

Plan Concept

The Plan Concept for the Annapolis Neck Small Area is for a variety of activity centers to be located throughout the area to provide local and regional employment and retail services to residents of the Neck. These activity centers will be served by a local and regional transportation network. The plan concept also provides for a network of open space, recreation areas and greenways to serve distinct neighborhoods that provide a variety of housing for different needs and incomes.

Activity Centers

Nine activity centers are identified on the Neck (see Map 3). These include Riva, Parole, South Shore, Outer West Street, Inner West Street, Outer Neck, Eastport, Downtown, and West Annapolis. Activity centers are compact mixed use areas that provide employment, retail services and higher density housing within a 10-15 minute walk from their center (approximately 1/4 to 1/2 mile). The Parole and Downtown activity centers are the two larger, more regional centers. Activity centers also provide services to nearby neighborhoods, thus reducing the time and distance traveled for basic retail goods and jobs. Future commercial development should be concentrated in these mixed use activity centers.

Neighborhoods

The Annapolis Neck has a large number and variety of neighborhoods. The Plan Concept is to preserve and improve these neighborhoods and to make them more accessible to one another through pedestrian, bicycle and vehicular connections. Neighborhoods are the building blocks for the establishment of a comprehensive transportation system, linking all parts of the Neck to one another and to areas outside the Neck.

Local and Regional Transportation Network

A multimodal transportation system is proposed for the Annapolis Neck. Starting within neighborhoods, the system will provide pick up and drop off locations for residents within short walking and driving distances. At these neighborhood transit points, residents can embark on a local shuttle, or arrange for on-demand transit to their nearby activity center. This concept is illustrated in Map 4.

The activity centers will provide another level of transit service to the Parole and Downtown Annapolis activity centers within the Annapolis Neck or to centers outside the area such as Baltimore, Washington, or BWI Airport. Within the Neck, including the City of Annapolis, the plan proposes a basic concept of a double loop system with a transfer terminal within the Inner-West redevelopment plan linking it with Parole, areas of Annapolis and the Outer Neck (see Map 5). The Parole activity center would serve as a regional transportation center, bringing all modes of transportation together in one location for transfer to other modes and other destinations (see Map 6). A multimodal transit center, as recommended in the Parole

Plan, composed of structured parking, a relocated park and ride facility, and a bus and taxi terminal and serving as a regional transfer center, will be located in the area near MD 2, MD 450, and Riva Road. Radial access highways leading to that center will serve the long-term transit needs of the Annapolis region. Annapolis, Arnold-Broadneck, Crownsville, Edgewater-Mayo, Eastport and the Outer Neck transit needs will best be served by a radial plan linking them with the regional transportation center. The comprehensive transportation system will also provide pedestrian and bicycle links to activity centers.

Open Space, Recreation and Greenways

Interspersed throughout the Annapolis Neck Small Area will be passive and active recreation and open space areas. They will be located within a short bike ride or walk from every neighborhood in the area. These passive and active parks and open space areas will be linked with a greenway system consisting of a combination of natural and man made trails, sometimes separate from one another and sometimes linked or adjacent to each other.

This plan includes proposals for three types of networks or systems. While the objective of each network or system varies somewhat, all are related to the concept of connecting open spaces and facilitating movement between them. These are defined below and are discussed, respectively, in the natural resources, land use, and transportation sections of this plan.

- *Natural Area Network*
A system of preserved natural areas (public and privately held) such as meadows, forests, wetlands, streams and their riparian buffers, and plant and wildlife habitat, particularly that of rare, threatened and endangered species which could be linked or connected to facilitate wildlife migration and movement. See Appendix B.
- *Greenway*
A linear park, generally wooded, which is designated as a protected corridor of open space. The County's Greenway Master Plan takes a primarily ecological approach to defining its Greenway Network. It is defined as a hub or a corridor meeting the minimum criteria for providing or connecting to existing or potential habitat areas for wildlife naturally occurring in Anne Arundel County. A hub is an ecologically significant natural area of at least 250 acres with a high ratio of interior versus edge habitat. A corridor is at least 200 feet wide. Corridors must connect to hubs; a corridor that dead-ends is not a greenway unless it is sufficiently large to function as a hub itself. The Greenway Network also includes existing and proposed recreational trails that are of countywide or regional significance even though they do not meet the above definition for ecological greenways.
- *Pathway and Trail System*
A circulation system for walking, hiking, and bicycling which may be located within road rights-of-ways, greenways, or with appropriate permission within public and private natural areas.

Map 3

Map 4

Map 5

Map 6