

# Visioning Anne Arundel

## A continuing discussion for Plan2040



### Summary of Participant Input and Comment

Annapolis Neck Small Area  
 Annapolis High School  
 June 20, 2019

Total attendees: 17

### Activity 1: SAP/GDP Recommendation Dot Exercise

#### Land Use and Zoning:

Annapolis Neck SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes	
		1	2	3	4	5	6	7	8	N/A		
Admiral Cochrane Drive Extended, Spruill Property, Annapolis Route 2 LLC, Wharton Annapolis LLC property and nearby properties - Land use to be determined by results of comprehensive land use / transportation study for Annapolis Neck taking into account adverse environmental impacts. The PGMA oversight committee should have input. Under no circumstances should proliferation of property, and commercial development down the MD 2 South corridor be allowed. Development on the south side of Admiral Cochrane Drive should be compatible with and provide sufficient buffering to existing residential communities	Partially implemented. Several properties along the Admiral Cochrane Drive extension have been developed since adoption of the Annapolis Neck Small Area Plan with residential development as permitted by the Parole Urban Design Concept Plan. These include The James, Admiral's View, and Admirals Square. The Cove, at new townhouse community at the southwest corner of Route 2 and Admiral Cochrane Drive, is outside of the Parole Growth Management Area (PGMA) and was developed according to applicable County development regulations. Developments along the south side of Admiral Cochrane Drive have forested buffers between them and adjacent residential developments.	0	1	0	1	0	0	0	0	0	0	2

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<p>Brilliant Property, Bestgate Road - Retain current land use designation and zoning. Seek conservation easement on rear of property containing steep slopes and forested areas.</p>	<p>Partially implemented. Land Use designation for southern portion of site remains Low-Medium Density Residential and has developed as single-family homes. The rear of the site is classified as Natural Features and Low Density Residential Land Use and is platted as open space, HOA recreation area, and County floodplain.</p>	0	1	0	0	1	0	0	0	0	2
<p>Hillsmere / Bay Ridge Avenue Commercial Activity Area (Outer Neck) - County designate as a redevelopment plan, with the exception of the lots allowed under the family conveyance criteria of the Subdivision Regulations, the remainder of the reserve parcel should be preserved with a conservation easement</p>	<p>Partially implemented. This area is split between the County and the City of Annapolis. Various development projects have developed or are proposed for various parcels, including a 3-acre portion of Lot 4 (southeast of Bay Village Drive) platted as forest conservation easement.</p>	1	2	1	0	0	0	0	0	0	4
<p>Priest Point on the Severn River, Riverview Avenue - Investigate Program Open Space or other funding sources and/or conservation property easements</p>	<p>Not implemented. The property retains the Natural Features Land Use classification from the Small Area Plan and current zoning is Rural Agricultural</p>	4	2	3	1	0	0	0	0	0	10
<p>Carr Property, Bestgate Road - Retain residential zoning. Investigate Program Open Space funding or other funding sources. Consider creation of nature park. Seek conservation easement on rear of property containing steep slopes and forested area.</p>	<p>Partially implemented. The site retains R1 zoning and Anne Arundel County owns 6 acres of the site south of Saltworks Creek.</p>	0	0	0	1	3	0	0	0	0	4

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### Natural Resources:

Annapolis Neck SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received																Total Votes	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	N/A		
Scheckels Farm, Harness Creek Road - Seek easement through land trust or other methods for preservation of agricultural uses.	Not implemented. The site is not under Agriculture and Woodland Preservation easement, though more than eight acres is platted as forest conservation area.	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1; comment: all of these should be pursued; agreed!
Blackwalnut Cove subdivision, community open space - Contact HOA and land trusts regarding conservation easement.	Not implemented. No conservation easement present on community open space.	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Annapolis Cove south of Bay Ridge Avenue, community open space - Contact HOA and land trusts regarding conservation easement.	Not implemented. No conservation easement present on community open space.	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Crab Creek Farm and Horse Farm on Ferry Point Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Arundel on the Bay, Sandpiper Lane - Meet with owners to discuss a range of conservation options.	Not implemented. The property is not under conservation easement, though approximately 5 acres is platted as Quay Harbour "common area."	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Johnston Property, Old South River Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

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Pyles Property, Riva Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Parcels at Church Creek headwaters, Pythian Drive, Elks Lodge, Vineyard Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2; comment: support all conservation with public access; ditto!
Cornell Property, Arundel on the Bay Road (Parcel 102) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Cornell Property, Arundel on the Bay Road (Parcel 104) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Callahan Property, Bay Highlands Drive (Parcel 149) - Meet with owners to discuss a range of conservation options.	Completed. 1.32 acres of the site is platted as a forest conservation area.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Schneidwind Property, Bay Highlands Drive (Parcel 107) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Blackstone Property, Bay Highlands Drive (Parcel 99) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2

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Singleton Property, Arundel Road on Oyster Creek (Parcel 163) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Properties adjacent to Masque Farm (Parcels 245, 248, 258, 349)- Meet with owners to discuss a range of conservation options.	Partially implemented. 6.88 acres is platted as a forest conservation easement platted on Parcel 349. Parcel 248 annexed into City of Annapolis in 2005.	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2

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### Community Facilities:

Annapolis Neck SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes
		1	2	3	4	5	N/A	
Identify suitable routes for natural surface hiking-only trails and suitable trailhead locations that connect to hiker-biker paths. Possible sites are listed as follows: a. Northern Neck Trail. Luce Creek/Howard Creek/Saltworks Creek from DuBois Road to Generals Highway. Easements required from Annapolis Friends Church, Belle Grove Corporation, developers of Severn Manor, owners of the Carr property, developers of Saltworks on the Severn and Stewart properties, and Renart Court Condominiums. Broad Creek from the Harry S. Truman Park and Ride lot to Annapolis Waterworks Park. Easements needed from Heritage Harbor and City of Annapolis. Trails in these corridors would link neighborhoods to the South Shore Trail, the American Discovery Trail, the East Coast Greenway, and Waterworks Park trails. Link might also be feasible with other trails extending into Crownsville. b. Blaze and maintain a system of hiking-only trails in Quiet Waters Park. Both paved and unpaved trails currently exist in the Park, but they are generally used by both hikers and bicyclists. A separate hiking-only trail network, maintained to wilderness minimal impact standards, would allow visitors to the Park to have a pleasurable hiking experience away from pavement. c. Identify appropriate locations for loop trails. Possible sites include: 1) Thomas Point Park; 2) Quiet Waters Park; 3) Homeport Farms site; 4) Riva Town Center stream valley; 5) Camp Woodlands; 6) Priest Point; d. Identify appropriate locations for trailhead sites. Possible sites include: 1) Relocated West Annapolis Fire Station parking lot; 2) Harry S. Truman Park and Ride lot; 3) Near Housley Road roundabout; 4) Thomas Point Park; 5) Quiet Waters Park; 6) End of DuBois Road near Annapolis Friends Meeting; 7) Homeport Farms Park	Partially implemented. In 2015, County Executive Steve Schuh formed the Anne Arundel County Bicycle Advisory Commission whose mission includes a safe, interconnected on-road and off-road bicycle network. Funding is required to perform right of way studies and bike-pedestrian upgrades on properties south of Forest Drive. A natural surface trail system is available at Broad Creek Park with parking and trailhead at 1 Harry S. Truman Parkway / DRP headquarters. No additional natural trails have been constructed in Quiet Waters Park since 2002. Available staff and resources are fully utilized to operate and maintain the existing facilities within this heavily used, 341 acre Regional Park. Expansion of the trail system would require additional staff for the required long-term trail maintenance to include erosion control, tree trimming, surface material applications and removal of fallen trees. Expanded trails would also require expanded Ranger patrols. Additional staff are dependent upon a future appropriation of funds.	1	3	4	1	0	1	10

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<p>Identify park, greenway, and school connecting pathways from Bay Ridge to Annapolis Waterworks Park and to Weems Creek. Possible connectors are listed below: a. Open space in Bay Ridge to Peninsula Park (Farragut Road and Bay Ridge shoulder path); b. Peninsula Park to Annapolis Road open space (Bay Ridge shoulder path and Carrollton Road); c. Peninsula Park to Thomas Point Park (Arundel on the Bay shoulder path and Thomas Point Road); d. Peninsula Park to Quiet Waters Park (Old Annapolis Road and connector path at Annapolis Neck-Eastport Library); e. Quiet Waters Park to Annapolis Middle School (Old Annapolis Road to its end, then two way pedestrian bike path to school); f. Annapolis Middle School to proposed park in vicinity of Bywater Road (two way pedestrian-bike path along Forest Drive to Newtowne Lane, then via local roads to park); g. Proposed park in vicinity of Bywater Road to Broadneck Park (pedestrian-bike path Bywater area to MD 2, MD 2 to Admiral Cochrane Drive, and then along Harry S. Truman to Harry S. Truman Park and Ride Lot); h. Broadneck Park to Annapolis Waterworks Park (Harry S. Truman paths, South Haven paths, Defense Highway paths, and Housley Road paths); i. Annapolis Waterworks Park to Saltworks Creek greenway (Housley Road path to Bestgate Road path to South Shore Trail to Northern Neck Trail); j. Priest Point (Bestgate Road paths, Ridgely Avenue paths, Riverview Avenue).</p>	<p>Partially implemented. In 2015, County Executive Steve Schuh formed the Anne Arundel County Bicycle Advisory Commission whose mission includes a safe, interconnected on-road and off-road bicycle network. Funding is required to perform right of way studies and bike-pedestrian upgrades. A system of existing and proposed trails are planned per the 2003 Pedestrian and Bicycle Master Plan and its update, the 2013 Pedestrian and Bicycle Master Plan however, connections have not been studied and will require staff resources or funding for contractual services.</p>	5	2	1	1	1	0	10
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Middle to Western Neck Connector Path: Evaluate feasibility of hiker-biker paths to connect pathways from the Spa Road intersection with Forest Drive to the Lake Shore and Admiral Cochrane Drive intersection with MD 2. If this general route proves infeasible, then explore other alternatives for a connector. Provide alternatives and recommendations to the Planning and Zoning Officer for appropriate action.	Not implemented. No study for a connector path has been completed and will require staff resources and / or funding.	0	3	2	0	0	0	0	5
Study the feasibility of providing a two-way hike-bike bridge over Aris T. Allen Boulevard from the Science Park to Riva Town Center. Provide sidewalks and bike shoulder paths along Riva Town Center Boulevard to link the parts of the town center.	Not implemented.	1	1	0	0	0	0	0	2
Old Annapolis Road Connector. Provide a two-way pedestrian-bike path between Old Annapolis Road and Hillsmere Drive.	Not implemented.	0	0	0	1	1	0	2	

### Transportation:

Annapolis Neck SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received											Total Votes	
		1	2	3	4	5	6	7	8	9	10	N/A		
Investigate the cost effectiveness of using buses in an express transit network to serve the Annapolis Neck, in which buses would provide express service between key activity centers and a multi-modal transportation center in Parole. Kiosks or other means would post routes and schedules at each point of origin. Emphasis would be given to running buses on time and at frequent intervals during periods of use.	Partially implemented. Funding has reduced the ability to do high frequency transportation. The County and City have both studied locations for a multimodal transportation center, but no capital funding has been provided yet.	0	1	3	1	1	0	0	0	0	0	0	0	6; comment: don't need routine bus service past Giant. On demand service would be possible
Investigate the cost effectiveness of additional on-demand transportation systems.	Partially implemented. On-demand transportation is currently offered privately and by the County for ADA and aging clients; however, the County is developing zonal services in other areas and investigating how to partner to provide on-demand service.	1	0	3	1	1	0	0	0	0	0	0	6	



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<p>Encourage expanded private water transit service along and across the Severn River from Annapolis Neck to Broadneck, and commuter service across Spa and Back Creeks.</p>	<p>Not implemented. There is currently no program to encourage water transit.</p>	2	2	1	1	1	2	1	0	0	0	0	10; comment: on demand might work; otherwise not practical
<p>Investigate the feasibility of a two-tiered transit system, using a paratransit operation to provide on-call service in neighborhoods, feeding into an express bus system at activity centers. The hub of the system would be a regional transportation center in Parole.</p>	<p>Partially implemented. On-demand transportation is currently offered privately and by the County for ADA and aging clients; however, the County is developing zonal services in other areas and investigating how to partner to provide on-demand service.</p>	0	2	0	1	1	1	0	0	0	0	0	5

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<p>Inventory and evaluate conditions at the following intersections; identify what is required to provide safe pathway crossings, including signage and ADA criteria, and provide recommendations to the Planning and Zoning Officer for appropriate action: a) Arundel on the Bay - Bay Ridge; b) Harry S. Truman and Riva Road; c) Harry S. Truman and South Haven Road; d) South Haven Road and Defense Highway; e) Defense Highway and Housley Road; f) Housley Road and Generals Highway; g) Industrial Drive and Bestgate Road; h) Admiral Drive and Bestgate Road; i) Tidewater Colony/Bestgate Road and Rowe Boulevard; j) Hillsmere and Bay Ridge; k) Spa Road and Forest Drive; l) Lake Shore Drive and Solomons Island Road; m) Hillsmere Drive at entrance to Quiet Waters Park; n) Spa Road near Annapolis Middle School.</p>	<p>Partially implemented. There has not been a study to address all of these intersections at once, however there have been several Transportation Impact Studies that have reviewed needs and proposed and made improvements to several of these intersections. a) Arundel on the Bay - Bay Ridge: there is a crosswalk across Arundel on the Bay, but no crosswalk across Bay Ridge. All streets have sidewalks and ramps. b) Harry S. Truman and Riva Road: The intersection has four crosswalks, all streets have sidewalks and ramps. c) Harry S. Truman and South Haven Road: The south side of the intersection has a crosswalk, sidewalks, and ramps. d) South Haven Road and Defense Highway: The southeast side of South Haven Road has a sidewalk. e) Defense Highway and Housley Road: The intersection has four crosswalks, all streets have sidewalks and ramps. f) Housley Road and Generals Highway: Three of the four streets have crosswalks and ramps. Bestgate Road, the southeast side of Generals Highway, and the northwest side of Housley Road have sidewalks. g) Industrial Drive and Bestgate Road: The intersection has crosswalks, ramps, and sidewalks. h) Admiral Drive and Bestgate Road: The intersection has crosswalks, ramps, and sidewalks. i) Tidewater Colony/Bestgate Road and Rowe Boulevard: There is a crosswalk on the east side of Bestgate Road connecting sidewalks along the east side of Tidewater Colony Drive and North Bestgate Road. j) Hillsmere and Bay Ridge: The intersection (all but the west side of Forest Drive) has crosswalks, ramps, and sidewalks. k) Spa Road and Forest Drive: There is a crosswalk on the west side of Forest Drive and Spa Road. The intersection has sidewalks and ramps. l) Lake Shore Drive and Solomons Island Road: There are no crosswalks. There are sidewalks along Admiral Cochrane Drive. m) Hillsmere Drive at entrance to Quiet Waters Park: There is a crosswalk and ramps on Quiet Waters Park Drive and the south side of Hillsmere Drive. There is a sidewalk on the east side of Hillsmere Drive and along Quiet Waters Park Drive. n) Spa Road near Annapolis Middle School: Spa Road has a sidewalk on the east side of the road.</p>	4	1	1	2	0	0	1	0	0	0	0	0	9
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<p>For the following roads, plan for pedestrian and bicycle pathways as shown in Map 21. Pathways might be shoulder paths and sidewalks, or separate hiker-biker paths. Inventory existing conditions, evaluate alternative ways pathways can be provided, and make recommendations to the Planning and Zoning Officer for appropriate action. Include recommendations for speed limits and for intersection crossing; a.) Along Ridgely Avenue, provide a pathway on the southwest side of the road by reducing the width of the lanes; b.) Along Bestgate Road from its intersection with Ridgely Avenue to Rowe Boulevard, provide a two-way hike-bike separated path on the west side of road; c.) Consider providing, or maintain existing, pedestrian and bike paths along one or both sides of: 1.) Bay Ridge Road from its intersection with Catrina Lane to its intersection with Arundel on the Bay Road; 2.) Arundel on the Bay Road from its intersection with Thomas Point Road to Bay Ridge Road; 3.) Spa Road south of Forest Drive from Ferry Point Road to Forest Drive; 4.) South Haven Road from Pinewood Road to MD 450; 5.) Riva Road from Riva Road Bridge to West Street; 6.) Solomons Island Road from South River Bridge to Admiral Cochrane Drive. Determine the feasibility of a direct pathway along Solomons Island Road across MD 665, then along Solomons Island Road to Jennifer Road. Examine also a route along Admiral Cochrane then to and across a bridge over MD 665 to West Street and Jennifer Road; 7.) Defense Highway (MD 450) from South Haven Road to West Street/General's Highway; 8.) Harry S. Truman Parkway and future extensions from South Haven Road to Admiral Cochrane Drive; 9.) Bay Ridge Road and Forest Drive from the Bay Ridge and Arundel on the Bay intersection to Chinquapin Round Road; 10.) Spa Road from Forest Drive to Hilltop Lane (City action); d.) On Bestgate and Housley Roads, provide or maintain: 1.) Bike paths and sidewalks on both sides of Bestgate Road from Rowe Boulevard to Industrial Drive; 2.) Two-way hike-bike path on north side of Bestgate Road from Industrial Drive to General's Highway (Section of South Shore Trail); 3.) Two-way hike-bike path on north side of Housley Road from General's Highway to tie in to existing hike-bike path; e.) Maintain the existing two-way hiker-biker path along Admiral Drive from Bestgate Road to Jennifer Road. Provide a hiker-biker path along Jennifer Road from Admiral Drive to Medical Parkway (section of the South Shore Trail). Provide sidewalks and shoulder bike paths on both sides of Medical Parkway from Jennifer Road to Bestgate Road. Provide a hiker-biker path to connect the existing path on the Anne Arundel Medical Center property to the existing path on Westfield Shopping Towne property (section of the South Shore Trail); f.) Solomons to Admiral Cochrane Connector. From Solomons Island Road at Lake Shore Drive to Admiral Cochrane Drive, provide or maintain a two-way hike-bike path to serve both transportation and recreation purposes.</p>	<p>Partially implemented. a.) No progress; b.) No progress; c.) 1) There is an on-road bike lane on the shoulder from Catrina Lane to PAL Park and a widened sidewalk (shared use path) to Arundel on the Bay Road; 2) sidewalks are being installed on parts of Arundel of the Bay Road with development; 3) there is sidewalk along the Annapolis Middle School frontage; 4) there are sidewalks and shoulders for a large portion of the section along South Haven Road; 5) there are sidewalks but no separate bicycle facilities along Riva Road; 6) there are no sidewalks or bicycle facilities along any portion of Solomon's Island Road from the South River Bridge to Admiral Cochrane Drive, however the 2013 Pedestrian and Bicycle Master Plan identifies potential improvements.; 7) a sidewalk has been installed but no bicycle facilities for the commercial areas generally east of Housley Road; 8) there has been some installation of a sidewalk along Harry S Truman in the Riva Road area; 9) sidewalks have regularly been constructed along the vast majority of Bay Ridge Road, but no separate or shared use bicycle facilities. 10) a sidewalk exists along the frontage of Kneseth Israel d.) Some progress has been made on Bestgate Road for both a shared use path/trail and a sidewalk; e.) A Jennifer Road study is complete, provision for a shared use path to Medical Parkway is underway and a path through Annapolis Mall is complete; f.) A road connection is complete, an asphalt path included but a sidewalk was not included with one development. 4.) South Haven Road from Pinewood Road to MD 450 – the County met with residents in the area of South Haven Road and reviewed where a trail or path may have potential and advised the residents to reach out to the community and affected property owners to build support for a project; 6.) Route 665 - Aris T. Allen is the subject of study in the Major Intersections and Important Facilities (MIIF) Study and the FY2017 Maryland Department of Transportation priority letter. Further, the 2013 Pedestrian and Bicycle Master Plan identifies potential improvements. 2.) Two-way hike-bike path on north side of Bestgate Road from Industrial Drive to General's Highway (Section of South Shore Trail) – This area is part of a right of way study active at this time (Sep. 2018). Need to organize answer in sync with recommendation in final report.</p>	6	0	1	0	1	0	0	0	0	0	0	0	8
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<p>Encourage the private sector to set policies that encourage the use of alternative transportation by employees, such as walking, biking, car or van pooling, and public transit. Specific actions that would help to encourage alternative transportation include maintaining bike racks at shopping and activity centers and office buildings, and providing showers and changing rooms with lockers for employees who walk, jog or bike to work.</p>	<p>Not implemented. There are currently no code requirements to provide or any incentives to offer. The County's Office of Transportation is considering potential Code changes that will better encourage alternative transportation modes.</p>	0	4	1	0	0	2	1	0	0	0	0	8; comment: Employees won't bike until there are safe bikeways
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### Other:

		Rank Order Votes Received								
Annapolis Neck SAP Recommendation	2019 Status and Explanation	1	2	3	4	5	6	7	N/A	Total Votes
<p>Land adjacent to Quiet Waters Park, Old Annapolis Neck Road - Investigate as possible site for additional active recreation uses.</p>	<p>Not implemented. Site was annexed by the City of Annapolis in 2006.</p>	4	0	1	0	0	0	0	0	5; comment: Keep undeveloped
<p>Hunt Meadows subdivision, community open space - Work with HOA and land trusts regarding conservation easement.</p>	<p>Not implemented. The site is within the City of Annapolis.</p>	0	0	0	0	0	0	0	0	0
<p>Chrisland Property, Bywater Road - Provide active recreational facilities (ballfields) for area. Preserve forested area adjacent to Church Creek located in RCA portion of Critical Area and create forested wildlife corridor across property linking the area to adjacent properties. Obtain greenway easement through property.</p>	<p>Not implemented. Site was annexed by the City of Annapolis in 1996. Subsequent development includes a swimming pool and playground managed by the community, and City-owned open space with access to the creek.</p>	0	2	1	0	1	0	0	0	4

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<p>Seek funds through the MTA and other funding sources for alternative fueled vehicles to be operated by the Annapolis Transit System.</p>	<p>Not Implemented. The County does not have authority over the Annapolis Transit. There are issues with funding limitations for a more enhanced transit network (expanded service and frequency) which is a priority over funding for Alternative Fueled vehicles.</p>	2	3	0	0	0	0	0	0	5
<p>Support the holiday shuttle as a public/private approach to transportation within the Parole area. Explore the possible expansion of the shuttle to include downtown Annapolis.</p>	<p>Not Implemented. This is the authority of Annapolis Transit, not Anne Arundel County government.</p>	0	0	1	0	0	0	0	0	1
<p>Request the State to increase plantings along US 50, particularly the area from Rowe Boulevard to the Severn River Bridge.</p>	<p>Not implemented. There is very little public right-of-way available in this area. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>	2	0	0	0	0	0	0	0	2

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Update the County 1999 Master Plan for Water Supply and Sewerage Systems to accurately depict the applicable timing service designation for the RCA land area. Include the RCA land as an overlay zone.	Not implemented. In 2007, RCA was removed as a water and sewer timing category per State regulations. RCA continues to be an overlay zone within the Chesapeake Bay Critical Area.	0	0	0	0	0	0	0	0	0
In the Annapolis community, prepare a single newsprint document to list all of the athletic programs and planned cultural events being offered, within a quarter-year timeframe, by the County, the City, the Community College, Maryland Hall, St. Johns, the Naval Academy and other league organizations. This document would be useful to tourists as well as to residents.	Not implemented. This is a private initiative. The County and the City Recreation and Parks Departments both publish seasonal program guides listing available facilities, programs and classes. The County would be glad to participate in a more comprehensive publication preferably headed up by a tourism entity that could incorporate the suggested cultural component.	0	0	1	3	1	1	2	0	8

### 2009 GDP:

2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received							Total Votes Received	
		1	2	3	4	5	6	N/A		
<b>Land Use and Zoning</b>										
Conduct a study of former landfill sites to confirm their current status, and to assess their current and future suitability for development. Develop a Closed Landfills Map.	No progress to date	3	0	0	0	0	0	0	0	3

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Amend the development and permit applications review procedures for properties located on or adjacent to former landfill sites, and require applications to be sent to MDE, Health Department and DPW for review and comments.	No progress to date.	0	3	0	0	0	0	0	0	
<b>Community Revitalization</b>										
Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	0	1	0	0	1	0	0	2	



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<p>Based on established criteria, identify neighborhoods or communities that qualify as a Neighborhood Conservation district.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	0	0	1	0	0	1	0	2
<p>Establish a community outreach process to be used in developing Neighborhood Conservation criteria, standards, and districts.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	0	1	0	1	0	0	0	2



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<p>Establish objectives and design standards applicable to designated Neighborhood Conservation Districts.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	0	0	0	1	1	0	0	2
<p>Develop legislation to create Neighborhood Conservation overlay districts and associated design standards and/or guidelines.</p>	<p>On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.</p>	0	0	1	0	0	1	0	2
<p>Create a Housing Trust Fund with a dedicated funding source to provide financing to improve, preserve and increase the workforce housing stock.</p>	<p>No progress to date.</p>								0; comment: Do it!

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<b>Natural Resources</b>									
Evaluate the possibility of requiring a fee to be paid and placed in a natural resource restoration fund, when approving modifications in sensitive areas.	No progress to date. Fees for modification applications, along with most other development application and permitting fees, are placed into the County's general operating budget. However, Forest Conservation fee-in-lieu and Open Space fee-in-lieu funds can be used for land acquisition and preservation purposes.	0	3	1	0	0	0	0	4
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	0	1	0	0	0	0	1; comment: No!! Leave undeveloped
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	5	0	2	0	0	0	0	7
<b>Transportation</b>									
Prepare a comprehensive study of Park and Ride lots to assess supply, demand, and improvements needed.	No Progress to date. Funding has been allocated through BMC and will require coordination between MTA & BMC. The office of Transportation's Rideshare Coordinator will be conducting regular surveys of Park and Ride lots utilization to identify areas of need and future demand	0	8	0	3	0	0	0	11

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Conduct feasibility study for the extension of light rail to other areas of the County.	No progress. This was discussed during the past two updates to the Transit Development Plan, but public support for Light Rail extension has been lacking. Planning efforts have focused on other aspects of transit planning including bus transit and ridesharing	3	0	2	0	0	0	0	5
Study the feasibility of adding stations on the commuter rail line.	No progress to date. This idea has been discussed by the County and MTA and may be studied in the future. The current priority is to make improvements at existing stations.	0	1	1	4	0	0	0	6
Revise the Impact Fee Program to allow a portion of transportation impact fees to be dedicated for expansion or improvements to public transit	No progress to date. Currently development impact fees must be used for capital improvements that will expand the capacity of the public facility. Expansion of the capacity of a road includes extensions, widening, intersection improvements, upgrading signalization, improving pavement conditions, and all other road and intersection capacity enhancements.	7	0	4	0	0	0	0	11

### Activity 2: Vision Exercise (written responses)

#### What is special about your community?

- Historic value, walkability and water access
- Community of Bay Ridge Rd. before Annapolis Cove | Tall trees, waterfront access, wildlife co-existence | nearby bike path to the point
- Proximity to water (although access is limited) easy transit to major cities, variety of cultural and recreational activities, diverse neighborhoods and communities
- It is a very diverse population with both very permanent & transient populations
- Admiral Heights>waterfront beautiful view and woods
- Diverse community base. (Naval Academy, St. Johns, State Capitol)
- Unique natural resources | reasonable traffic congestion

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- Proximity to the Bay and its rivers, streams | parks and green space | easy commutes to Ft Meade, Baltimore, etc. (distance)

### **What has changed in the last 15 years?**

- More people but poor road and traffic planning. Should be done in advance of development not long after
- In my neighborhood – not much
- Development of Towne Center as multi-use
- The population has increased & the infrastructure does not keep up. Though the Historical aspect of the city needs to be retained it cannot be at the lack of modernization
- Original people have gotten older and moved out
- Sprawl growth, economic development but not as much investment in support infrastructure (bridges, roads, affordable housing , childcare)
- Higher density has strained transportation (road) systems
- Overdevelopment!! Housing and commercial developments getting cramped into every open parcel of land | too much mature tree removal | traffic and congestions as a result of overdevelopment, longer commute times, loss of personal/family time | excess –ridiculous development popping up w/mega gas stations on adjacent corners

### **What needs improvement?**

- Crime reduction, better and larger areas for water access, more investment in parks
- Blighted properties on Forest Drive need to be redeveloped | No new development on undeveloped land only on community developed land that needs renewal | Safe bike paths along Forest Drive
- Continue to work with city to improve traffic flow and encourage alternative transportation modes.
- Infrastructure modernization to account for population and climate change
- People ignoring that woods is a habitat for wildlife
- Public access to recreational areas (parks, trails, water) | investment in public infrastructure (schools, roads, bridges) | addressing environment impacts – climate change, coastal flooding, storm water flooding
- Forest drive traffic capacity needs to be expanded | forest drive corridor is ugly and outdated
- Slow/halt development | preserve mature trees & forested areas | more work w/SRLT & others to incentivize land owners to conserve land instead of selling to developers | redevelop existing spaces – expand up not out | work w/commercial venues for use of roof space or parking lots to build solar panel “farms”

### **What should your community look like in 20 years?**

- Less traffic, green initiatives implemented redevelop before granting new development
- Hopefully much the same – no new development | More affordable housing | runoff management needs improvement of water ways | X-press commuter buses to and from Baltimore like we have to D.C.

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- Preserve open space with more focused multi-use development
- A community that retains the historical nature and vision with a support structure that is modernized and is flexible to account for change
- Hopefully the same
- Maintain small town feel, reduce amount of sprawl, more infill & redevelopment but not at expense of gentrification, more affordable housing, childcare – more options
- Planned, manageable growth | no gridlock | protected natural resources
- Green– public transportation options, more safe pedestrian & bike use options | maintain current green space (forested) – ideally increase | Plant pollinator friendly plants in medians/verges & do aware with Grass & the need to constantly mow | improve bay health – strict enforcement – run off from farms & homes bad septic, etc. | more retention ponds to run off | protect local oyster reefs> i.e. Severn River / Round Bay

### **Activity 3: Community Boundary Review**

- Increase Bay Ridge to include more of the Annapolis Neck south east
- Parole: Include residential portion of Parole in the City to Hilltop
- “Bay Ridge” should include neighborhoods along Bay Ridge Road, including Anchorage, Annapolis Cove and the single homes and smaller developments east of Anne Arundel on the Bay Road
- The Annapolis Neck Peninsula is:
  - Bay Ridge Penin. east of Edgewood Rd, incl. Hillsmere
  - Creek communities from Harness Creek to Childs Point
  - City of Annapolis
- West of Bay Ridge and Parole Area is not part of Annapolis Neck

### **Open Comment Session**

#### **What is special about your community?**

- Water on both sides
- The arts and the quality of the arts
- History
- Quality of life and history
- Good schools
- People
- Quality of life
- Came to take care of a family member; proximity to medical facilities is good
- Like the size of our community – not giant, not tiny

#### **What has changed in the last 15 years?**

- More traffic

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- Loss of forest and degradation of water quality
- Redevelopment and development
- The Market House
- More retail facilities – Parole Town Center
- There is more residential development in this area and in South County because it's a good place to live, but it affects the area
- Lack of affordable housing / increase in housing costs

### **What needs improvement?**

- Traffic
- Quality of how we protect waterways and wildlife
- Redevelopment and repurposing developed areas versus developing in green areas
- Implementation of previous plans' ideas that citizens have asked for; there are no CIP projects in Annapolis Neck
- The City and County are going through long range planning simultaneously. Engage the citizens on what they want, not what the planners want. With two jurisdictions making plans, there is coordination needed.
- Non-auto transportation networks need improvement. People who don't drive their own car need safe alternatives.
- We need a Maryland State Regional Transit system and links to West County and jobs.
- Preservation of open space. Quiet Waters is the jewel in the crown – we need more parks like Quiet Waters

### **What should your community look like in 20 years?**

- Italy
- Portofino – has a gigantic city dock. The Market House – used to be a place where everyone felt welcome, but that dynamic has changed.
- Preserve what we have, improve schools and transportation. Keep it balanced.
- Possibilities for ethnic neighborhoods that bring vitality to an area.
- More access to the Bay
- Less traffic
- 21st century transportation: electric vehicles, mass transit, people out of their own private cars, carbon-free / more greening of transportation modes
- Better use of waterfront on Ego Alley; other than parking. Put parking elsewhere and utilize a downtown non-stop shuttle.
- Building codes that result in lower energy consumption
- Job training – City/County coordination; particularly for students who are not college-bound. Enhance current efforts.
- Less poverty

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- More economic prosperity that is widespread
- The Lighthouse and the work they're doing – enhance their work.

### **Additional Comments by email:**

- From the Annapolis Neck Peninsula Federation and Bay Ridge Civic Association:

### **Introduction:**

The County Planning Department is embarking on a new General Development Plan (Plan2040) and held a visioning meeting on June 20<sup>th</sup>, 2019 to obtain input from the residents of the Annapolis Neck Peninsula. At the meeting, the Department posted all the unfinished recommended action items from the Annapolis Neck Peninsula Small Area Plan adopted by the County Council in 2003. Attendees (residents) were asked to read through more than 100 detailed status reports and rank the need for action on the open items. Not only was this format daunting, but many of the reports required additional clarification before prioritization could be considered. Additionally, the boundaries of the Annapolis Neck Peninsula for the purposes of the Plan did not seem appropriate. A fair amount of time in the discussion part of the visioning meeting covered downtown Annapolis, Market House and parking along the harbor – all areas under City jurisdiction, not County. For these reasons, rather than try to rank the actions items during the meeting, a contingent from the boards of the Annapolis Neck Peninsula Federation and the Bay Ridge Civic Association used the time available to digest the information presented by the County officials to develop more coherent comments and follow-on questions later. Attached herein are those comments and questions.

### **Overview:**

From a review of the 2003 Small Area Plan for the Annapolis Neck Peninsula, input from residents at this meeting, and input from residents for the Eastport/Forest Drive Sector Study, it appears that residents still have the same issues, concerns, and needs that they did 15 years ago. **Major concerns (still) include:**

- Interjurisdictional issues and lack of communication that prevent cohesive, complementary decisions;
- City annexation and development without concurrent infrastructure improvement;
- Transportation issues of congestion and lack of transit alternatives; and
- Natural and Historic Resources preservation amidst development.

Based on the County displays at the meeting, the following issues were cited by the County as the primary reasons for non-action or partial action on the approved recommendations from the 2003 Small Area Plan:

- Lack of funds;
- Lack of staff; and
- Lack of issue ownership or identification of issue ownership.

The specific review comments from our residents' contingent are presented in two attachments.

**Attachment 1** addresses the priority concerns outlined in the 2003 Small Area Plan in the four areas noted above. These remain the major concerns in the Annapolis Neck Peninsula today. **Attachment 2** provides the referenced questions from the residents' group regarding the County status reports on open Plan action items. For ease of use, Attachment 2 is structured the same way that the status reports were presented by the County at the visioning meeting and on-line.



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### Conclusion:

We conclude that progress on the complicated transportation and land use issues in the Annapolis Neck Peninsula will require:

- Coordinated, transparent planning by officials from agencies within the state, county and city, and with active participation in the process by informed county and city residents;
- Strategic financial planning to obtain grants, other types of state and federal assistance programs, contributions by developers, and public/private partnerships; and
- Proactive and immediate development of State, County, and City Capital Improvements Program (CIP) projects to correct the currently failed transportation intersections along Forest Drive corridor and to precede the urbanization of the Annapolis Neck Peninsula proposed by the City.

The 2003 Small Area Plan embarked on the right path, and the efforts that the County approved 15 years ago must be restarted and completed in the 2040 General Development Plan:

“The residents of both jurisdictions are now addressing the policy aspect of rapid growth, with concern for the diminution of open space, air and water pollution issues, and the longstanding problem of traffic congestion.” (p.28)

“The Annapolis Neck Small Area Plan is tackling the problem of two jurisdictions having two separate land use plans and zoning ordinances impacting a confined area by suggesting a “regional planning” approach.” (p.28)

Residents and the community associations of the Annapolis Neck Peninsula stand ready to help the County improve upon the great work of previous citizens groups and County administrations to enhance the quality of life in our peninsula, and to promote citizen, business, County, City and State cooperation in the planning and development process.

Outstanding Key Issues and Concerns:

### 1) **Inter-jurisdictional issues and lack of effective communication prevent cohesive, complementary decisions:**

- a) “From a regional land use perspective, the result of more of the recent annexations is that there are now isolated County lands on many of the peninsulas south of the City border, including those bordered by Church, Crab, Aberdeen, and Harness Creeks. Some properties located in the County, such as the Harness Woods subdivision and other properties adjoining Quiet Waters Park, are now almost completely surrounded by City property. This fragmentation of local jurisdictions causes some government functions such as land use planning and the provision of public services to become more complex and often less efficient.” (p.28, 2003 *Annapolis Neck Small Area Plan*)
- b) “Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development, transportation planning, environmental protection, public safety, and annexation of properties.” (p.24, 2003 *Annapolis Neck Small Area Plan*)



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### 2) City annexation and development without concurrent infrastructure improvement results in failed traffic intersections and extreme traffic delays due to shut downs of limited peninsula ingress/egress routes for hours:

- a) “From a regional land use perspective, the result of more of the recent annexations is that there are now isolated County lands on many of the peninsulas south of the City border, including those bordered by Church, Crab, Aberdeen, and Harness Creeks. Some properties located in the County, such as the Harness Woods subdivision and other properties adjoining Quiet Waters Park, are now almost completely surrounded by City property. This fragmentation of local jurisdictions causes some government functions such as land use planning and the provision of public services to become more complex and often less efficient.” (p.28, 2003 Annapolis Neck Small Area Plan)
- b) “Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development, transportation planning, environmental protection, public safety, and annexation of properties.” (p.24, 2003 Annapolis Neck Small Area Plan)

### 3) Transportation issues of congestion and lack of transit alternatives are not addressed:

- a) “The transportation system serving Annapolis Neck is important for not only residents and employees of the area but tourists as well. Multiple government and private entities are involved in providing and operating necessary transportation resources in the planning area. To realize the vision of convenient, cost effective and integrated transportation options requires cooperation and coordination among these entities.” (p.28, 2003 Annapolis Neck Small Area Plan)
- b) “Complete the State feasibility study for locating a regional multi-modal transportation center and coordinate location of the center with the State and City of Annapolis so that transportation facilities in the Greater Annapolis area effectively support residents, visitors, businesses, and government and enable through traffic without excessive congestion.” (p. 26, 2003 Annapolis Neck Small Area Plan)
- c) “Continue to explore options to relieving traffic congestion on Forest Drive and present reasonable and feasible alternatives for consideration at public forums.” (p.26, 2003 Annapolis Neck Small Area Plan)

### 4. Natural and Historic Resources preservation amidst development:

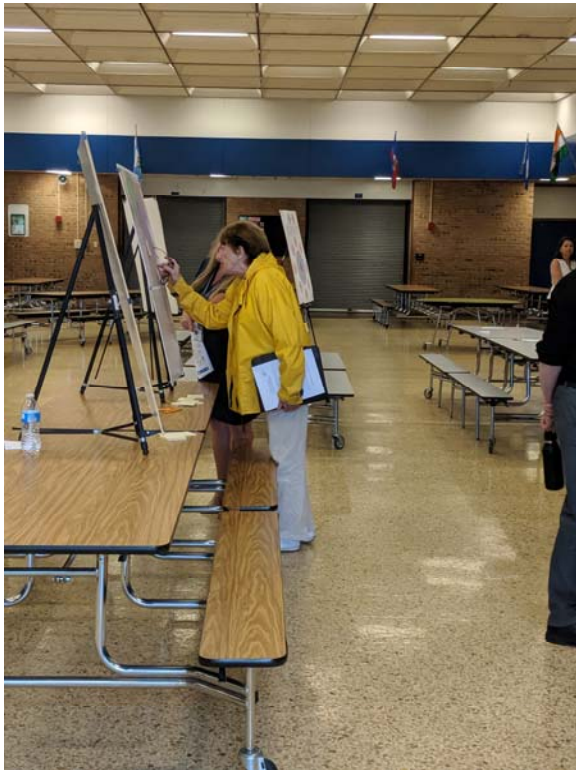
- a) “The natural resources and amenities of the Annapolis Neck Peninsula should be regarded as a system of renewable and non-renewable resources not to be exhausted or critically reduced, but to be managed and, when appropriate, preserved such that decisions regarding land use and other activities pertaining thereto are made with the goal of maintaining a sustainable yield.” (p. 25, 2003 Annapolis Neck Small Area Plan)
- b) “Identify and inventory natural resources on the Annapolis Neck to serve as a baseline for the implementation of land use decisions and policies on the peninsula including preservation, restoration, mitigation banking, and acquisition.” (p.24, 2003 Annapolis Neck Small Area Plan)
- c) “Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development,

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transportation planning, environmental protection, public safety, and annexation of properties.” (p.24, 2003 Annapolis Neck Small Area Plan)



*An attendee discusses the Community Map with staff*



*Attendees ranking unimplemented recommendations from Small Area Plan / GDP*