality of life". Should not expect to continue the ever-increasing consumerism and population expansion and still enjoy all the weal | Need to STOP this gross waste of resources and extravegant flaunting of wealth - we can live comfortably and efficiently (energy efficent) Must change | Mass transit - modern, affordable, efficient. Community Design must have benchmarks (Need Legislative Guidelines) | THIS IS THE MOST IMPORTANT OF ALL YOUR ISSUES!! Without local food sources - we're doomed to worse economic and thus social problems | Yes but just focusing on septic is not the entire solution. We have the technology to deal with that problem and should transition to upgrades when n | AGAIN - MASS TRANSIT!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Why not look outside the box (which is more paved highways) Think: monorail and trains!!! |
| 141 | | | | | | New roads and highways are not the answer. The ICC is a waste of money and natural resources. |
| 142 | | | | | | |
| 145 | | We need a plan for SMART growth, not just growth! | | | | |
| 146 | | | | | | |
| 147 | | | We need a plan to protect rural landscapes and rural cultures; and we can accomplish this by developing a plan to appropriate develop these areas. | More regulations are not the answer. We need to encourage economic development opportunities to underpin the sustainability of ag activities | But not more regulations!!! [See previous response.] | |
| 148 | We definitely need to plan our growth, with true democratic input too | If we don't plan, eventually the poorest folks stuck in tenement housing are going to overrun & eat the rich in their big houses and gated communities | I think the problem is more that our public schools have seriously declined in quality since the 1960's | Eventually, if the USA doesn't grow its own food, manufacture its own stuff, and try to be self sufficient--we will be slaves of other countries | This question is pretty lame based on the problem presented. Offer a alternate. | We need to pry the oil executives' grip on our collective genitals, or we're spinning our wheels |
| 149 | | | | | | |

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| 137 | Have Marylanders forgotten how to walk?! A 1-2 mile stroll (or brisk strut if in a hurry) won't kill anyone and will probably improve their health | Try charretts (i.e. smart urban planning) - if you need to expand housing, jobs, business - try well-planned clustering. It works! | Again - think about improving the requirements for developers to design and build SENSIBLE living spaces - not exotic, expensive, expansive displays! | Enough said. Perhaps ALL of these issues could be suitably addressed if POPULATION growth was properly addressed. Don't need to continue at this rate | All of this is based upon the fact that POPULATION is going to continue to expand uncontrollably. By not totally allowing the RIGHT to CHOOSE, and thus forcing the "Scarlet Letter" upon women who become pregnant, we're forever caught in this downward spiral toward |
| 141 | | tax incentives should be offered to those businesses locating and existing within designated Main Street locations. | developers should be required to build a percentage of affordable housing in all new development. | It still costs more to live in a municipality than in an county. We need to make it cost effective for residents to live in a town. | A state growth plan must have some 'teeth' to achieve goals. |
| 142 | | | | | This survey is kind of a joke... The State of Maryland needs to get serious about making county comprehensive plans consistent with Smart Growth sustainability objectives. |
| 145 | | Not everyone needs to live and work in a city. There should be options for those who want to live and work elsewhere. | | | We not only need a great smart growth plan that takes into account the great diversity of people, needs and resources here in Maryland, we need an effective one! |
| 146 | | | | | We better get on it fast if we really want MD to remain a wonderful place to live. MDP needs to be more forceful with local jurisdictions. |
| 147 | Too much money has already been spent on a multiple failed initiatives. | We need to focus on job creation in rural areas to protect those area's assets - otherwise they will be sacrificed to development or exploitation. | If the Governor and his cronies stay out of it, the market will take care of the affordability concern. | We need to provide local governments with the tools and the incentives to accomplish this - localities still need to be able to expand reasonably. | |
| 148 | A large number of state employees live in Perry Hall/White Marsh--yet no direct public transportation from the mall to the State complex on Preston st | More work from home options better | The divide between rich and poor has become like a canyon after 30 years of pro-conservative, anti-citizen rule | Much of the good intentions of what the state attempts is lost with ridiculously crappy follow thru--this is the problem here | If you want to see what the lack of civil planning will do--go to various 'developed' places in Asia. Sure, capitalism and opportunity are rampant, but most are dirt poor and their environment is hopelessly polluted |
| 149 | | | How do you intend to implement such a plan???? | How????? | Sound like a lot of great plans but how will they be implemented? Is this a lot of "pie in the sky?" Please be aware that "global warming caused by man" has been exposed as a hoax! |

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|--------------|--|---|--|---|---|--|
| 150 | | | | | | |
| 151 | | | | | | |
| 152 | And the plan MUST be enforceable! | But land development must be based on policies that protect the natural environment, rural communities and sustainable agriculture. | | And that encourages adoption of sustainable and economically viable agricultural practices. | Not just protect but restore environmental quality that has been degraded by earlier development. | |
| 153 | We need a plan to have a common vision so it can be adhered to. | | Yes, EXISTING cities. Not develop sprawling decrepit ones. | | | New development should incorporate alternative means to getting there than the automobile. |
| 154 | | Am troubled by the likelihood of developers forcing developments that are not consistent with the land and water resources available. | | | | |
| 155 | | The need to house population should have more of an impact than economic development needs. | Infrastructure in existing cities and communities should be strengthened and utilized. | | Septic systems should be discouraged in favor of public water and sewer systems. | This is the only thing that makes sense for our collective futures. |
| 157 | Development should be steered away from sparsely populated Western Maryland and concentrated in the state's urban areas. | Provide incentives to keep developers from exploiting cheap, rural land. | | | | |
| 158 | | | | | | |

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| 150 | | | | | We need to emphasize all those areas around metro stops and mass transit options! We need to truly protect our rural areas and open spaces. We need to take truly effective measures to protect the environment. |
| 151 | | | | | The plan should look at Maryland as a whole. It should not be a compilation of master plans developed by counties and municipalities. Strond leadership at the state level will be required to prepare and implement the plan. |
| 152 | | | | A plan with teeth. | A plan, no matter how comprehensive and forward-thinking, will be meaningless without the ability of state agencies to enforce it and without integration of the roles of the numerous state agencies involved. The plan should form the basis for a statewide code. |
| 153 | | YES! Not temporary jobs that will disappear with the developers. | | | Thank you for conducting this survey. All of the planning in the world is for naught if the plan is not enforced. We need a state plan to "have teeth" in development regulation. |
| 154 | | | | | |
| 155 | | | | This should be regulated by state law. | It is clear that the people of Maryland have seen the profound issues that have been raised through unregulated growth. A state growth plan should tackle these issues to make the solutions workable, throughout the state. |
| 157 | | | | | |
| 158 | | should also factor in jobs that involve working from home; a plan should also promote this as an additional option. | | | |

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|--------------|---|---|--|---|---|---|
| 159 | You need continuous contact with Allegany County need planners to make them feel part of the process so they will buy into the PlanMaryland | Penalties for contractors and counties who don't follow the recommend rate of housing development and or incentives for those who do. | Incentives to rehab old buildings, and development in cities old & unused areas, closed factories, etc. | Include incentives for "beginning farmers" to begin farming conserved area or tax break if you are actually farming...or return to farming options. | Don't give counties the option to allow large scale developments in the dries areas where there is no public sewer and water systems available. | Yes, but for people living in rural counties you should not create problems...consentrate on the urban areas...use population density perhaps |
| 161 | | | | | | |
| 162 | | At some point,the reality is that this landscape will be over capacity. Smart plannig should direct new housing toward already developed areas. | Redevelopment and reuse of existing housing stock is both environmentally fririendly and often more economical, while providing a sense of place | But such a plan must be financially viable and alternatives for the "sprawl" need to be made attractive to the "developers" | Any new development should be in areas with treatment systems. New development that needs individual septic should be made cost prohibitive | The culture of the employers must change to accept work at home arrangements. Too many large employers (including Govt.) lack foresight on this |
| 163 | Need MDOT to get with the program they're back in the '50s. Transportation needs to refocus on mass transit. | AFFORDABLE, energy-efficient, smaller homes should be our focus. Well-designed community layout and open space are key factors. | RECYCLE older shopping centers, vacant businesses, etc. as more useful community-centered areas. | Very simple: Grow and buy LOCAL!!! This will be the defining economic survival key for our area. Transportation and energy costs to bring in food | Regulatory adherence to proper installation and use are key. Newer system designs are out there - need to enforce those that are failed. | Again: MASS TRANSIT is needed!!! Pay attention: MDOT IS NOT "AWARE" or focused on anything other than EXPANSION of roadways!!!!!!!!!!!!!!!!!!!!!! |
| 166 | Should build on local plans | | | Not the only factor. Many farmers see land as their retirement. Need to address farm continuum as well | | |
| 167 | | | | | | |

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| 159 | This 80% is where you conscntrate your plan to make more people use the transits - add park & ride locations begin/ending at malls w/grocery stores | I agree if this includes small cities like Cumberland who need to strengthen economic development | | | Please try to stop Terrapin Run the 4,300 proposed home to be built in Eastern Allegany County away from any infa- structure, no schools, no nothing next to a wildlife refuge and a State Park Forest. Buy this land for state. |
| 161 | | | Housing Costs/Prices have dropped considerably since 2008 | | It is hard to not agree or strongly agree with all the statements in this survey. |
| 162 | | Encouraging or requiring re-use of existing (ie historic) neighborhoods- and associated housing stock is a step in the right direction | Adaptive re-use of historic or existing homes will make housing more affordable- Does anyone NEED a 3500 square foot house!?? | Incentives should benefit the homeowner to in turn encourage demand for homes in existing communities- Developers benefit most from NEW developments | A State Growth plan needs to reconsider the social, cultural & financial motivation that causes sprawl and undesirable development. Developers realize a higher \$ return for new development on blank land than they would for redevelopment, preservation, and in-fill |
| 163 | DITTO!! | Convenient and efficient - what's not to understand. | Of course | So what exactly are "regulations" and "guidelines" for? Even legislation doesn't work because no one enforces it. | : there are many highly paid workers (MD state gov) who profer up beautiful and no-brainer surveys to reinforce optimistic concepts of what SHOULD be done. Usually not much change as a result and things continue to deteriorate. NEVER enough room 4 comments. |
| 166 | The limited service exacerbates the problem. If people could depend on quick, reliable service similar to the European system, more people would use. | Not only factor - emphasis needs to be on building "communities" not just roads, businesses and houses. | | Consider high density residential along highway corridors instead of commercial and alternative water/sewer facilities to allow concentrated dev't | People generally like to live in "communities" Developers like to build houses or commercial strips, not "communities" We need to modify land use tools to eliminate strip development to the greatest degree possible and focus on mixed use communities. |
| 167 | | | | | While I agree that all of the issues discussed here need to be addressed, this type of survey needs to be open ended without leading questions. This would provide a better forum for discussion and opposing points of view to develop. |

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| 169 | Note within the context of sustainable economic development. | jurisdictions need technical assistance and infrastructure funding and support to accomplish this. | Again need technical assistance, infrastructure funding, incentives, agency consistency and recognition that each jurisdiction is different. | | | |

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|--------------|--|--|---|---|---|
| 169 | Include smaller towns, rural counties in the process. | Again, be inclusive - small towns and rural counties. | Provide incentives, agency regulations need to be consistent and coordinated. | Provide incentives, agency consistency - all working together, not a cross purposes, with conflicting regulations and implementation. | Not necessarily state control of zoning, land use and subdivision. There seems to be much finger pointing at local governments/towns for not effectively enforcing the Visions. While there is some truth to this, there needs to be more cooperation and incentives. |