



Heritage Complex  
2662 Riva Road  
Annapolis MD 21401

*Karen L. Henry*  
*Director*

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## **RESPONSE TO COMMENTS**

### **SPRIGGS FARM PARK SHORELINE IMPROVEMENTS – Project# P468700**

The Department of Public Works (DPW) and the Department of Recreation and Parks thank you for your interest in and attention to the planned Spriggs Farm Park Shoreline Improvements project.

The Department of Public Works (DPW) and the Department of Recreation and Parks (DRP) received questions and comments from approximately 30 citizens regarding the Project's 30% Schematic Design. There was a total of 20 participants that signed in at the July 12, 2023 in-person meeting at Broadneck Library in Annapolis, MD, of which 15 sign-ins were community member, and the remaining 5 included DRP and DPW staff and members of the design team. Comments were received from 11 citizens during the period following the Public Meeting.

The public comment period ended on July 26, 2023. This serves as a summary of those comments. A complete listing of those comments is posted on the DRP website at:

<https://www.aacounty.org/departments/recreation-parks/capital-projects/projects>

A recorded copy of the July 12, 2023 Public Meeting is available to view on the County's website at <https://www.aacounty.org/departments/planning-and-zoning/development/community-meetings/past-meetings/>

The responses to the comments received are as follows:

1. Comment 1: Are the habitat balls fully submerged?

*Response: The habitat ball clusters are located in shallow water and exposed at low tide. The top of the habitat balls is approximately even with the Mean High Water Line (MHWL) (+1.0' Mean Low Water (MLW)).*

2. Comment 2: Will the inlet to the pond be disturbed?

*Response: No. Sand is not placed in this area to prevent disturbance of the natural process of the inlet.*

3. Comment 3: Will the sacrificial vegetated dune on the eastern shoreline need to be replenished regularly?

*Response: The dune is designed to naturally erode to replenish the beach. It does not require regular replenishment.*

4. Comment 4: What is the diameter of the habitat balls?

*Response: Diameters vary based on the type of the habitat ball. The diameters of the proposed habitat ball are estimated to be 1.5 feet with max base diameters of 2.5 feet, but will be refined in the design development.*

5. Comment 5: Will the existing public access path be restored as part of this project?

*Response: Public entrance path improvements along the main entrance road are not included in this project but are being assessed under another contract.*

6. Comment 6: Where will the on-site material disposal site be located?

*Response: The bounds of the disposal area will be established in the next design phase but will be located in an open space within the park limits.*

7. Comment 7: Have the necessary archeological surveys been conducted for the site?

*Response: Yes. Phases 1-3 have been completed for the majority of the disturbed area. One area impacted by the new design was not included in the past archeological surveys and is being surveyed now.*

8. Comment 8: What is the construction timeline for the project.

*Response: The projected timeline for construction tentatively commences in Winter 2024 and will last approximately 4-6 months.*

9. Comment 9: Will construction access from the maintenance entrance become a public entrance post-construction?

*Response: No, the maintenance entrance will be maintained as is. Public access will remain as its current location.*

10. Comment 10: Will gate repairs at the public entrance to the park be included in this project?

*Response: Gate improvements are not included as part of this project but addressed under a separate active contract.*

11. Comment 11: Will the proposed graded slope be accessible to walk down, or will the wood fence barring access be replaced?

*Response: While the bank will be graded to improve safety, the wood fence will be replaced to prevent passage through the graded slope. The bank will be planted with coastal shrubs to further stabilize the slope and protect against erosion and to dissuade passage.*

12. Comment 12: The current access path to the Bay is steep. Will the new path be routed through an area that will be graded to allow for gentler slopes?

*Response: Yes. The path will be graded to meet ADA requirements.*

13. Comment 13: Will all Park operations be suspended during construction?

*Park trails will remain open as long as it is safe to do so. If construction activities impede any trails, they will be closed as necessary. Water access will not be possible during construction.*

14. Comment 14: Are impacts to submerged aquatic vegetation (SAV) the reason the previous design was not permissible?

*Response: The large amount of impacts to SAV prevented the regulators from accepting the design as presented.*

15. Comment 15: Is phragmite elimination included in the scope of this project?

*Response: No.*

16. Comment 16: Will people still be able to walk the eastern shoreline with the planned placement of the Woody Debris Features?

*Response: Yes. The features can be placed into the shallow water area to maintain the walking path along the shoreline.*

17. Comment 17: Is spatting of the oyster reef/habitat balls planned pre- or post-implementation?

*Response: No. The habitat balls will be too exposed for oysters to grow, so their predominant purpose will be for fish habitat.*

18. Comment 18: Is kayaking the only cartop water sport allowed to use the site?

*Response: No. All cartop water sports are welcome to use the proposed launch site, but it is not intended for motorized vessels.*

19. Comment 19: The 20-foot-wide kayak launch could become congested if people are launching and resting in the same area. Is there a separate area for people to beach their craft and rest?

*Response: A 20-foot width is the maximum permissible width for a kayak launch. No other recreational beach area is proposed as part of this project.*

20. Comment 20: Can the habitat balls be oriented in a way that allows waterside access to the shoreline without damaging watersport vessels?

*Response: Yes. This concern will be addressed in the next design phase, and obstruction signs will be added to warn of possible navigable hazards.*

21. Comment 21: Some vessels are 16 to 20 feet. We cannot navigate around the 90-degree corner in the ADA path.

*Response: The continuing design effort will consider this request.*

22. Comment 22: Will the Mobi-mat be extended down the sandy cartop launch to the water?

*Response: The current design does not include a mobi-mat within the sandy cartop launch.*

23. Comment 23: What is the elevation of the stone groins on either side of the cartop launch?

*Response: The groins are 1 foot higher than the sand in the launch area. The landing has elevations of +5.0' MLW for the sand and +6.0' MLW for the stone.*

24. Comment 24: Will additional parking be added as part of this project?

*Response: Only two additional ADA parking spaces are proposed as part of this project. The remaining parking area will be returned to its current condition.*

25. Comment 25: Is the lower point of the cobble-reinforced toe above MLW? How deep is the cobble toe?

*Response: Yes. The cobble will not extend into the tidal zone (i.e. below MHW (+1.0' MLW)).*

26. Comment 26: With rising sea levels, is the true MHW higher than the one used in this project?

*Response: The Maryland Department of the Environment (MDE) utilizes the National Tidal Datum Epoch (NTDE) from 1983-2001, so these drawings show MHW elevations based on the same NTDE.*

27. Comment 27: When will the grading permit be acquired?

*Response: The local grading and building permits will be obtained during the final design of the project.*

28. Comment 28: The Spriggs Farm water access plan is too narrow to safely carry windsurfing equipment to the water. I am the Treasurer of the Baltimore Area Boardsailing Association- a long standing member organization. The shoreline stabilization and living shoreline features are great but as designed this sight would not provide adequate water access for launching a windsurfer. We would be happy to meet and provide additional

input and hope that this unique opportunity for public water access to the Magothy isn't lost.

*Response: The County's plans for Spriggs Farm are focused on shoreline erosion control. This is not a water access project and only limited areas for use by cartop vessel users may be provided following the necessary environmental restoration. See Comments 19, 20, and 21.*

29. Comment 29: Shouldn't there be ADA parking closer to the water? The path needs to be less "sharp". The corners need to be more obtuse to allow for sea kayaks of 16+ feet to make the turns. The kayak ramp should have a launch dock like Quiet Waters or Mallows Bay. This would help preserve the shoreline. This could allow kayakers or boaters to access the water and the land.

*Response: See Comments 19, 20, 21, 24, and 28.*

30. Comment 30: Hi, I'm a long-time windsurfer who discovered Spriggs Farm 2 years ago and have used it several times. There are very few public launches in the Balto-Annapolis area that are favorable for the West to NW winds that dominate most of the year. Jonas Green is small and has become very crowded. It's also popular with fishermen, which adds to the congestion. Rocky Point has fallen out of favor due to frequent sewage treatment overflows. So I'm glad to see the plans preserve water access. I think it's already been mentioned that windsurfers need a fair amount of space for rigging, and it's nice to be able to drive into the rigging area, so hopefully the current space for unloading/rigging above the fenced picnic area will be mostly preserved as well.

I'd also comment that when we take breaks, and when we're finished for the day, we like to leave equipment near the beach temporarily, and ideally this would be a grassy area like most parks have. The plans call for a 20' flat staging area, which would suffice, though we'd prefer this be grass rather than sand, or at least light gravel, if possible.

*Response: See Comment 28.*

31. Comment 31: For many years, I have been involved in water access issues and efforts in Anne Arundel County. I have lived in the county for over 60 years but do not have waterfront property. I am a member of BABA, a windsurfing and watersport group promoting recreation, education and advocacy. We have members from throughout the Mid-Atlantic region and entire east coast who join us for windsurfing trips and events, many of which occur in Anne Arundel County. The windsurf and kiting community have specific needs for use of launch sites, primarily due to wind speed and direction. While we try to follow county projects and notices, it would certainly be a good thing to have a project manager or assistant reach out to those of us involved with groups with a vested interest in changes to county owned properties that afford what limited access we have to the water.

Concern about whether the sandy kayak launch area is large enough to accommodate a large windsurfing board and sail

*Response: See Comments 19, 28, and 30.*

32. Comment 32: There is a need for sufficient room in shallow water (where one can stand up) near the launch area to adjust rigging and launch the craft.

*Response: Water depths in the immediate area ( $\pm 50'$  channelward of the proposed structures) are less than 1 foot at MLW.*

33. Comment 33: Concern about the 90 degree turn in the launch path. It is often difficult to manage large pieces of equipment around tight corners.

*Response: See Comment 21.*

34. Comment 34: Need for a porta potty on site ASAP

*Response: Noted. Thank you for your comment.*

35. Comment 35: Important to maintain a picnic area with water views for those who don't engage in water sports to enjoy water views  
My husband and I also spend several days each week out on the water, particularly the Rhode River. He is a commercial crabber. It gives me great pleasure to see how many people enjoy the small pier and limited parking area at Carrs Wharf. While we pay to launch our boats at a private marina, I would support any and all efforts to provide more public access for fishing, crabbing, or just enjoying a waterfront view for many more of our citizens.

*Response: Noted. Thank you for your comment.*

36. Comment 36: Anne Arundel County Recreation and Parks planning should be commended on their patience, persistence, and willingness to work through an extended design and comment period, especially after being delayed by rejection at the State level. The resulting design is all the better for it.

The 90 turn in the launch path is not usable for kayaks because long kayaks cannot make an abrupt right turn. Change the 90 degree turn to a wide curve with a turning radius that accommodates a 19 foot long, 24 inches wide kayak either being carried by two people, one at each end, or placed on a kayak cart and pulled by one person. (Schematic Design Sheets 3, 4 and Slide Show slides 11, 14, 15)

*Response: See Comments 21 and 28.*

37. Comment 37: How wide is the sandy kayak launch area inside the stone groins? (Schematic Design Sheets 3, 4 Slide Show slides 14). It should accommodate a kayak as long as being designed for (i.e., about 20 feet at a minimum)

*Response: 20 feet.*

38. Comment 38: Keep the ADA handrail on one side of the launch path. If you have it on both sides it will likely interfere with getting kayaks down the path to the launch. (Schematic Design Sheets 3, Slide Show slides 15).

*Response: The handrail is on the water side of the path only.*

39. Comment 39: Move the reef balls that are just downstream / east of the kayak launch to the other side of the first downstream Woody Debris Feature so people have room at water level near the kayak launch to adjust their gear and rest. This is particularly important for wind surfers and fishing kayaks which have an extensive rigging time and shouldn't have to block the launch to accomplish rigging. (Schematic Design Sheets 3, 4 and Slide Show slides 13, 16)

*Response: Noted. Additionally, see Comments 19, 20, and 28.*

40. Comment 40: Make sure there is a stable and level ADA footpath all the way from the parking area to the top of the launch path. The plans show the launch path ending at the top of the hill. How are people who use wheelchairs going to get from the parking area to the launch path? (Schematic Design Sheets 3 and Slide Show slides 11, 15).

*Response: An ADA accessible path constructed with permeable pavers is presented as part of the design.*

41. Comment 41: Include ADA parking in this project instead of pushing it off to the next design phase. "ADA-compliant parking will be added in the next design phase" (Slide Show slide 15) The next design phase is years away. It hardly matters if you have an ADA launch if disabled people can't park and move to it.

*Response: The next design phase refers to the 60% Design Development Phase associated with this project, scheduled to start this summer. ADA parking and the presented design will be constructed at the same time.*

42. Comment 42: The Schematic Design shows a Mobi mat to the water. (Schematic Design Sheets 3, 4). The July 12 2023 slideshow does not. (Slide Show 13, 14, 15). Does the design still include a Mobi mat to the water?

*Response: The presentation includes the Mobi-mat access (labeled on Slide 11). It is included in the design.*

43. Comment 43: Ensure that the post-construction parking area is larger than and as close to the launch path as the existing parking area. The park water access is not usable by the general public without a parking area. Identify and delineate the post-construction parking area on the plans.

*Response: See Comment 24.*

44. Comment 44: The plan presenter said that 100 plus truckloads of graded dirt will be spread in the park. Will the graded dirt be spread on the parking area? If so, how will the parking area surface be made firm enough so that people can use it to park their cars and trucks?  
Audio 22:50 – 25:40, 33:27 - 33:50

*Response: No. A separate placement area within the park will be delineated as part of the 60% Design Development Phase of this project. See Comment 6.*

45. Comment 45: Ensure that the post-construction interior access road is usable. The existing interior access road is dirt and gravel. Part of the construction route uses part of the existing interior access road. Construction traffic, including delivery of 100 to 150

truckloads of sand and gravel, will damage the existing interior access road. What is the plan to manage and repair construction damage to the existing interior access road? The park water access is not usable by the general public without the interior access road. (Slide Show slide 17. Audio 21:44, 22:50)

*Response: Contractor will be required to restore disturbed areas. See Comment 9.*

46. Comment 46: Include a post-construction rigging area near the top of the launch path to replace the existing rigging area. Identify and delineate the post construction rigging area on the plans.

*Response: See Comment 28.*

47. Comment 47: Include a post-construction unloading and loading area near the top of the launch path to replace the existing unloading and loading area. People need to unload kayaks and other gear from their cars and trucks and then go park their vehicles in the parking area. Identify and delineate the post-construction unloading and loading area on the plans.

*Response: See Comment 24.*

48. Comment 48: Include a post-construction water view picnic area to replace the existing water view picnic area. Identify and delineate the post construction water view picnic area on the plans.

*Response: See Comment 35.*

49. Comment 49: Immediately install an ADA portapotty near the existing parking area in the lower area of the park. People now have to drive back up the interior park road to the portapotty on the upper level of the park. This is not good for people or the interior access road. The county will provide a portapotty for the construction workers in 2024-2025. Do it now for current park users and continue post-construction.

*Response: See Comment 34.*

50. Comment 50: I am writing to you as the Organizer and Executive Director, representing the 1921 members of the WatersEdge Kayak Club, the Baltimore region's most active sea kayaking club, concerning the Springs Farm Shore Stabilization Project. Our group uses the Spriggs farm for kayaking launch multiple times per year and I personally utilize it at least as often. Many of us, including myself, are AA County residents. I hope we can make this superior park EVEN better for all, INCLUDING Sea Kayakers! THANX for your help in implementing these recommendations!

*Response: Noted.*

51. Comment 51: Thank you for allowing time to hear more detail and request tweaks in the proposed project. The erosion on the shoreline is worsened and the current steep path steps are difficult to use when moving kayaks up & down the hill. Please revise the plan detail at the 90 degree turn in the proposed launch path. It will be not adequate to handle typical 15-19' long kayaks, which will not maneuver at the abrupt corner -its a pinch in the path without crashing into the shrubbery, outside the proposed



path. Revise the pinched turn into a curve with a turning radius to accommodate a kayak, that may be carried by two people, one at each end, or placed on a kayak cart and pulled by one person.

*Response: See Comment 21.*

52. Comment 52: Please revise the plans to identify the post-construction parking area - and maintain the area as large and as close to the revised launch path location as possible.

*Response: See Comment 24.*

53. Comment 53: I am interested in the archeologic report on the shell midden Phase 3 report. We have noticed the shells along the existing path and knew there was more nearby. There are very few undisturbed shell middens in the County. Is it possible to send a link, or may I borrow a hardcopy from your office.

*Response: The County is prohibited from making public the details of the archaeological investigations.*

54. Comment 54: 90 degree turn in cart path would be extremely difficult to manage 16'-19' boats, please turn this into a radius of no less than 12'.

*Response: See Comments 21 and 28.*

55. Comment 55: Reef balls-move further away from approach to launch beach so groups launching or returning can gather without damaging craft.

*Response: See Comments 19, 20, 28, and 39.*

56. Comment 56: Parking area-keep it as close as the existing parking area, add some ADA parking spots and make path to cart path ADA accessible.

*Response: See Comment 24.*

57. Comment 57: Need toilets near the parking area so people don't need to travel back to the entry to use.

*Response: See Comment 34.*

58. Comment 58: Beach at launch-keep it at least 25' wide so multiple boats/craft can launch.

*Response: See Comments 19 and 28.*

59. Comment 59: Keep existing water view picnic area.

*Response: See Comment 35.*

60. Comment 60: Eliminate gate at entry.

*Response: See Comment 10.*

61. Comment 61: I wish to express a few comments to the proposed Spriggs Farm Park Shoreline Stabilization project currently under review.

I agree that some action is warranted and properly done should benefit the community and the environment.

I use this park several times each year for windsurfing. It is scenic and the wind and open water conditions make it a very good spot to sail from when wind conditions are favorable. I sincerely hope that the final design takes into account some of the aspects of the windsurfing community.

It would be extremely beneficial to include an open grassy area for rigging sails ( appx 1/4 acre ) near the top of the launch path to replace the existing rigging area. This will also be a benefit to paddle boarders and kayakers preparing to launch their small craft.

*Response: See Comments 28 and 46.*

62. Comment 62: I also recommend that you include an unloading and loading area near the top of the launch path to replace the existing unloading and loading area. We need a safe place to unload small craft and other gear from cars and trucks and then we can park in the rear parking area.

*Response: See Comments 24 and 46.*

63. Comment 63: Finally, I recommend you discontinue locking the Spriggs entrance gate. The Spriggs Farm Park should be as easy to use as the other 125+ other county community and neighborhood parks. The locked gate at Spriggs provides no additional safety for park users and serves only as an obstacle to entry that discourages park use.

*Response: Noted. Thank you for your comment. Additionally, see Comment 10.*