

January 11, 2008

## MEETING MINUTES

Subject: Fort Smallwood & Weinberg Park Master Plan

Date of Meeting: January 9, 2008 / Meeting #9

Location: Downs Memorial Park Visitors Center

Attendees: **Committee Members:**

Jerry Ackerman	Master Plan Committee Member
Jay Albright	Master Plan Committee Member
Eleanor Bentz	Master Plan Committee Member
Richard Brown	Master Plan Committee Member
Bill Burton	Master Plan Committee Member
Denise Caldwell	Master Plan Committee Member
Bill Cyford	Master Plan Committee Member
Brenda Hodgson	Master Plan Committee Member
Sue Ricciardi	Master Plan Committee Member
Deb Yeater	Superintendent, Ft. Smallwood/Harry & Jeanette Weinberg Parks, Dept. of Recreation & Parks
John Marshall	Chief Park Operations
Rocky Glendinning	Heery International, Inc. (for Joan Viennas) Department of Public Works, Project Manager

**Consultants:**

John Rohde	Human & Rohde, Inc.
Sally Malena	Human & Rohde, Inc.
Devin Leary	Human & Rohde Inc.

This was the ninth meeting of the Fort Smallwood & Weinberg Park Master Plan Committee. John Marshall opened the meeting and turned it over to Sally Malena to present the latest schematic plan and to inform the Committee of meetings we had with Anne Arundel County and the Department of Natural Resources to obtain input concerning development within the critical area and placement of the boat ramp. She introduced Devin Leary who talked about our meeting with Kelly Krinetz of the Anne Arundel County Zoning & Planning Office. The highlights of Devin's discussion included:

1. Any paving in the 100' buffer can remain. Any new impervious requires a variance.
2. Because Fort Smallwood and Weinberg don't have common boundaries, the sites should be considered separately for impervious calculations.
3. The 100' buffer is expanded to include wetland, streams, and highly erodible soils (K.35 and 15% slope).
4. Impervious can go up to 15%. Open water is subtracted from the net tract area. (10.5 Acres of impervious surface at Fort Smallwood would be allowed)
5. Vegetation removed in the Critical Area must be replaced.
6. Maintenance can continue in the Critical Area buffer.
7. There is no credit for pervious paving.
8. FIDS habitat mitigation is higher (2 to 1).
9. The Critical Area Commission will look at the parking lot design and attempt to reduce paving.
10. Impervious credit for buildings removed may be difficult to receive.

After discussing the site and project it became clear that Anne Arundel County Planning, and probably the Critical Area Commission, would most likely favor the Fort Smallwood Park site for the boat ramp because the area was relatively clear of trees and development, and the other sites would require clearing in the Critical Area.

John Rohde then discussed the meeting with Lisa Gutierrez, Director of Boating Facilities and Access Planning for the Dept. of Natural Resources. She basically agreed with the location at Fort Smallwood for a boat ramp, but suggested that it should be smaller, 2 lanes rather than 4 with approximately an acre of parking. We are still waiting on a Site Investigation from Andrews, Miller & Assoc., Inc. and a report of water depths from DNR to determine the feasibility of a boat ramp facility at Fort Smallwood.

Sally also explained that after the above two meetings Human & Rohde Inc. prepared a couple of schematic plans to get an opinion from the Dept. of Rec. & Parks on whether they would require a 4 lane boat ramp or if 2 were sufficient. Because of the amount of parking and impervious surface that would be required for a 4-lane boat ramp it was decided that 2 lanes would be appropriate.

At this point in the meeting Sally presented the latest schematic plan to the Committee. The plan includes:

### **At Fort Smallwood Park**

1. A spine road through the middle with spurs off to parking areas.
2. A 2-lane boat ramp with parking for 45 cars/trailers and 20 cars.
3. Parking for 30 vehicles for access to the fishing pier.
4. A new maintenance facility in the lower southwest area of the park off of the drive to the boat ramp.
5. 2 new picnic pavilions with parking for 50 vehicles
6. Individual picnic tables and grills
7. Renovated Barracks for offices/information center/DNR police office, etc. with parking for 45 vehicles.
8. 90 parking spaces for the existing cedar pavilion and expanded play ground and water spray.
9. Parking for 45 vehicles to accommodate picnickers and fisherman on the northwest side of the park.
10. 90 parking spaces near the Hartshorne Battery for the history displays and birding activities.
11. A platform for the hawk watch.
12. A dog beach
13. Area for kiteboarding
14. A 10' wide hike/bike trail utilizing the old road bed as well as additional trails linking the various activities together.
15. Parking for school buses.
16. 2 additional restrooms besides the existing facility near the playground and one in the renovated barracks.
17. Renovation of the existing concession building.
18. The east beach would be allowed to naturalize.

An overlook tower will be shown near the point as well as additional reforestation around the site. Additional concession buildings could be added. Sue Ricciardi requested a wildlife viewing station be located at the north end of the fresh water pond. The plan showed a gatehouse with room to turn around. Deb would like to have the turnaround configured so that people leaving the park would be able to ask questions of the gatekeeper. There was also discussion about how to handle boaters lining up to use the ramp before the park gates were open in the morning. There are a total of 400 parking spaces shown (not including the boat ramp facility). There are 288 spaces currently.

Continuing with the schematic plan: The 10' wide hike/bike trail would continue through the Curtis Bay Athletic Club property (the county will either obtain an easement or purchase right away) and cross to the west side of Fort Smallwood Road at the drive to the Athletic Club. The trail would follow the roadway within State Highway R.O.W. and access Weinberg Park south of Cremen Road. The trail would continue along Ft. Smallwood Road and Fairview Beach Road to Honolulu Lane where it would parallel

Honolulu to Yates Pond and a Nature Museum/Education Center. Honolulu Lane would need to be widened out to 24 feet to accommodate vehicles to the Education Center. A parking lot for approximately 80 vehicles was provided. Deb requested that parking for buses be added. A shelter for an outdoor classroom was indicated as well as a kayak and canoe launch area and a wildlife viewing station on Yates Pond. Nature trails were indicated as the only use within the wooded area between Fort Smallwood Road and Honolulu Lane.

The hike/ bike trail would cross Fairview Beach Road at Honolulu Lane and continue through the park on the south side of the road. This area will also be used for Disc Golf. The site would be selectively cleared of the invasive species and reforested with native trees allowing for some "fairways" for the disc golf. A parking area for approximately 35 vehicles is shown off of the access drive to the Fairview Marina (the drive is on park property) to support the disc golf facility. Portable bathrooms would be used to support the facility. The park property to the east of the private entrance drive would only be used for nature trails.

A kayak/canoe launch area is shown on Wall Cove with parking for 18 cars and 3 car/trailers. Also a turn around area was shown, as Fairview Beach Road is a dead end with no room to turn other than private drives.

The cleared area at the end of Dauses Lane was shown as the site of organized group camping. Dauses Lane would not need to be improved. The plan showed parking for approximately 19 vehicles and a shelter. Deb indicated that they don't need a shelter and parking for about 10 cars would be sufficient.

152 parking spaces + 3 car/trailer spaces are indicated on the Weinberg Park site.

The committee members present voted and agreed to move forward with this plan. Bill Cyford was the only dissenting voice representing Rockwood Beach Community that is opposed to a boat ramp at Fort Smallwood.

The plan was also presented to members of the community that attended the meeting. Comments made were:

1. They did not want a turn around where it was shown on the plan. They would rather see it moved to the intersection at Dauses Lane.
2. They did not want the Kayak/canoe launch area across from the residences. We agreed to try and reshape the parking area to provide additional buffer between the parking area and the road.
3. They did not want camping at Dauses Lane. Human & Rohde Inc. will show additional buffer between the residential area and the use.

The meeting was adjourned at 9:00 P.M. **The next meeting will be on February 13, at Downs Memorial Park at 7:00 P.M.**

Sincerely,

Sally Malena  
Human & Rohde Inc.

CC. Attendees  
Committee Members