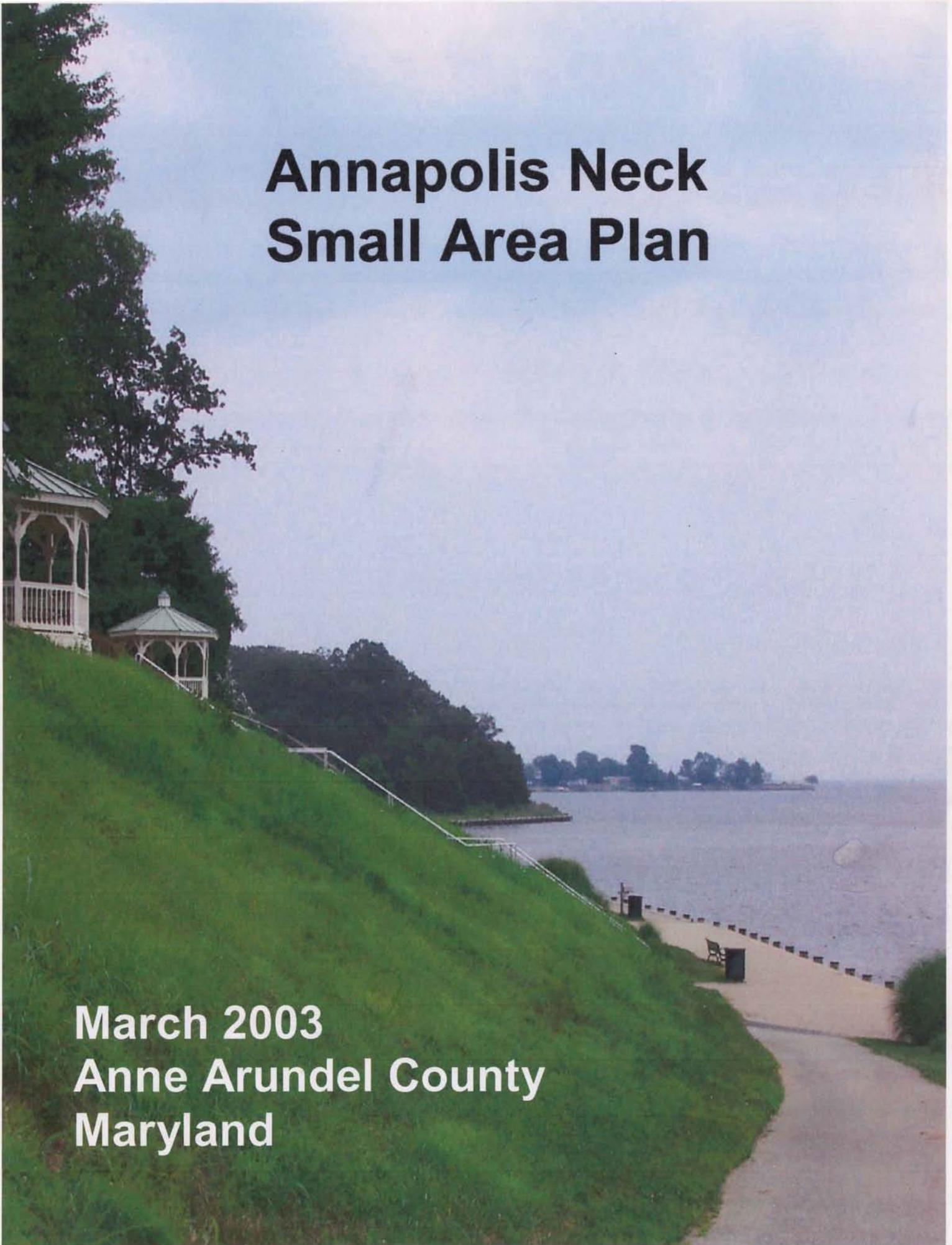


Annapolis Neck Small Area Plan

**March 2003
Anne Arundel County
Maryland**



Annapolis Neck Small Area Plan

**Adopted March 17, 2003
By County Council Bill No. 83-02**

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Annapolis Neck Small Area Plan

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Explanation of Maps

Maps are provided within the text of the *Annapolis Neck Small Area Plan* to illustrate the general extent and location of various manmade and natural resources, such as streams, steep slopes and greenways, and also to illustrate general boundary areas such as the Parole Town Center, and the City of Annapolis. These maps are provided for general purposes only and are not to be construed to show specific locations of boundaries or resources.

Annapolis Neck Small Area Plan

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Introduction

The *Annapolis Neck Small Area Plan* is a refinement of the 1997 Anne Arundel County *General Development Plan*.

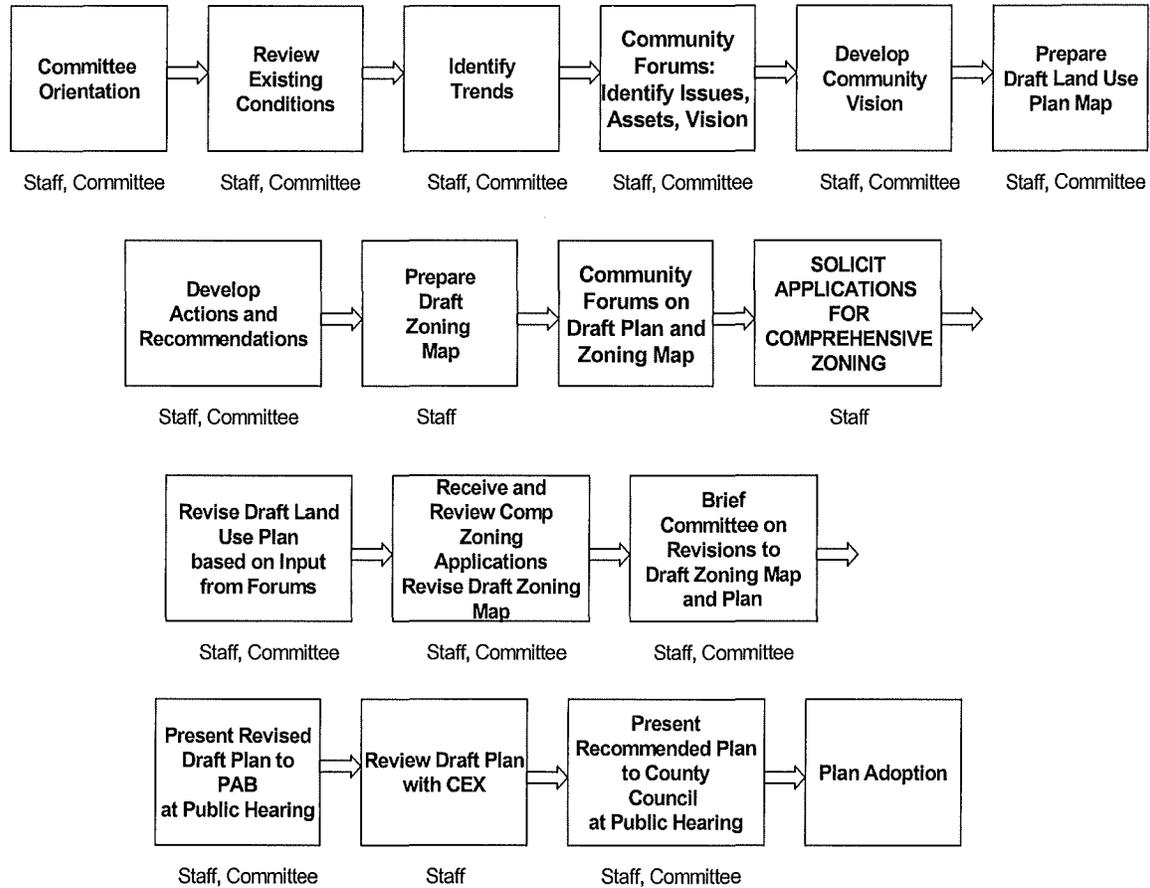
The purpose of the *Annapolis Neck Small Area Plan* is to enhance the quality of life in the Annapolis Neck, to help implement the goals and recommendations of the *General Development Plan*, and to promote citizen, business and County cooperation in the planning and development process.

The Plan's development was a collaborative process involving the Annapolis Neck Small Area Planning Committee, staff from the Office of Planning and Zoning, other County agencies and the public. Together, the Small Area Planning Committee and staff have held public forums, conducted regular committee meetings, sent out and received questionnaires and focus group surveys, and have spoken with and listened to area residents to help identify assets, issues, and opportunities and to formulate a vision for the future of their area. They have worked together to identify where pedestrian and road improvements are needed, what type of land uses are appropriate and where they should be located, and how residential and commercial areas can be designed to improve their overall function and appearance.

This Plan for the Annapolis Neck consists of a document and maps. The document addresses community history and character, land use, zoning, circulation, natural and historic resources, utilities, community facilities and community design. The maps show existing and proposed land use and zoning. Together, the text and maps amend the *General Development Plan* and serve as a basis for comprehensive zoning of the Planning Area.

It should be noted that the Annapolis Neck Small Planning Area includes land that lies within the County's designated Parole Growth Management Area (PGMA). Since 1994, land use within the PGMA has been governed by the adopted *Parole Urban Design Concept Plan*. An updated *Parole Growth Management Plan* is currently being prepared by the Office of Planning and Zoning in conjunction with a citizen advisory committee. When adopted, this new plan will establish policies and guidance for land uses within the PGMA. Therefore, the *Annapolis Neck Small Area Plan* (ANSAP) primarily addresses that portion of the Small Planning Area outside of the PGMA. While some of the recommendations contained within the *Annapolis Neck Small Area Plan* may be applicable to the PGMA as well, the *Parole Growth Management Plan* will establish specific policies, such as property zoning and urban design, for the PGMA portion of the Small Planning Area.

Small Area Planning Process - Tasks and Responsibilities



The Small Area Plan Process

Starting with the appointment of committee members and ending with the adoption of a long range plan for the community, the Small Area Plan process was designed to maximize public participation, build consensus and present the best plan for the future of the small planning area. All committee meetings have been open to the public. In addition, two public forums are held, one near the start of the process to hear from the community about issues, opportunities and a vision for the future and one near the end to present draft recommendations on the various subject areas of the plan as well as a draft land use map. Once the Committee and staff formulated their draft plan, it was presented to the Planning Advisory Board (PAB) for further review and comment by the public. Comments from the PAB were provided to the County Executive for consideration prior to introducing the Small Area Plan to the County Council for public hearing and adoption.

Once the Plan has been adopted by the Council and incorporated into the *General Development Plan*, planning staff will begin the implementation of the plan recommendations. It is hoped that the citizens who participated in the plan development will continue to follow the process and provide input during the implementation stage.

Acknowledgments

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Community History and Character

This section presents a brief history and general description of the Annapolis Neck area. The boundary of the area commonly referred to as the Annapolis Neck follows the Chesapeake Bay and the South River to the south and west, then to the north follows U.S. Route 50, then the Parole Growth Management Area boundary (Defense Highway, Housley Road, and Generals Highway), and then Saltworks Creek and its headwaters, and finally is bounded by the Severn River to the east (see Map 1). This entire area comprises approximately 14,600 acres of land. Within this area lies the incorporated City of Annapolis, which contains approximately 4,600 acres of land. The City of Annapolis adopts and administers its own Comprehensive Plan governing all property within the City limits. Therefore, the Annapolis Neck Small Planning Area consists of the remaining 10,000 acres, approximately, of the Annapolis Neck which fall under the jurisdiction of Anne Arundel County. This area includes approximately 1,500 acres of land that lie within the County's designated Parole Growth Management Area (PGMA).

Community History

Bounded by the Severn and South Rivers and the Chesapeake Bay, the Annapolis Neck peninsula is located in the center of Anne Arundel County. The City of Annapolis figures prominently in this area as the county seat, the state capital of Maryland, and home of the U. S. Naval Academy. Like much of Anne Arundel County, the Annapolis Neck once supported an agricultural economy, primarily tobacco plantations. Later in the 19th century, water-related resort communities developed along the Bay and its tributaries.

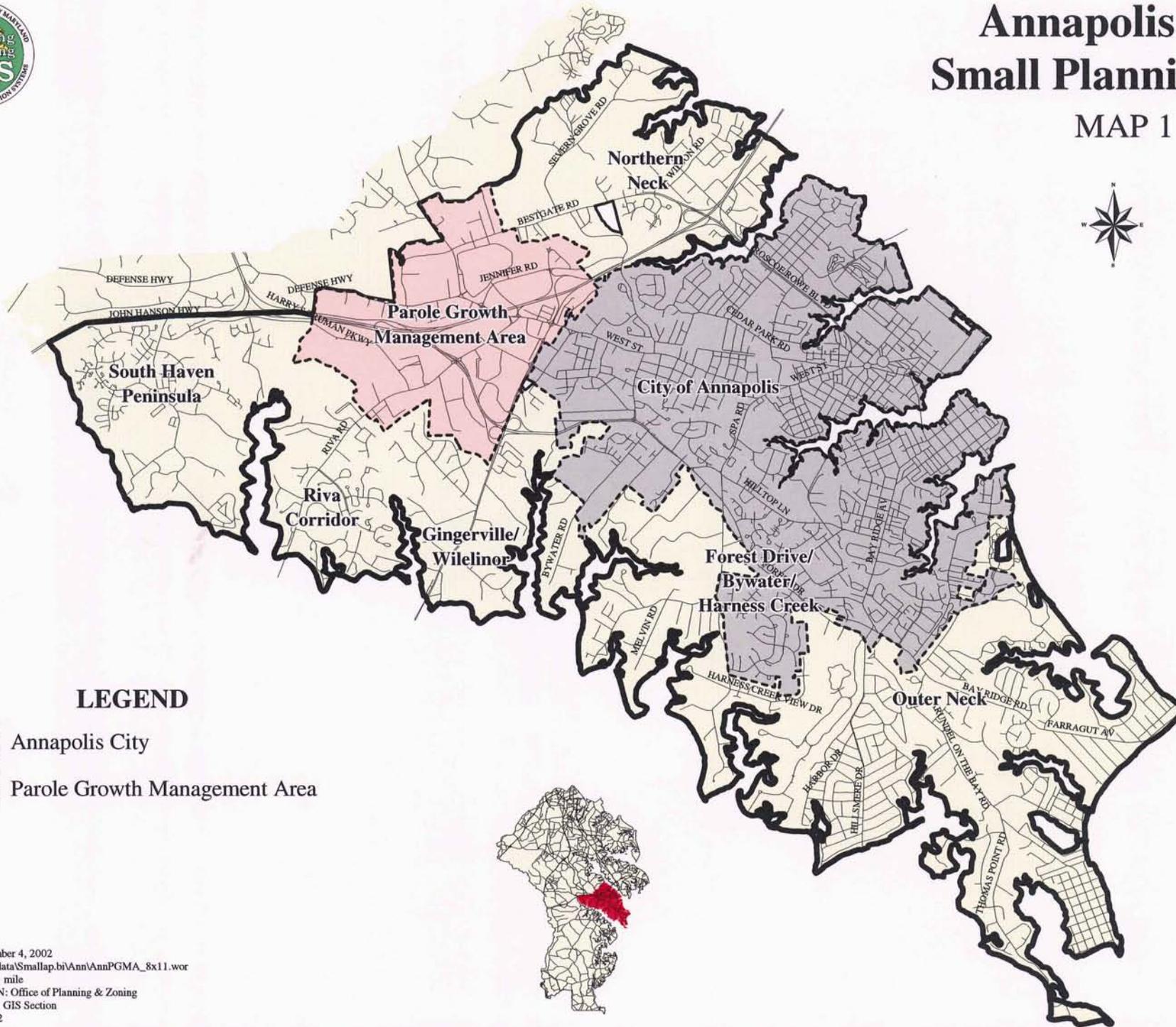
The history of the Annapolis Neck peninsula is part of the broad pattern of human development of the Chesapeake Bay region. For thousands of years prior to European settlement of the county, Native Americans hunted, fished and lived along the Bay, enjoying its rich bounty. However, at the time of English settlement, present-day Anne Arundel County was virtually uninhabited by Native Americans due to an ongoing dispute of this territory between the Susquehannocks to the north and the Algonquins to the south.

In 1649, several hundred European settlers arrived at the mouth of the Severn River and established a settlement they called "Providence" or "Severn." Their dispersed hamlet was centered on the north shore of the Severn River, but by the 1660s it had shifted to Acton's Cove across the river at the present site of Annapolis. The first settlers were non-conformist Puritans from Virginia who were invited to settle on the western shore of the Chesapeake Bay by Maryland's proprietary ruler, Cecil Calvert, second Lord Baltimore. Calvert's invitation, issued during the turmoil of the English Civil Wars, was an attempt to stabilize his struggling colony. The Puritan-based Providence quickly became the population center of the colony, shifting power away from the Catholic-controlled St. Mary's City. This was fully realized in 1695 when Governor Nicholson moved the capital from St. Mary's to Ann Arundell Town, or Annapolis.



Annapolis Neck Small Planning Area

MAP 1



LEGEND

-  Annapolis City
-  Parole Growth Management Area

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SCALE: 1" = 1 mile
PRODUCTION: Office of Planning & Zoning
GIS Section
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Throughout the 18th and 19th centuries, Annapolis Neck remained an agricultural area, producing tobacco and diversified crops. Annapolis served as the market center for outlying plantations. An intricate transportation system by land and water developed, connecting Annapolis with other colonial ports and towns. Roadways crisscrossed the Neck, leading in all directions. Ferry crossings were established, spanning the South and Severn Rivers. Today's Ferry Point Road on the south shore of the Severn led to London Town on the South River, and served as part of one of the most important north-south routes in colonial America. A second, or "upper" crossing of the South River was established in the mid-18th century at the present location of Riva Road.

Rail transportation came to Annapolis Neck in 1840 with the construction of the Annapolis and Elkridge Railroad, one of the oldest railroads in the United States. It ran in an east-west direction, connecting Annapolis with the Washington extension of the Baltimore & Ohio Railroad. The Baltimore and Annapolis Shortline Railroad was completed in 1887, connecting Annapolis with Baltimore. Today, this abandoned right-of-way serves as a highly popular hiking-biking trail.

The Civil War had a major impact on the lives of Anne Arundel County citizens. As a border state, Maryland was home to both Confederate and Union sympathizers. Like Baltimore, Annapolis was occupied by Union troops during the war to secure Maryland for the Union cause and protect Washington, D. C. Today, the physical manifestation of the war is found in the place-name "Parole." Camp Parole was established as one of several prisoner exchange camps where Union troops on parole were held until exchanged for Confederate parolees. The parolees were detained in the camps by their own troops for an agreed amount of time and then returned to their regiments. Many soldiers died at Camp Parole from injuries or disease. They are buried at the Federal Cemetery on West Street at Taylor Avenue. Clara Barton, founder of the American Red Cross, worked at Camp Parole and at a hospital set up at St. John's College. She maintained lists of prisoners and informed family members of their whereabouts and health condition.

During the late 19th and early 20th centuries, steamboat and rail transportation facilitated the development of resort and planned recreational communities along the Chesapeake Bay and its tributaries. In the Annapolis Neck peninsula alone, communities such as Bay Ridge, Highland Beach, Arundel-on-the-Bay, Carr's Beach, Bembe Beach, Annapolis Roads and Severn Grove were established for recreational pleasure. In 1886, the B&O Railroad ran a spur line to the Chesapeake Bay and financed the development of Bay Ridge, a highly successful and popular Victorian resort. Known as "The Queen Resort of the Chesapeake," it was also accessible by the many steamboat lines that plied the Bay. In 1893, Maj. Charles R. Douglass, son of Frederick Douglass, the noted abolitionist, established Highland Beach as an exclusive resort for African Americans. Nationally known figures such as Langston Hughes, Booker T. Washington, Paul Laurence Dunbar, and Mary Church Terrell owned cottages and/or visited Highland Beach frequently. The cottage built in 1894 for Frederick Douglass has been preserved and serves as a museum. Highland Beach is the only incorporated town in the County, outside of Annapolis.

Community Character

The Annapolis Neck is the site of the Maryland State Capital, the U.S. Naval Academy, St. Johns College, and the seat of government for Anne Arundel County. The City of Annapolis has numerous businesses that maintain and support the boating industry, and in addition has a high concentration of major state offices and is the seat of several court systems. The City is known worldwide as a sailing and boating venue, and yearly hosts two of the most prestigious boat shows in the U.S. The Naval Academy is a world-renowned institution that educates and trains future naval officers for the U.S. and some foreign countries. St. Johns College is one of the oldest colleges in the U.S. and teaches the Great Books, one of the most difficult and demanding liberal education curricula. The State Capital is one of the oldest in the U.S. The boundaries and street plan of the original State Capital, laid out by Sir Francis Nicholson in 1695, are still largely intact and encompass the Historic Annapolis area. Maryland Hall for the Performing Arts provides a place for the Annapolis Symphony and Chorale, opera, and other arts. The Naval Academy and St. Johns College also provide many cultural opportunities for residents and visitors, and the Naval Academy provides sports contests that frequently draw large numbers of spectators.

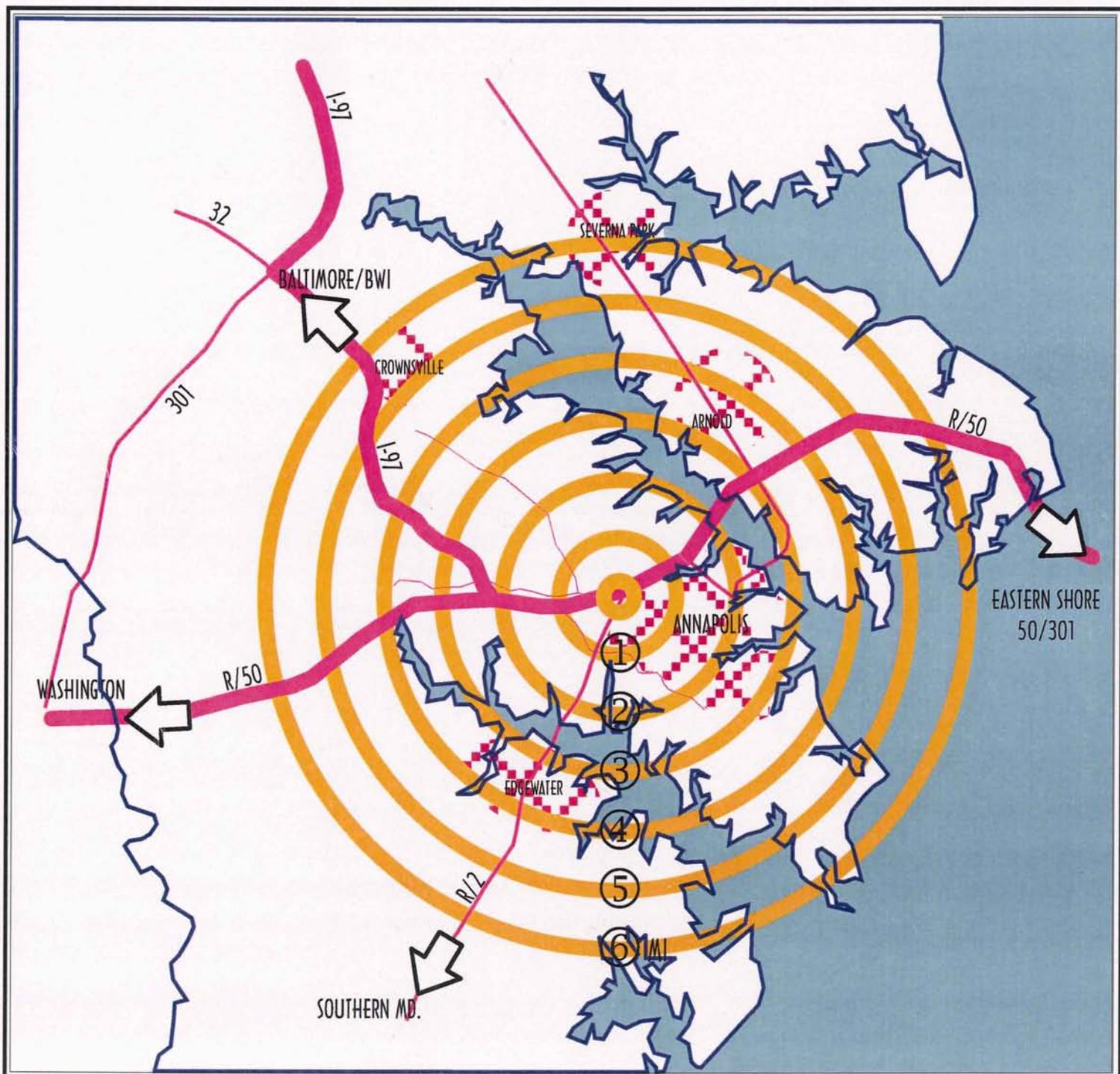
The Parole Growth Management Area (PGMA) is the site of the Parole Urban Center, the Anne Arundel Medical Center, the Anne Arundel Detention Center, the Westfield Shopping Town (Annapolis Mall), the Three Mile Oak Corner area which contains several large retail stores, as well as a number of other industries and businesses. Here also is located a government park with County and State offices, including the headquarters of a number of departments. On either side of the PGMA lie residential growth areas in which about 3,000 attached and multi-family dwelling units have been built. The PGMA itself contains approximately 1,100 motel and hotel rooms and approximately 600 dwelling units. West of the PGMA, the Heritage Harbor community contains nearly 1,700 attached, multi-family, and single family detached age-restricted units. Additional growth in the number of dwelling units is anticipated over the next ten years. Shopping centers and stores within and nearby the PGMA not only serve residents of the Annapolis Neck, but also draw customers from the surrounding suburban and rural areas.

The character of the Annapolis Neck is also influenced in part by its location with relation to the greater Baltimore-Washington, DC metropolitan area. The Annapolis Neck lies within reasonable commuting distance from Baltimore, Washington, DC, the Eastern shore, and Southern Maryland (see Map 2), and highway access is relatively good, making the Annapolis Neck a desirable place to live for many commuters.

Located within the boundaries of the Small Planning Area are many varied communities. These communities comprise larger areas that can be viewed as subareas of the Annapolis Neck. They are described in the following sections.

MAP 2

Annapolis Region



South Haven Peninsula

The westernmost subarea is the South Haven Peninsula. This subarea is formed by US Route 50 to the north, the South River to the west and south and Broad Creek to the east.

The largest community on the South Haven Peninsula is Heritage Harbour, an age restricted development of approximately 1650 homes, mostly single family dwellings, with some ancillary commercial services. Other communities on the South Haven Peninsula are the single family communities of Southaven, Bon Haven, South River Manor, and Windfern Forest.

South Haven Road is the main artery through this area and provides access to Harry S. Truman Parkway, Maryland Route 450, and Crownsville Road.

Riva Corridor

To the east of the South Haven Peninsula, across Broad Creek, is the Riva Corridor. This subarea is formed by Broad Creek to the west, the boundary of the Parole Growth Management Area to the north and the South River and Gingerville Creek and its headwaters to the south and east.

The largest community in this subarea is Riva Trace, a planned community of about 500 single family homes, attached patio homes and apartments. Major nonresidential uses in this area are Camp Woodlands, a 32 acre Girl Scout camp on Broad Creek, the Annapolis Senior High School, the Arundel Olympic Swim Center, and the Constantine and St. Helens Greek Orthodox Church. Other communities located within this subarea are Broadview Estates, Whiskey Bottom, the Preserve at Broad Creek, Cape St. John, Ginger Cove, Riva Woods and Gingerville Woods. All, except the retirement/care community of Ginger Cove, are single family housing developments.

Riva Road is the main street through this subarea, providing access to points south of the South River, and north towards Parole to Aris T. Allen Boulevard, MD Routes 2 and 450 and US Route 50.

Gingerville/Wilelinor

East of the Riva residential area is the Gingerville/Wilelinor area. This subarea is bounded to the east by Gingerville Creek, to the north by the Parole Growth Management Area, to the west by Church Creek and to the south by the South River.

Major land uses in this area include the residential communities of Gingerville, Manor Estates, Wallace Manor, Wilelinor, and Poplar Point. Nonresidential uses in this area include various churches, the Elks Lodge on Solomons Island Road, and various commercial and maritime uses on the South River.

Solomons Island Road (MD Route 2) is the primary arterial road serving this area, with various minor collector roads within the residential communities.

Forest Drive/Bywater/Harness Creek

South and east of the Gingerville/Wilelinor area is the Forest Drive/Bywater/Harness Creek area. This subarea is bounded by Church Creek to the west, the City of Annapolis to the north, Quiet Waters Park to the east and the South River to the south.

Major land uses within the County in this area are the residential communities of Bywater Estates, Eatons Landing, Wild Rose Shores, Bitter Sweet, Rundelac Farms, Harness Creek Park, and Wimbledon Farms. Adjacent City of Annapolis communities include Oxford Gardens, Greenbriar Gardens, the Fountains, Annapolis Overlook, Robinwood and Hunt Meadows. This area also contains the Masque Farm and Crystal Spring Farm properties, which are large wooded and undeveloped areas near Spa Road.

Commercial uses within the City of Annapolis that are adjacent to this area include businesses at the Forest Drive/Chinquapin Round Road intersection, the Safeway shopping center near Bywater Road and other scattered commercial and retail businesses on Forest Drive. Annapolis Middle School is also located within this area.

Forest Drive is the major transportation artery serving this area, with Chinquapin Round Road, Bywater Road, Spa Road, and Ferry Point Road serving as collector roads.

Outer Neck

The Outer Neck lies directly east of the Forest Drive/Bywater/Harness Creek area. It is bounded by Quiet Waters Park to the west, the City of Annapolis and Severn River to the north, and the South River to the south.

There are four major concentrations of residential communities within this area. The first is the Hillsmere Shores area, with over 1000 single family homes. This community is served by Hillsmere Drive, a collector road that provides access to Forest Drive. The Hillsmere area also contains the Key School, a private educational institution that enrolls about 600 students, and St. Anne's Day School.

The next area is served by Arundel on the Bay Road and contains the subdivisions of Kitty Creek, Quay Harbor, Indian Echo, Fishing Creek Farms, Watergate, Oakwood, Venice Beach, South River Manor, Blackwalnut Cove, Walnut Lake, Highland Beach, Oyster Harbor and Arundel on the Bay. Together, these residential communities comprise about 1100 single family homes. Other features located in this area are the Hillsmere Elementary School, Thomas Point Park, and historic Highland Beach, the only other incorporated area, besides the City of Annapolis, in Anne Arundel County.

A third concentration is located on the Bay Ridge peninsula, served by Bay Ridge Road. This area contains the communities of Keyes Farm, Chrisland at Annapolis Cove, Anchorage, Annapolis Cove, and Bay Ridge, and accounts for about 700 single family homes. This area also contains the Peninsula Park, a popular recreation area which provides much used ballfields for local residents.

The fourth major concentration in the Outer Neck area is the Annapolis Roads and Bembe Beach area served by Carrollton Road and Edgewood Road. Annapolis Roads contains almost 300 single family homes. The Bembe Beach area contains the subdivisions of Bembe Beach, Elktonia, Towne Home and the Villages of Chesapeake Harbor, a total of about 500 apartments and single family homes.

Commercial uses located at the edge of the Outer Neck area include the Bay Forest Shopping Center, situated at the intersection of Forest Drive and Bay Ridge Road.

Parole Growth Management Area (PGMA)

The Parole Growth Management Area or PGMA was created by legislation by the County Council in 1990 to focus commercial, employment and higher density residential development in a defined growth area. The PGMA is generally bounded by Bestgate Road to the north, but extending to include the Annapolis Commerce Park, by MD 2 to the east, the Gingerville community to the south, and Broad Creek to the west.

The PGMA comprises 1500 acres and contains major retail centers including the Annapolis Mall, Annapolis Harbor Center, Festival at Riva, and Gateway Center. The old Parole Plaza Shopping Center is identified as part of the core of the PGMA and is one of the most significant redevelopment sites in the County. Major employment areas located within the PGMA are along Riva Road, Admiral Cochrane Drive and Defense Highway. There are also about 600 residential units in the PGMA consisting mostly of apartments, but including some single family homes. Major roads in the PGMA include Forest Drive, Riva Road, Jennifer Road, MD 2, MD 450, MD 665, Bestgate Road, Housley Road, and US 50/301.

Northern Neck

The area bounded by Weems Creek to the south, the Severn River to the east, Saltworks Creek to the north and the PGMA to the west is known as the Northern Neck. This area is composed mostly of single family homes north of Bestgate Road and multifamily housing south of Bestgate Road, with a total of about 2900 housing units. The Northern Neck is generally divided into three neighborhoods: Weems Creek, Severn Grove and Bestgate South. Bestgate Road, Rowe Boulevard and Ridgely Avenue are the major roads serving this area.

The Weems Creek neighborhood has about 450 apartments, townhomes and single family homes. There are two major office complexes and two commercial complexes in the area. Nonresidential uses in this area include the Weems Creek Medical Center and the Ridgely Oaks

Professional Office Building. Route 50 and Rowe Boulevard divide this neighborhood. Ridgely Avenue and Riverview Avenue are collector roadways providing neighborhood access. Major communities include Garden Farms, Lindamoor, Weems Creek Waterfront, Dreams Landing and Riverview Manor.

The Severn Grove neighborhood has about 300 apartments and single family homes. Major communities include Severn Grove, Lincoln Heights, Kingswood, and Severn Forest. Severn Grove Road serves this neighborhood. Nonresidential development includes the Annapolis Area Christian School and the Annapolis Veterinary Clinic.

South of Bestgate Road and north of US Route 50 are located approximately 2000 apartments in various developments, including Tidewater Colony, Windgate, Rivergate, Harborage, and Scott's Crossing, and about 60 single family homes. Nonresidential development in this area includes a small community shopping center at the intersection of Bestgate Road and Admiral Drive, several office buildings, the County Jail, and the West Annapolis Fire Station.

Demographics

Population

Tables 1 through 3 present population data for the Annapolis Neck area. The demographic data is presented for the major geographic components: the City of Annapolis, the U.S. Naval Academy and the Annapolis Neck Small Planning Area (SPA).

As shown in Table 1, the Annapolis Neck has seen a steady growth in the last twenty years, both within the City limits and in the SPA. A decline in the resident population at the Naval Academy was seen from 1990 to 2000, but the Annapolis Neck as a whole still experienced a growth rate of 11.3% during this decade. Looking at just the Small Planning Area of the Annapolis Neck, the population grew by 27.4% from 1990 to 2000. In comparison, the overall County's growth rate for the same time period was 14.6%.

Table 2 presents population by age for the year 2000. A comparison shows that both the SPA and the entire Annapolis Neck contain a higher percentage of persons over 65 years of age and a lower percentage of school-age children (5-17 years) than the County overall. With regard to race, in 2000 the City of Annapolis was more diverse than the overall County in terms of minority populations as a proportion of the total population, as seen in Table 3. However, the Annapolis Neck Small Planning Area was less diverse than the County in 2000, with nearly 89% of the population belonging to the white race.

Table 1. Total Population, 1980 to 2000

Geographic Area	1980	1990	2000
Annapolis Neck	49,183	56,342	62,711
City of Annapolis	31,740	33,187	35,838
U.S. Naval Academy	5,367	5,420	4,264
Annapolis Neck SPA	12,076	17,735	22,609

Source: U.S. Census Bureau, 1980, 1990, and 2000 Censuses.

Housing

Housing statistics for the Annapolis Neck area are shown in Table 4. The 2000 Census counted a total of 27,062 total housing units in the Annapolis Neck, of which 16,145 are located within the City of Annapolis. In the Annapolis Neck Small Planning Area, the Census counted 10,634 housing units.

The total number of households (total housing units minus vacant units) according to the 2000 Census was 25,530. Of this total, 15,303 households are in the City of Annapolis and 9,978 are in the Annapolis Neck SPA, with an additional small number belonging to the Naval Academy. Overall in the Annapolis Neck, nearly two-thirds (63.24%) of the households are

owner-occupied. This percentage was significantly higher in the Small Planning Area (82.3%) as compared to within the City (51.7%). The home ownership rate for the County overall in 2000 was 75.5 percent.

Table 2. Annapolis Neck - Population by Age, 2000

Geographic Area	Total	0-4	5-17	18-44	45-64	65+
Annapolis Neck	62,711	3,570	8,239	26,474	15,207	9,221
<i>percent of area total</i>	---	5.69%	13.14%	42.22%	24.25%	14.70%
City of Annapolis	35,838	2,385	5,389	15,305	8,483	4,276
<i>percent of area total</i>	---	6.65%	15.04%	42.71%	23.67%	11.93%
U.S. Naval Academy	4,264	131	209	3,809	102	13
<i>percent of area total</i>	---	3.07%	4.90%	89.33%	2.39%	0.30%
Annapolis Neck SPA	22,609	1,054	2,641	7,360	6,622	4,932
<i>percent of area total</i>	---	4.66%	11.68%	32.55%	29.29%	21.81%
County Total	489,656	33,083	90,553	200,263	116,937	48,820
<i>percent of county total</i>	---	6.76%	18.49%	40.90%	23.88%	9.97%

Source: U.S. Census Bureau, Census 2000 Summary File 1.

Table 3. Percentage of Population By Race and Ethnicity, 2000

Characteristic	Total Annapolis Neck	City of Annapolis	U.S. Naval Academy	Annapolis Neck SPA	County Total
Population of One Race:	98.45%	98.33%	97.82%	98.76%	98.31%
White	73.70%	62.66%	87.10%	88.66%	81.24%
Black or African American	21.29%	31.44%	5.49%	8.19%	13.57%
American Indian or Alaskan Native	0.17%	0.17%	0.33%	0.15%	0.30%
Asian, Hawaiian or Pacific Islander	1.72%	1.84%	3.07%	1.28%	2.36%
Other Races	1.57%	2.22%	1.83%	0.48%	0.85%
Two or More Races	1.55%	1.67%	2.18%	1.24%	1.69%
Hispanic or Latino of Any Race	4.75%	6.42%	6.94%	1.69%	2.64%

Source: U.S. Census Bureau, Census 2000 Summary File 1.

Table 4. Housing Units and Households, 2000

Geographic Area	Housing Units	Households (Occupied Units)	Owner-Occupied Units	Home Ownership Rate
Annapolis Neck	27,062	25,530	16,145	63.24%
City of Annapolis	16,165	15,303	7,905	51.66%
U.S. Naval Academy	263	249	31	12.45%
Annapolis Neck SPA	10,634	9,978	8,209	82.27%
County Total	186,937	178,670	134,921	75.51%

Source: U.S. Census Bureau, Census 2000 Summary File 1.

Employment

There were 30,598 employed persons living in the Annapolis Neck, including the City, according to the Census 2000 data. This constitutes approximately 73% of all persons in the labor force age group 18 to 64. Of these, most worked in the management and professional services (47.4%) and in sales and other office occupations (24.5%). More current estimates prepared by the Office of Planning and Zoning indicate that in the year 2000 there were approximately 4,440 employers and 60,000 jobs located in the Annapolis Neck, including the City of Annapolis. Major employers include the State of Maryland, Anne Arundel County, the U.S. Naval Academy, Annapolis Mall, ARINC, IIT, St. Johns College and the Capital Gazette newspaper.

Vision Statement

This represents a vision of the future for the Annapolis Neck, what the Neck can be if the goals, policies and recommendations of the plan are implemented.

The Annapolis Neck peninsula lies between the Severn and South Rivers, and includes the historic City of Annapolis, State and County government centers and the campuses of St. John's College and the United States Naval Academy. Tree lined boulevards and roundabouts have improved traffic flow and bikepaths and walking trails are widely used. Several multi-use centers provide residents the opportunity to live, work, and shop without using a car. The area has a diversified local economy and is internationally known as a sailing and tourist center. Neighborhoods vary from the urban city to more rural waterfront and suburban areas. The Neck includes connected open spaces which are shared with wildlife. Waterways are filled with the bounty of the Chesapeake. The Annapolis Neck community is the positive result of city and county communication and cooperation in regional planning with frequent input from the residents.

Annapolis Neck has neighborhoods that are pleasant and safe and whose scale and character is appropriate to the different parts of the Neck. These neighborhoods are linked to a network of economic centers of diverse types and scales serving local, state, regional, maritime, and visitor needs. There is a balance between housing and employment which provides choices for people who want to work near their homes. Housing is available for all incomes and age levels. Modern and adequate infrastructure and services in the form of roads, schools, recreation areas and public utilities are available to serve the needs of the population.

The Annapolis Neck is a community living in harmony with the natural environment where the land, shoreline and water are healthy, viable systems, in which development and redevelopment result in an overall gain of environmental assets.

The Annapolis Neck has a system of convenient, cost effective, integrated transportation options that provide mobility, promote a high quality of life, safety, environmental quality, and support economic prosperity. In addition, interconnected greenways link neighborhoods, parks, and open space.

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

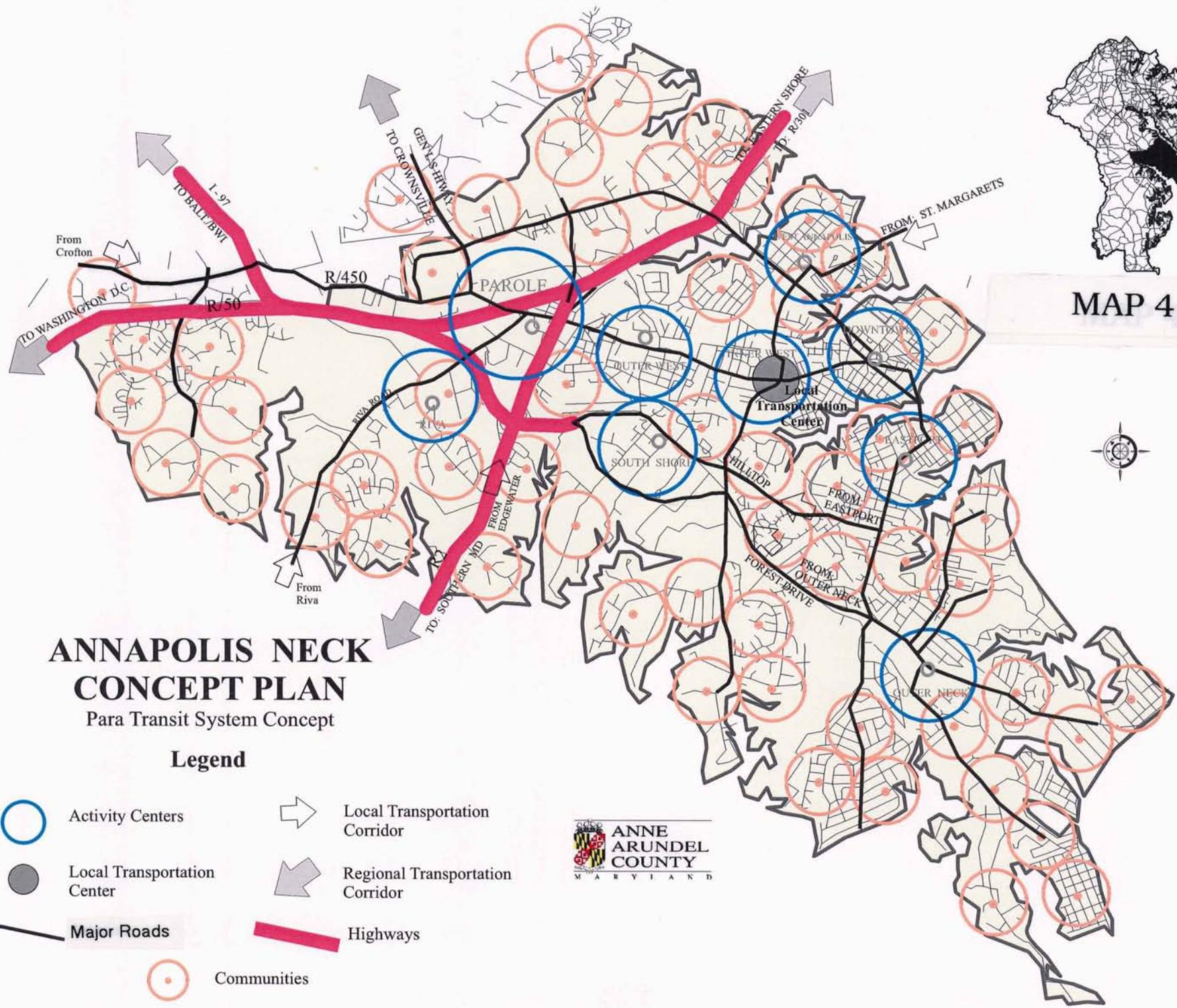
Interspersed throughout the Annapolis Neck Small Area will be passive and active recreation and open space areas. They will be located within a short bike ride or walk from every neighborhood in the area. These passive and active parks and open space areas will be linked with a greenway system consisting 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.



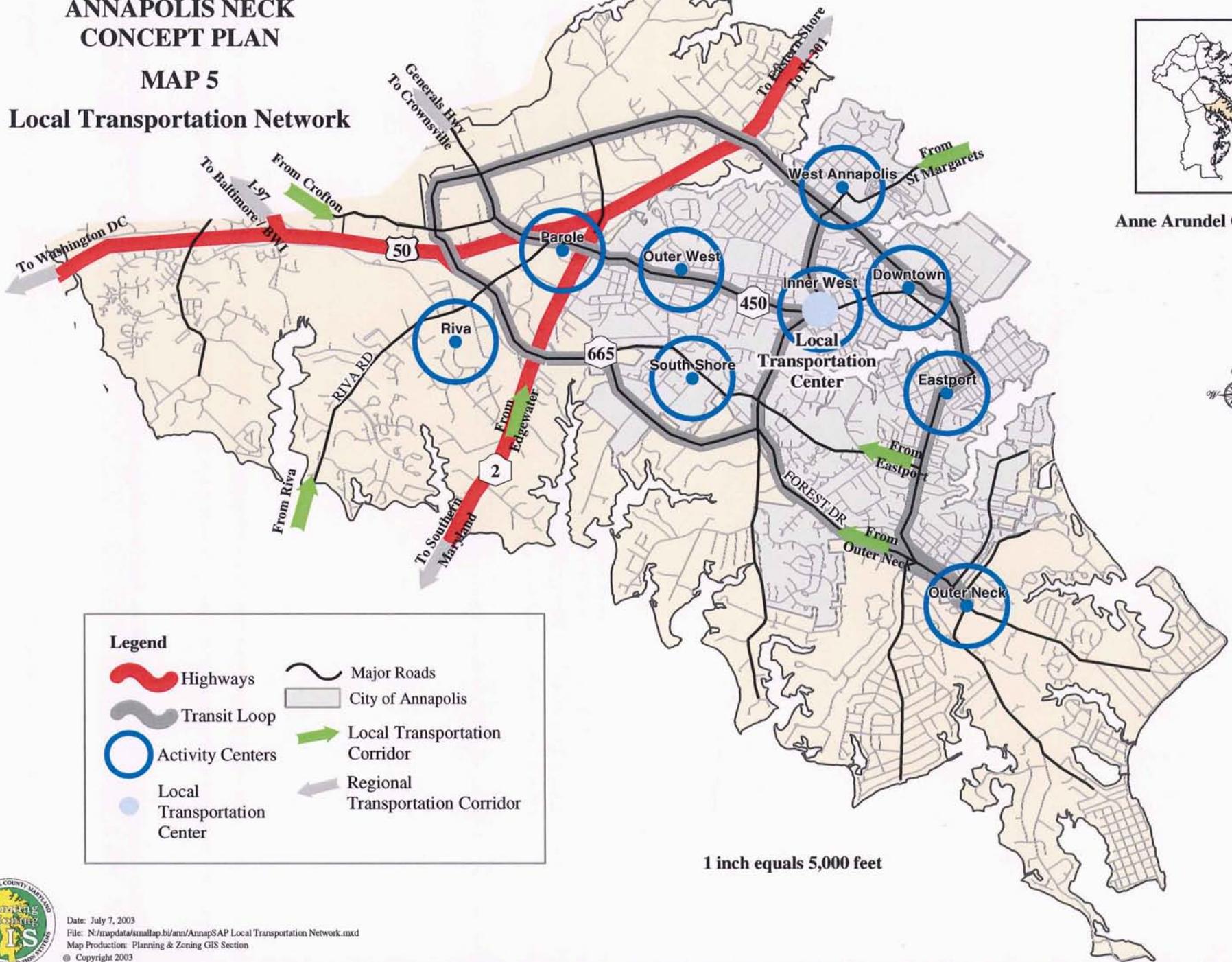
MAP 4



ANNAPOLIS NECK CONCEPT PLAN

MAP 5

Local Transportation Network



Anne Arundel County

Legend

- Highways
- Transit Loop
- Activity Centers
- Local Transportation Center
- Major Roads
- City of Annapolis
- Local Transportation Corridor
- Regional Transportation Corridor

1 inch equals 5,000 feet

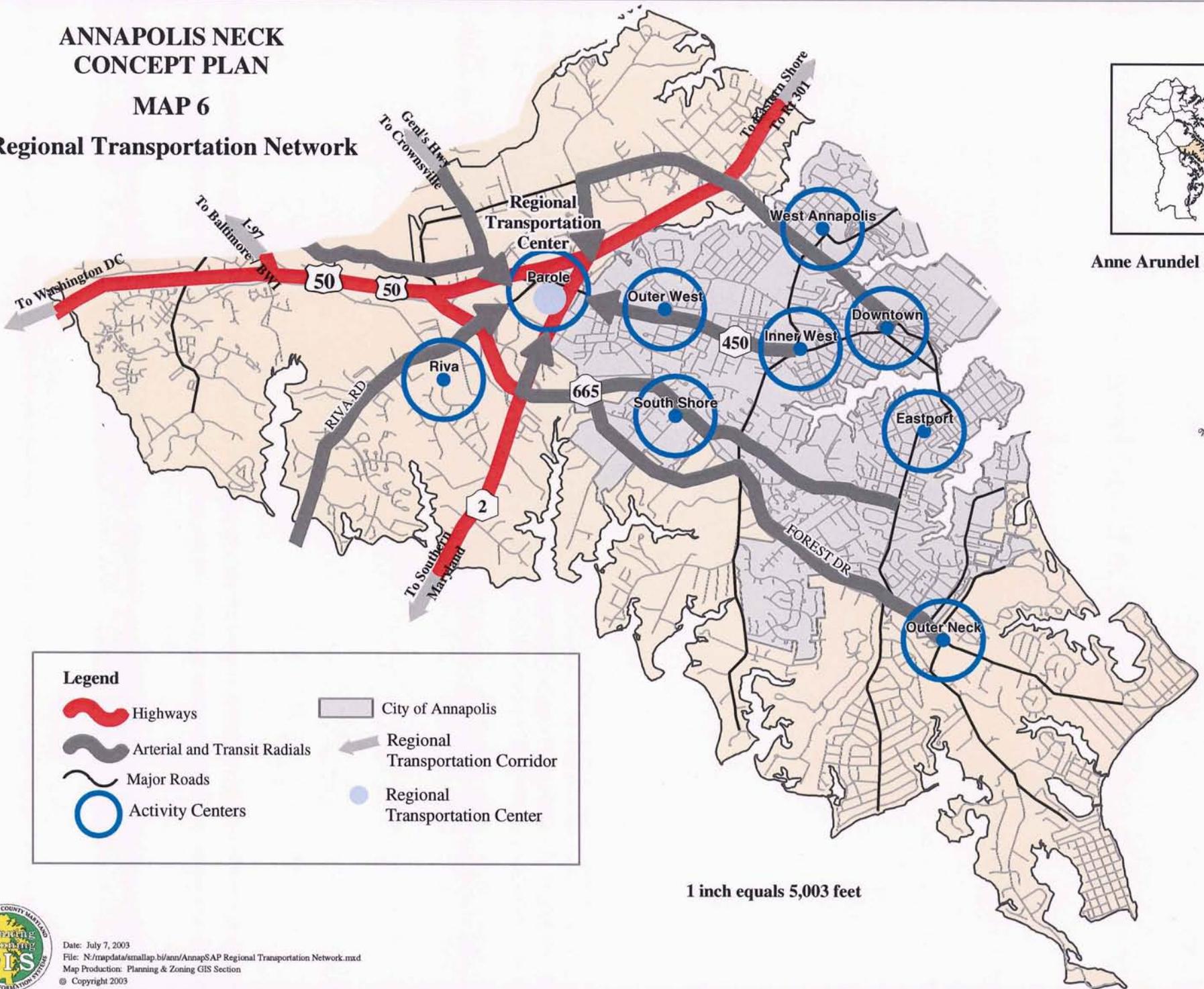


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ANNAPOLIS NECK CONCEPT PLAN

MAP 6

Regional Transportation Network



Anne Arundel County



Legend

- Highways
- Arterial and Transit Radials
- Major Roads
- Activity Centers
- City of Annapolis
- Regional Transportation Corridor
- Regional Transportation Center

1 inch equals 5,003 feet



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Summary of Key Recommendations

The following are some of the key recommendations contained in the *Annapolis Neck Small Area Plan*. These recommendations should be given high priority with regard to implementation.

Regional Planning

- 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.
- Complete a Regional Transportation Study in conjunction with the City of Annapolis, State of Maryland, and Naval Academy to identify all aspects of transportation system deficiencies and make recommendations for improvements.
- Work with the City of Annapolis to establish mutually agreeable boundaries. Seek changes in State law if necessary.

Natural Resources

- Develop a Natural Area Network by preserving areas of important natural resources and linking them to create a network which will provide for safe and adequate wildlife movement throughout the Annapolis Neck.
- Acquire and create new parkland, including wildlife and bird sanctuaries. Create more small neighborhood parks. Establish an “Adopt a Park” program to help with maintenance and landscaping.
- Work with existing, and assist in creating new, conservation and land trusts for the Annapolis Neck to permanently protect and preserve undeveloped land where appropriate and to restore degraded natural areas.
- Establish a program for property owners to plant additional native species trees in non-forested areas on the Annapolis Neck. Develop a County program to provide property owners with technical assistance regarding tree planting and maintenance.
- 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.

- Inventory shoreline areas for restoration of submerged aquatic vegetation and other innovative methods of erosion control.
- 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.
- Establish and enforce a baseline policy of “no net loss” of natural resources in the Annapolis Neck and develop incentives for achieving a “net gain” of tidal and nontidal wetlands.
- Amend the reforestation program to allow mitigation funds to be applied toward the purchase of undeveloped parcels for preservation.

Land Use

- Update and refine the Parole Transportation Model with the Baltimore Metropolitan Council (BMC) Model 2000 base year and forecast 2025 projections. Use the updated Parole Transportation Model to assist in developing a transportation plan for the peninsula and in determining appropriate land use densities for the Annapolis Neck and the Parole Town Center. Defer comprehensive zoning for the Annapolis Neck Small Area and the Parole Town Center until this update is completed.
- Focus growth in designated activity centers. Activity centers should encompass the full range of needs for business sites and employment opportunities. Encourage a mix of residential, employment and commercial uses in these centers.
- Embody the planning concepts normally associated with bus and van transit modes. At stops or stations provide adequate site area for dedicated vehicle boarding and discharge lanes, bicycle storage racks and shelters. Arrange stops for easy and direct pedestrian access from nearby retail and residential areas.
- Pursue additional funding for the purchase of land for the Annapolis Neck Greenway, Natural Area Network, and the Pedestrian and Bicycle Plan if easements and other strategies prove inadequate. Identify sites for investigation, such as the vacant land adjacent to Quiet Waters Park, Homeport Farm, Bestgate Road area, along Weems Creek, and Priest Point.

- Evaluate an inclusionary housing program which would require some affordable and subsidized housing in all new residential developments. Use proven and nationally recognized available models.
- Amend the Adequate Public Facilities (APF) ordinance to address the unique transportation constraints on peninsulas.
- Report to the public on the status of implementation of the *Annapolis Neck Small Area Plan* every two years.

Transportation

- Continue to explore options to relieving traffic congestion on Forest Drive and present reasonable and feasible alternatives for consideration at public forums.
- Complete the extension of Harry S. Truman Parkway to Admiral Cochrane Drive.
- Complete the proposed extension of MD 2 to Jennifer Road and improvement of the MD 2/ MD 50 interchange. Give a high priority to designing and constructing cost effective connections. Provide bikeways along the MD 2 connection to Jennifer Road.
- 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.
- 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.
- Create an integrated City-County network of pathways that link neighborhoods, parks, schools, stream valleys, waterways, and activity centers on the Annapolis Neck with one another and with regional and national trails. Pathways should serve both transportation and recreational needs.

Services and Facilities

- Determine the maximum feasible capacity for the Annapolis Wastewater Treatment Plant. Utilize this information to ensure that comprehensive zoning for the Annapolis Neck Small Area and the Parole Town Center does not exceed the stated feasible capacity. Adjust planned densities, types of development, and phasing of development to match actual capacities.

- Identify locations on the Annapolis Neck for additional active recreation, such as basketball courts and ball fields.
- Fund the design and engineering necessary to expand Peninsula Park to the adjacent acquired property in order to build needed ballfields and parking facilities.
- Plan for alternative community activities in the underused space at the Annapolis Middle School. Expand use of all public schools for alternative activities.
- Increase police patrol activity along major roads during rush hours on a case by case basis where problems have been identified.
- During the design phase for the Outer Neck activity center, work with library representatives and Hillsmere residents to determine the best location of the proposed hiker-biker trail connecting Old Annapolis Road and Hillsmere Road via the Eastport-Annapolis Neck Library property.
- Designate, plan, and budget the Bay Ridge Road/ Arundel on the Bay Road property as a joint usage fire and police facility for City and County use.

Regional Planning and Inter-jurisdictional Cooperation

Situated on a peninsula between two rivers and a bay, the land of both the City of Annapolis and its neighboring Anne Arundel County has become an area where the jurisdictional boundaries are beginning to blur. Joint problems, such as traffic congestion, are bringing citizens together to talk about a unified future. 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.

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 long-standing problem of traffic congestion.

Inter-jurisdictional and Regional Issues

Annexation

Since the adoption of the County’s 1985 *Annapolis Neck Sector Plan*, at least five annexations have taken place. These annexations have occurred primarily along or south of Forest Drive. Currently, additional proposed annexations have been filed with the City of Annapolis Planning Office.

From a regional land use perspective, the result of the more 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.

Natural and Historic Resources

Annapolis Neck has an abundance of environmental and historic resources in need of protection. Numerous goals, policies and recommendations have been identified by both the County and the City related to environmental protection. Coordination between the County and the City is essential for implementation.

Transportation

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.

Community Facilities

Police, fire and trash collection services from both jurisdictions are inefficiently allocated to the same collector roadways in order to access communities in two separate jurisdictions. The communities of Hillsmere, Arundel On The Bay, Annapolis Roads and Bay Ridge (to name a few communities on the Outer Neck) rely partially on City police and entirely on City fire resources to provide first response service based on a contractual agreement initiated in 1979 to ensure public safety. It is possible that even more lands south of Forest Drive may petition for annexation in order to obtain public water and sewerage facilities and become subdivision developments in the future. This could create a future where the Outer Neck, from Hillsmere Drive eastward to the bay shore, may become an island of County land surrounded by the City. The provision of County services to this area would then become even more inefficient.

Goals and Recommendations

Goal: Establish a framework for regional cooperation between the County and the City of Annapolis with regard to planning issues.

Recommendations

1. 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, and annexation of properties.
2. Complete a Regional Transportation Study in conjunction with the City of Annapolis, State of Maryland, and Naval Academy to identify all aspects of transportation system deficiencies and make recommendations for improvements.
3. Work with the City of Annapolis to establish mutually agreeable boundaries. Seek change in State law if necessary.

Natural and Historic Resources

Existing Conditions

The Annapolis Neck Small Area contains many significant environmental features. Due to its peninsular form, the Neck has extensive tidal shoreline along the South River, Severn River and the Chesapeake Bay. The area also contains numerous streams, floodplains, tidal and non-tidal wetlands, and other sensitive areas. Some of these features are shown on Map 8. The sensitive areas shown on this map include upland natural areas, steep slopes, floodplains, wetlands, natural heritage areas, habitat protection areas, and colonial nesting sites. These features are described in the following sections.

Chesapeake Bay Critical Area

In 1984, the Maryland General Assembly passed the Critical Area Law in response to the environmental decline of the Chesapeake Bay. This law created a special planning area encompassing all wetlands, land, and water areas within 1000 feet of the landward boundaries of the mean high tide or the edge of tidal wetlands as designated on the State Tidal Wetland maps. The Critical Area Commission was also created to formulate protective criteria for the use and development of this area and to oversee the programs developed by local jurisdictions, which were required by the State law to develop their own Critical Area Programs based on the Commission's criteria.

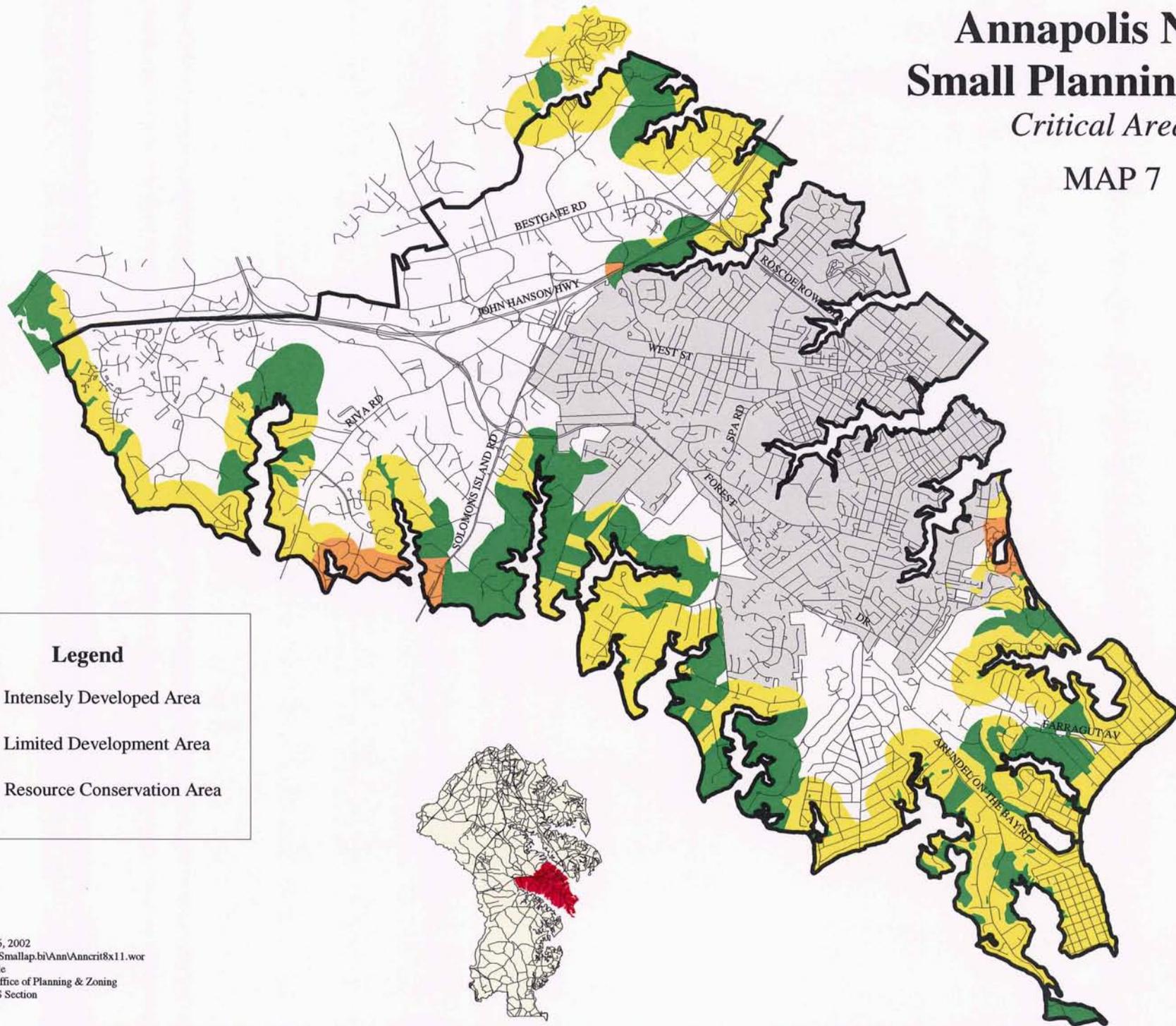
Anne Arundel County's Critical Area program was developed in 1988 to manage land use in these sensitive coastal areas. Pursuant to the State's criteria, the County designated three development categories within the Critical Area. The delineation of the development categories was based on the existing development and available public services as of December 1, 1985. The three categories are listed below.

- Intense Development Areas (IDAs): areas of 20 or more contiguous acres where development predominates and where there is relatively little natural habitat. IDAs can be developed with high density housing, commercial or industrial uses, according to the underlying zoning designation.
- Limited Development Areas (LDAs): areas developed at low or moderate intensity. Additional development must not change the prevailing established land use, and must improve water quality and conserve areas of natural habitat. LDAs can be developed with medium density housing at a maximum of 4 units per acre, commercial and small industrial uses according to the underlying zoning designation.
- Resource Conservation Areas (RCAs): areas characterized by nature-dominated environments such as forests, wetlands, or agriculture. New residential development is limited to a density of one dwelling unit per 20 acres.



Annapolis Neck Small Planning Area Critical Areas

MAP 7



Legend

- Intensely Developed Area
- Limited Development Area
- Resource Conservation Area

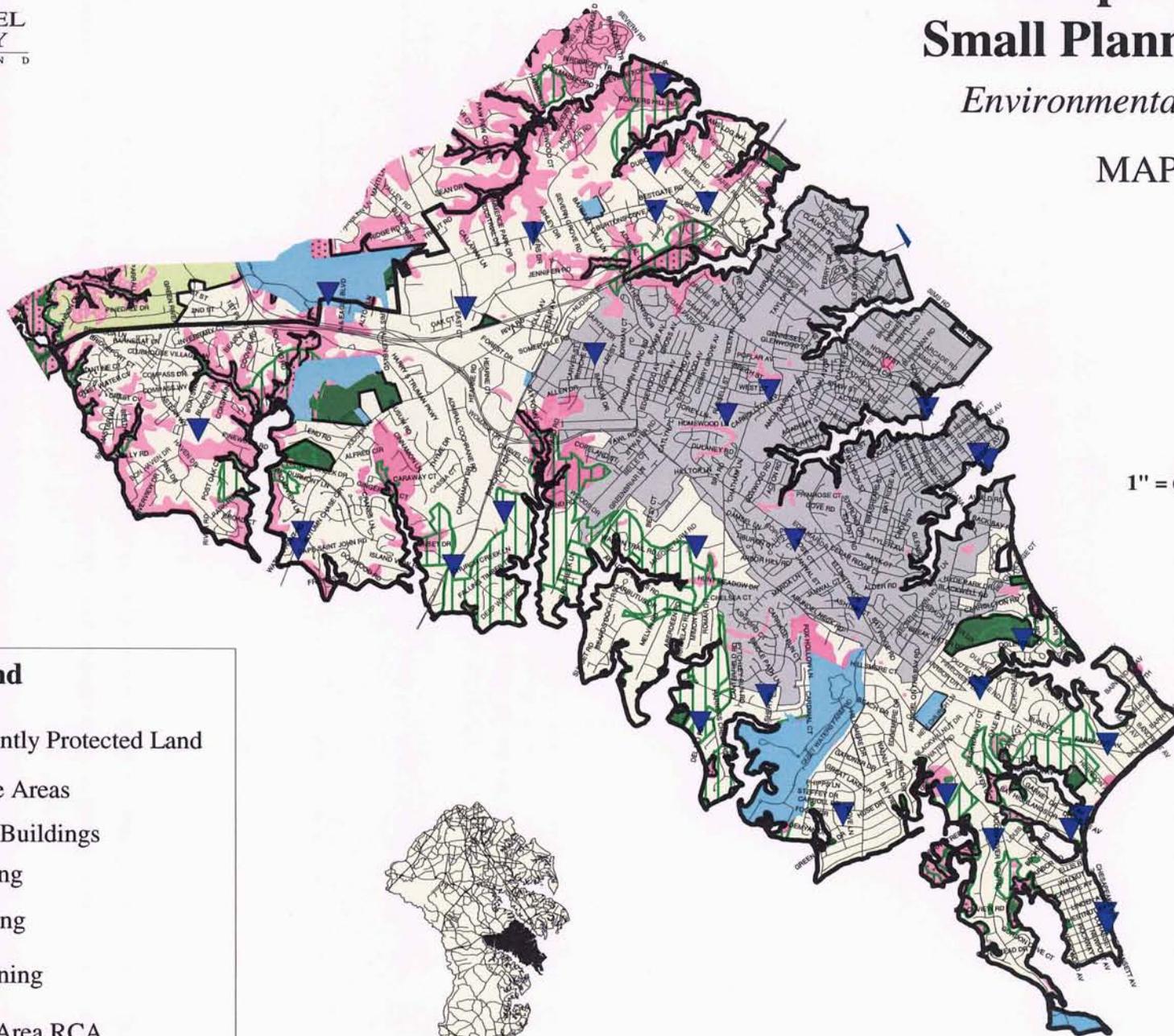
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Annapolis Neck Small Planning Area

Environmental Features

MAP 8



1" = 6000 Feet

Legend

-  Permanently Protected Land
-  Sensitive Areas
-  Historic Buildings
-  OS Zoning
-  RA Zoning
-  RLD Zoning
-  Critical Area RCA
-  Agricultural Districts



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Within the Critical Area, there is a 100-foot wide minimum protected buffer from tidal waters, streams and tidal wetlands. Development in both the RCA and LDA designations also requires that impervious surfaces be limited to 15 to 25% of the site. Clearing of forested lands is limited and there are specific requirements for reforestation. Moreover, development of LDA or RCA lands that are not forested includes a requirement to establish 15% of the site in forest.

The State's criteria also required the County to designate Habitat Protection Areas (HPAs) within the Critical Area. These include historic waterfowl staging and concentration areas, colonial water bird nesting sites, threatened and endangered species and species in need of conservation, anadromous fish spawning areas, existing riparian buffers, forested areas used by forest interior dwelling birds, nontidal wetlands, Natural Heritage Areas, and other areas of local significance.

The Critical Area within the Annapolis Neck Planning Area follows the shoreline of the Severn and South Rivers along the entire perimeter of the planning area. Map 7 depicts the Critical Area designations in the Annapolis Neck area. All three categories of Critical Area are found here, but the majority of this acreage is categorized as LDA. The largest areas of RCA-categorized land are along Broad Creek, Church Creek, Crab Creek, Aberdeen Creek, Harness Creek, and Luce/Howard Creek.

Streams and Watersheds

The Annapolis Neck Small Area lies within both the Severn River and South River watersheds. Several area streams feed into both of these rivers, as shown on Map 8. Saltworks Creek, Luce/Howard Creek, Weems Creek, College Creek, Spa Creek, and Back Creek drain into the Severn River. Along the south side of the peninsula, Broad Creek, Gingerville Creek, Church Creek, Crab Creek, Aberdeen Creek, and Harness Creek all flow into the South River. At the eastern end of the peninsula, Blackwalnut Creek and Fishing Creek feed directly into the Chesapeake Bay.

Water quality conditions in Maryland are determined based upon an evaluation of physical elements, chemical data and biological information compared to defined criteria or acceptable performance standards to protect human health and aquatic life. The focus of this assessment is on the State's progress toward meeting the federal Clean Water Act objectives to (1) eliminate the discharge of pollutants into the nation's waters and (2) to achieve water quality levels that are suitable for fishing and swimming. [See *2000 Maryland Section 305(b) Water Quality Report*.]

There are three components to the State's water quality standard:

- a defined or designated use of the waters to set the attainable standard,

- numeric or descriptive criteria to protect the designated use, and
- an anti-degradation policy.

Designated Use

It is important to note that Maryland classifies all of its surface waters based upon designated uses that may or may not be served now, but should be attainable. The Use I and Use II designation is equivalent to the national goal “which provides for the protection and propagation of fish, shellfish, and wildlife and provides for recreation in and on the water.”

The estuarine portions of both the Severn and South Rivers are classified by the Maryland Department of the Environment (MDE) as Use I streams. Use I waters are defined as being suitable for water contact sports; fishing and propagation of fish [excluding trout], other aquatic life and wildlife; and agricultural and industrial water supply. All tributaries to the South River below Porter Point at Broad Creek, and all tributaries to the Severn River below the mouth of Forked Creek (in Severn) are classified as Use II streams. Use II waters are suitable for shellfish harvesting, and include waters where shellfish are propagated, stored or gathered for marketing purposes and where there are actual or potential areas for the harvesting of oysters, softshell clams, hardshell clams, and brackish water clams.

While portions of the Severn and South Rivers are classified as Use II streams, neither river currently meets the required water quality criteria for shellfish harvesting. Wastewater treatment plant outfalls together with nonpoint source runoff, boating activity, and poor flushing has resulted in prohibiting shellfish harvesting for 6.45 square miles of the Severn River. Nonpoint source runoff, boating activity, and poor flushing also has resulted in prohibiting shellfish harvesting for 3.08 square miles of the South River. An additional 2.25 square miles of the South River is “conditionally approved” for shellfish harvesting. This classification permits areas with elevated bacterial levels due to nonpoint source runoff to remain open for harvesting during dry periods. However, surface waters are suitable for swimming and fishing.

Water Quality Criteria

Specific water quality criteria described for pollutants such as temperature, pH, turbidity, sediments, nutrients, toxic substances, and pathogens are outlined so that discharges will not impair uses or harm aquatic life.

Current patterns of urbanization have caused significant impacts to the Severn and South River watersheds. The health of streams is largely influenced by the amount of impervious land cover upstream. When watershed imperviousness exceeds 25 percent, only hardy pollution-tolerant reptiles and amphibians can thrive. Above 15% watershed imperviousness, stream health is never rated good.

The Severn River was identified as one of the State's Scenic Rivers; this classification is designed to preserve and protect the river's natural values. However both the Severn and South Rivers are listed as *impaired waters* based on nutrients, fecal coliform, and suspended sediment from nonpoint sources. This means that water quality conditions do not support one or more of the designated uses based on toxic contaminants and decreased dissolved oxygen. The ratings range from fully supporting, to threatened, to partially supporting, to not supporting or impaired waters.

In addition, stream segments tested within both the Severn and South River watersheds have been found to contain poor benthic communities. This means that these stream segments do not provide suitable habitat for protection and propagation of desirable fish, shellfish, or other aquatic organisms [*2000 Maryland Section 305(b) Water Quality Report*].

The Chesapeake Bay was identified in the State's 1994 303(d) list as needing TMDL's (Total Maximum Daily Load) for nutrients. TMDL's in the Bay and the major tidal tributaries are being temporarily deferred through the Chesapeake Bay Executive Council and the U.S.EPA as new water quality models are developed. All segments of the Severn and South Rivers are identified as needing TMDL's for pollutants that include nutrients, suspended sediments and bacteria.

Anti-degradation

The third component to the State's water quality standards is Maryland's anti-degradation policy, defined in COMAR. It was adopted to ensure that water quality conditions support designated uses. Where water quality standards are not being met, water quality conditions are required to be improved. Where existing water quality conditions exceed the standards, degradation to the standard is permitted only if the State deems it necessary to accommodate important economic or social development in the watershed and the change does not diminish the uses made of these waters.

In addition, the Chesapeake 2000 Agreement updating the 1987 and 1992 agreements, defines the priority goals and commitments for the Bay effort to:

1. reduce the rate at which farmland and forest is being converted to development,
2. bring back Bay grasses,
3. restore wetlands,
4. set harvest limits for crabs,
5. increase oysters tenfold,
6. set targets for reducing sediments washing into the Bay and its tributaries, and
7. rehabilitate brownfields.

The classification of the South and Severn Rivers as impaired waters is also reflected in the results of the *Baseline Biological Assessment of Streams Draining the Parole (MD) Town Center* dated July 20, 1998 (AA-PACE Report No. 98-02). An abstract from that report states the following:

The Parole Town Center area is heavily urbanized and located near Annapolis, Maryland. Streams draining it flow into the South and Severn Rivers. They receive stormwater discharges from zones of high imperviousness, and thus have severe habitat degradation from the accelerated erosion. Such streams typically have only minimal capacity for supporting aquatic life. In this project, six streams were assessed using benthic macroinvertebrate samples from 13 locations (Broad Creek, Church Creek, Gingerville Creek, Saltworks Creek, Weems Creek, and Cowhide Branch). Field sampling methods used were an adaptation of U.S. EPA's Rapid Bioassessment Protocols (RBPs) that have been modified to be appropriate for coastal plain streams, providing multi-habitat sampling. Assessment of physical habitat quality and biological condition indicate severe habitat limitation in most streams, likely resulting from increased erosiveness of stormflows and watershed imperviousness.

These findings also reflect the predictive results of an earlier 1981 watershed study of Church Creek done by the Office of Planning and Zoning in conjunction with the Environmental Center of the Anne Arundel Community College. The purpose of the earlier study was to determine the impact of development and its resulting increase in impervious surface on water quality in Church Creek. Prior to 1960, much of the upper watershed of Church Creek was converted from forested and agricultural land to commercial and residential uses. Development accelerated after 1960 with development plans for the Parole Town Center providing for additional expansion. The following results for Church Creek were included in the 1985 Annapolis Neck Sector Plan (pp.10-11).

“The study estimates pollutant and nutrient loading from land use in the watershed and its potential impact on water quality using a micro-computer program. Pollutants that accumulate in the study area come largely from shopping center parking lots, roads, and from farming practices. Types of pollutants identified were heavy metals and nutrients such as nitrogen and phosphorus. The heavy metals are potentially dangerous because they may enter the food chain of fish and the nutrients can deplete oxygen levels in the creek, cloud the water, and lead to fish kills.

The study itself was completed in 1983. The study indicates that as of 1981 the estimated pollution entering the creek was greater by a factor of 10 than estimated levels if the watershed had remained undeveloped. Moreover, the study concludes that if the area were developed in accord with a hypothetical maximum derived from the 1978

General Development Plan, pollution loadings in the creek would double the present estimates.”

Thus, the severe habitat degradation indicated in the 1998 Baseline Biological Assessment and the 2000 Maryland Section 305(b) Waste Water Quality Report reflect the adverse impacts of increased imperviousness on the streams draining into the South and Severn River as initially identified in the 1981 Watershed Study of Church Creek.

One method of stream and shoreline protection that should be encouraged is the provision of vegetated buffers. Vegetated buffers along streams and wetlands are one of the most effective measures of protecting water quality and riparian habitat. Buffers are also important in controlling nutrient and sediment runoff, maintaining stream temperatures, and providing aquatic and wildlife habitat. Opportunities to expand vegetated buffers should be pursued.

Since water quality problems observed in the Chesapeake Bay result from the cumulative impacts of pollutants from point and diffuse sources far upstream and throughout the watershed, a watershed approach through the State’s Tributary Strategies Teams has been established to address water quality problems by planning appropriate nutrient control strategies for Maryland’s ten tributary basins to the Chesapeake Bay.

The Maryland Department of Natural Resources (DNR) is the lead agency for the Tributary Strategies Program. Both the Severn River and South River watersheds are sub-watersheds of the Lower Western Shore Tributary Basin. The Lower Western Shore Tributary Team members represent constituency groups located throughout the watershed.

Presently, watershed management master plans are being prepared for the County’s 12 major watersheds. The first of these plans was specific to the South River watershed. This master plan identified areas currently subject to adverse impacts of stormwater runoff, and areas that would be subject to stormwater runoff impacts under future conditions if full build-out of current zoning was realized. Specific problems addressed included soil erosion and sedimentation, flooding, and nutrient and heavy metal transport. Management alternatives to address current and potential impacts were then identified and proposed for implementation. Many of these recommendations are being addressed via the County’s Capital Program. A similar plan for the Severn River watershed was initiated in February 2001.

Two of these capital projects currently underway are the Wilelinor Estates stream valley improvement project, which will provide improvements in the headwaters to Church Creek, and a wetlands restoration and fish passage project in Cowhide Branch at Weems Creek. Both projects are being managed by the Department of Public Works.

Wetlands and Floodplains***Wetlands***

The majority of wetlands in the Annapolis Neck planning area are tidal and non-tidal riparian wetlands, according to mapping from the U.S. Fish and Wildlife Service National Wetland Inventory (NWI) maps. Major tidal wetlands in the Parole and Riva areas include those at the headwaters of Broad, Gingerville, and Church Creeks. Tidal wetlands within the Forest Drive area are relatively small areas located at the heads of creeks and coves. Larger wetlands are concentrated along the South River around the mouth of Harness Creek. In the areas near the Bay, tidal wetlands are particularly abundant in the headwaters of Black Walnut, Oyster and Fishing Creeks, and are present along more than half the shoreline of Cherry Tree Cove. The NWI maps are a general guide to the presence of wetlands but are not definitive, and wetland delineations have to be performed on an individual site basis to definitively establish their presence and extent.

Wetlands have long been recognized as an important component in the health of the Chesapeake Bay. They provide numerous environmental benefits that include filtering sediment and nutrients from upland runoff, controlling flooding and shoreline erosion, providing nurseries for shellfish and finfish, absorbing nutrients from the water column, and providing valuable habitat for many aquatic and terrestrial species of plants and animals. Tidal wetlands are important to commercial and recreational fisheries because many of the Bay's commercial fin and shellfish spend some portion of their lives in this environment. The aesthetic value of tidal wetlands is demonstrated by the many residents who want to live on or near the water.

The County protects tidal wetlands through implementation and enforcement of the Chesapeake Bay Critical Area Program. Through the County permit process, any proposed impacts to tidal wetlands are assessed by the permit reviewer to determine compliance with Critical Area requirements.

Nontidal wetlands are areas that are characterized by an ample water supply, saturated or hydric soils, and hydrophobic vegetation. These characteristics distinguish wetlands from upland areas and provide the framework for the regulatory definition of non-tidal wetlands used by the State and the Federal government. There are many types of nontidal wetlands, such as forested wetlands, scrub-shrub wetlands, and wet meadows to name a few. Nontidal wetlands provide many of the same environmental functions as tidal wetlands, including habitat for fish and wildlife, maintaining water quality and flood control, reducing nutrients from runoff, and enhancing groundwater recharge.

The County protects nontidal wetlands through the implementation and enforcement of the Critical Area Program, the Sensitive Area Criteria in the County Grading Ordinance, and cooperation from Maryland Department of the Environment and the U.S. Army Corps of

Engineers. An applicant proposing to disturb nontidal wetlands within the Critical Area needs to obtain not only a building and grading permit and State and/or Federal Permit approval, but also a variance to the Habitat Protection Area criteria cited in Article 28 of the County Code (Zoning Ordinance). The State and county require a minimum 25-foot buffer to all non-tidal wetlands.

Floodplains

Floodplains are the areas adjacent to a stream or river that are subject to flooding or inundation during storm events. Floodplains are designated by the Federal Emergency Management Agency (FEMA) as non-tidal, tidal, and coastal high hazard, and are frequently defined in terms of the likelihood of flooding in a given year. For example, the 100-year floodplain is the area adjacent to a stream or river that floods, on average, every 100 years. The major streams draining to the Severn and South Rivers and the 100-year non-tidal floodplains of these streams are delineated on Map 8. These floodplains have been identified through the FEMA Flood Insurance Rate Maps (FIRM) and through specific floodplain studies. The non-tidal floodplains on the FEMA maps are based generally on the existing land use as of 1983. The county requires that new developments recalculate the floodplain based on current development plus future development based on zoning.

Most floodplain on the Annapolis Neck is tidal floodplain (not shown on Map 8). This includes areas that are susceptible to flooding by high tides, hurricanes, storms, and steady on-shore winds.

Anne Arundel County first began protecting streams and floodplains in the early 1950s when platting of lots in the 50-year floodplain was prohibited. However, much of the legislation protecting floodplains was not adopted until the late 1960s and early 1970s. Therefore, early development review did not account for impacts from increased stormwater runoff from individual sites or the cumulative impacts of stormwater runoff in a drainage basin. This resulted in stream bank and streambed erosion in many of the County's streams.

Development is generally prohibited in the non-tidal floodplain. Through implementation of the Floodplain Management Ordinance (Article 21 of the County Code) and provisions of Article 26 (Subdivision) of the County Code, requirements for development in or adjacent to the 100-year floodplain are set forth. Currently, developers are required to delineate the 100-year floodplain and the County prohibits lots from being platted in that floodplain. The floodplain is to be retained in or restored to its natural state and dedicated and deeded to the County as part of the development process. Although the floodplain may be deeded to the County, the developer reserves an easement to the community or homeowners association for the right to use the area in a manner not inconsistent with the maintenance and preservation of the 100-year floodplain.

In tidal floodplain areas, development is permitted provided buildings and structures are designed to minimize flood damage. The key criterion is for the lowest floor to be elevated at least one foot above the base flood elevation.

Steep Slopes

Steep slopes are defined in the County Code as slopes characterized by increased runoff, erosion, and sediment hazards and that (1) have an incline greater than 15% and (2) in the Critical Area have an incline of 15% or greater. Generally, steep slopes cannot be disturbed unless the disturbance will improve an existing erosion problem. Moreover, slopes with an incline greater than 25% must have a 25-foot buffer between the top of the slope and any land disturbing activity. A variance is required in order to develop on steep slopes within the Critical Area. Outside of the Critical Area, development may occur within steep slope areas as per the provisions of Article 21 of the County Code. These provisions include allowing development if at least 30% of the parcel to be developed has less than 15% grade and is contiguous to a County road that allows direct car access to the principal structure. In the Annapolis Neck area, steep slopes are found along the stream valleys and floodplains along creeks such as Church Creek, Gingerville Creek, Broad Creek, Saltworks Creek, and Weems Creek. To a lesser extent, steep slopes are found near the shores of Lake Ogleton and Harness Creek. These features are required to be protected during development activities. They are illustrated on Map 8.

Forest Conservation

Much of the forest cover on the Annapolis Neck peninsula is fragmented in small patches, although some large contiguous areas exist such as in Quiet Waters Park, Broad Creek Park, Bay Ridge, the Masque Farm, and on the Severn Grove peninsula. Existing regulations limit clearing and cutting of trees both inside and outside the Critical Area. However, forest loss and fragmentation does occur as a result of development, especially outside the 100-foot Critical Area Buffer. The County administers a Forest Conservation Program in accordance with the requirements of the State Forest Conservation Act. Under this program, development proposals submitted to the County for approval must include a Forest Stand Delineation and a Forest Conservation Plan which identifies and classifies wooded areas on the site, establishes limits of disturbance and areas of forest retention and determines reforestation requirements. The Forest Conservation Ordinance specifies conservation and afforestation thresholds according to the type and density of land use. Development plans that propose clearing of existing forested areas must retain this minimum threshold of forest cover. Any forested area removed below the conservation threshold for the site must be replaced on a “two acre replanted to each acre removed” ratio elsewhere on the site, or as a less desirable alternative, on an offsite location. If a developer can demonstrate that reforestation on or offsite cannot be reasonably accomplished, a fee in lieu may be paid to the County’s Forest Conservation Fund, to be used by the County in reforesting sites as they become available. Moreover, development on land that is not forested is required to afforest at least 15% of the site. Within the Critical Area, forest clearing is replaced

on a minimum of one acre reforestation for one acre clearing. Depending on lot size and amount of clearing, reforestation requirements may reach as high as three acres reforested for one acre of clearing. Sites that have less than 15% of the area in forest cover are required to afforest up to a minimum of 15% of the lot or parcel area.

Although both the Critical Area Law and Forest Conservation Act provide for replacement of lost forest land due to development, retention of existing forest and afforestation in areas without forest cover should be encouraged in addition to reforestation. The retention and enhancement of forested areas is important because of the significant air quality, water quality, energy conservation, and wildlife habitat benefits they provide. Trees also provide a message we can feel, simply by being among them. Trees give us a sense of security, of permanence, of strength and of solitude. Schoolyard habitat projects, which create outdoor learning sites that use the wildlife habitat areas as sites for integrated environmental education lessons, can be used as an enhancement to the school curriculum.

Upland Natural Areas

In 1976, the State's Department of Natural Resources, together with the County's Office of Planning and Zoning, identified and surveyed approximately 14,500 acres designated as Upland Natural Areas in the County. These are areas where the natural processes predominate and man's interference has been insignificant. They contain one or more of the following features: floodplains, wetlands, steep slopes, forest vegetation, and unique species of plants and animals. The 1985 *Annapolis Neck Sector Plan* identified four Upland Natural Areas comprising over 550 acres of land in the study area and three state champion trees. Development that occurs without careful and imaginative site planning and design can contribute to the loss of these important environmental features. The following is a brief description of each site as provided in the 1985 *Annapolis Neck Sector Plan* (pp.8-9).

1. Thomas Point Park is a 22-acre peninsula at the convergence of the South River and the Chesapeake Bay. It is zoned as open space and maintained by the County Department of Recreation and Parks. The site features a 22-acre stand of young hardwoods with several very large Tulip Poplars and Southern Red Oaks. Extensive bulkheading is being done on the south shore and tidal marshes surround the rest of the site. This natural area is a valuable resting place for birds during migration, especially in the fall.
2. Quiet Waters Park includes a 357-acre tract of undeveloped deciduous forest along the east bank of Harness Creek. The part of the site immediately adjacent to the creek is a narrow strip of woods dominated by Chestnut Oak. Stands of Tulip Poplars can be found in areas east of the creek. Other understory trees include Chestnut Oak, Virginia Pine, and Dogwood. Another interesting aspect of the site is its diverse herbaceous cover which includes Honeysuckle, tree species of Lycopodiums, May

Apple, Partridge Berry, False Solomon's Seal, Indian Cucumber Root, Indian Pipes, Lady's Slipper, Rattlesnake Plantain, and many species of fern.

3. Church Creek is located just south of Parole and east of MD 2. Its headwaters include a 153-acre site characterized by a steep and rolling upland forest, and a wooded swamp along the creek. This area is included in the Annapolis Neck Segment of the Greenways Master Plan. The upland section is a forest of Chestnut Oak, Hickories, Dogwood and other oaks. The wooded swamp is composed of Red Maple, poison Sumac and Alder in the understory. The herbaceous layer is made up of Jewelweed, Skunk Cabbage, Jack-in-the-Pulpit, Royal Fern, Cinnamon Fern and others.
4. Gingerville Creek includes a 103-acre forest bordering the creek on very steep slopes and a shrub swamp. A small tidal marsh is located at the headwaters of the creek. The topography and vegetation provide a year-round wildlife habitat. The shrub swamp is dense with Red Maple, Poison Sumac, Sweetgum, Alder, and Winterberry Holly. The upland forest consists of White Oak, Chestnut Oak and Tulip Poplar, with a dense shrub layer of Mountain Laurel, Hickories, Huckleberries and Blueberries.
5. Thomas Point Virginia Pine - State Champion is located on private property in the bayfront area. The tree has a diameter of 28.5 inches and is in good condition.
6. A Crepe Myrtle - State Champion is located on private property in the bayfront area and is in good condition.
7. A Pignut Hickory - State Champion is located in a residential community of Riva Road on private property. The tree has a diameter of 49.5 inches, a circumference of 13 feet, and is in good condition.

Despite identification of these seven important natural features, significant losses occurred to the 153-acre upland forest around the headwaters of Church Creek in developing MD 665 and to the 103-acre upland forest around the headwaters of Gingerville Creek in developing Ginger Cove and Riva Trace. The existence of the identified State Champion Trees can no longer be verified.

Map 8 provides a general illustration of the significant environmental features of the study area, such as steep slopes, wetlands, floodplains and upland natural areas. These remaining features must be given special consideration during the development process. These features form an environmental network that can add structure as well as aesthetic quality to community development. Additional Upland Natural Areas of significance lie along Saltworks Creek, Luce Creek, and Weems Creek.

Protected Lands

The County owns over 500 acres of permanently protected parkland on the Annapolis Neck. These properties include Quiet Waters Park, Thomas Point Park, Broad Creek Park, Bestgate Park, and Peninsula Park. Additional acreage is preserved in dedicated floodplain areas, as previously discussed. Much of this area has been zoned as Open Space by the County. The intention of Open Space zoning districts is to preserve open areas for recreational use, to protect environmentally sensitive areas, and to protect persons and property from the hazards of flooding. Lands included in Open Space zoning districts are the natural water drainage systems including wetlands and floodplains, public and private lands used for passive or active recreation, and lands designated as structural open space in the *General Development Plan*. Altogether, there are approximately 800 acres of land zoned as Open Space in the Annapolis Neck Small Planning Area.

Other significant environmental features on the Annapolis Neck include the Bay Ridge Woods, a large vacant wooded area of the old Bay Ridge subdivision. This area is also classified under the Critical Area ordinance as a Resource Conservation Area, limiting its future development potential. The Annapolis Neck Land Use Plan shows this area as a Natural Feature. Other large tracts of privately-held undeveloped land that are considered to be important environmental features include the Masque Farm/Crystal Spring Farm site on Spa Road, the Severn Grove Woods (owned by Belle Grove Corporation) at the mouth of Saltworks Creek, a vacant wooded tract in the Annapolis Roads area, and Priest Point on the Severn River. Also, Table 10, Items 20-32 lists additional sites of significant community importance which are desirable to preserve in their current use.

Historic and Archaeological Resources

Historic Resources

An historic site or property is a site, building, structure, district, or object that is significant in American history, architecture, archaeology, and culture and is generally 50 years old or older. An historic property usually possesses integrity of location, design, setting, materials, workmanship, feeling, and association. It may be of value to the nation as a whole, or important to the State of Maryland, Anne Arundel County, or simply the community in which it is located. An historic property must possess at least one of the following criteria:

- 1) Association with events that have made a significant contribution to the broad patterns of our history;
- 2) Association with the lives of persons significant in our past;
- 3) Distinctive characteristics of a type or period of architecture, method of construction, or the work of a master architect; high architectural value; or representative of a

significant and distinguishable entity whose components may lack individual distinction; or

- 4) Potential to yield or have yielded information important in prehistory or history.

Historic resources in Anne Arundel County reflect the County's over 300-year history. The Maryland Inventory of Historic Properties in Anne Arundel County lists over 800 historic resources Countywide. These resources include a diversity of sites and/or properties such as dwellings, agricultural buildings, cemeteries, churches, commercial buildings, industrial and engineering structures, bridges, maritime resources, military structures, small villages and towns, and scenic and historic roads. Most of the County's historic resources are privately owned; fewer than a dozen are open to the public. Within the County, 35 historic properties totaling 636 acres are protected by historic preservation easements that are held either by the Maryland Historical Trust or the National Trust for Historic Preservation.

Annapolis Neck has an abundance of historic sites including a few listed on the National Register of Historic Places and National Historic Landmarks. Table 5 and Map 9 list the historic buildings and sites and scenic and historic roads on the Annapolis Neck. Some of the many significant historic sites include the Meyer Residence near South Haven Road, Howard's Inheritance near Bestgate Road, Old Bloomfield on Cape St. John Road, the Weems Creek Bridge carrying Ridgely Avenue over Weems Creek, Toad Hall on Arundel on the Bay Road and the communities of Bay Ridge and Annapolis Roads. Scenic and Historic Roads include Ferry Point Road and Harness Creek Road. The County offers protection to these historic sites through Federal and State regulations, as well as County legislation.

Table 5. Annapolis Neck Historic Resources

Site Number	Name	Street Location
AA0001*	Yacht Helianthus	Location unknown
AA0006	Brewer Hill Cemetary	West Street
AA0011	The Barge House	Bay Shore Drive
AA0012*	Wiley H. Bates High School	Smithville Street
AA0101	Meyer Residence	Off South Haven Road
AA0136	Howard's Inheritance	Near Bestgate Road
AA0137**	Colonial Annapolis Historic	
AA0143	Old Bloomfield	South of Cape St. John Road

Site Number	Name	Street Location
AA0161	Brampton	North of Cape St. John Road
AA0164	Alexander Randall House	Solomons Island Road
AA0168	Lydia's Rest	Harness Creek Road
AA0169	Primrose Hill	Hilltop Road
AA0721; 0812-0818; 0820-0831; 0833-0842	Highland Beach	Douglas Avenue, Bay Avenue and vicinity
AA0736	Fowler's United Methodist Church (site of earlier church)	Bestgate Road
AA0762	South River Bridge	MD 2
AA0764	U.S. Naval Academy (old Severn River) Bridge (site)	MD 450
AA0765	Weems Creek Bridge (site)	Ridgely Avenue
AA0771	Mt. Olive AME Church	Hicks Avenue
AA0772	Mt. Zion United Methodist Church	Second Street
AA0804	John Wesley M.E. Church	Forest Hills & Bay Ridge Ave.
AA0809	Bay Ridge Railroad Bed	Old Bay Ridge Road
AA0810	House	Arundel on the Bay
AA0811	House	Arundel on the Bay
AA0895	Three-Mile Oak (site)	MD 178 & MD 450
AA0928	Severn River B&A Railroad Bridge (site)	
AA0932	Annapolis Water Company	MD 450
AA0942	Key School	Hillsmere Drive
AA0943	Toad Hall	Arundel on the Bay Road
AA0944	Huguely House	Thomas Point Road

Site Number	Name	Street Location
AA0946	Homeport Farm	Solomons Island Road
AA0949	Annapolis Roads	Carrollton Road
AA0950	Bay Ridge	Farragut Road & vicinity
AA0992	Harnesses	Harness Creek View Drive
AA1050	C.E. Smith House	Dubois Road
AA1059	Weems Creek/Garden Farms School (Ridgely Avenue School)	Ridgely Avenue
AA2069	Masque Farm	Spa Road

*National Register of Historic Places

**National Historic Landmark

Archaeological Resources

In addition to the documented historic resources, Anne Arundel County has more recorded archaeological sites than any other county in Maryland, with many more sites still to be discovered. These sites span the entire 13,000 years of human presence in the area and represent a unique and non-renewable piece of cultural heritage. The assessment of archaeological potential for unknown sites is generally based on topographic and environmental settings. Several nationally significant prehistoric resources, located in the County, include the 13,000 year old Higgins site, the earliest undisturbed site in Maryland; the Garman Site with the oldest fireplaces excavated in the State; and the Adena Site which contains exotic and unexplained artifacts from the Ohio River Valley. The highest potential for prehistoric sites is along the Bay shoreline and its tributaries or the Patuxent River and its tributaries.

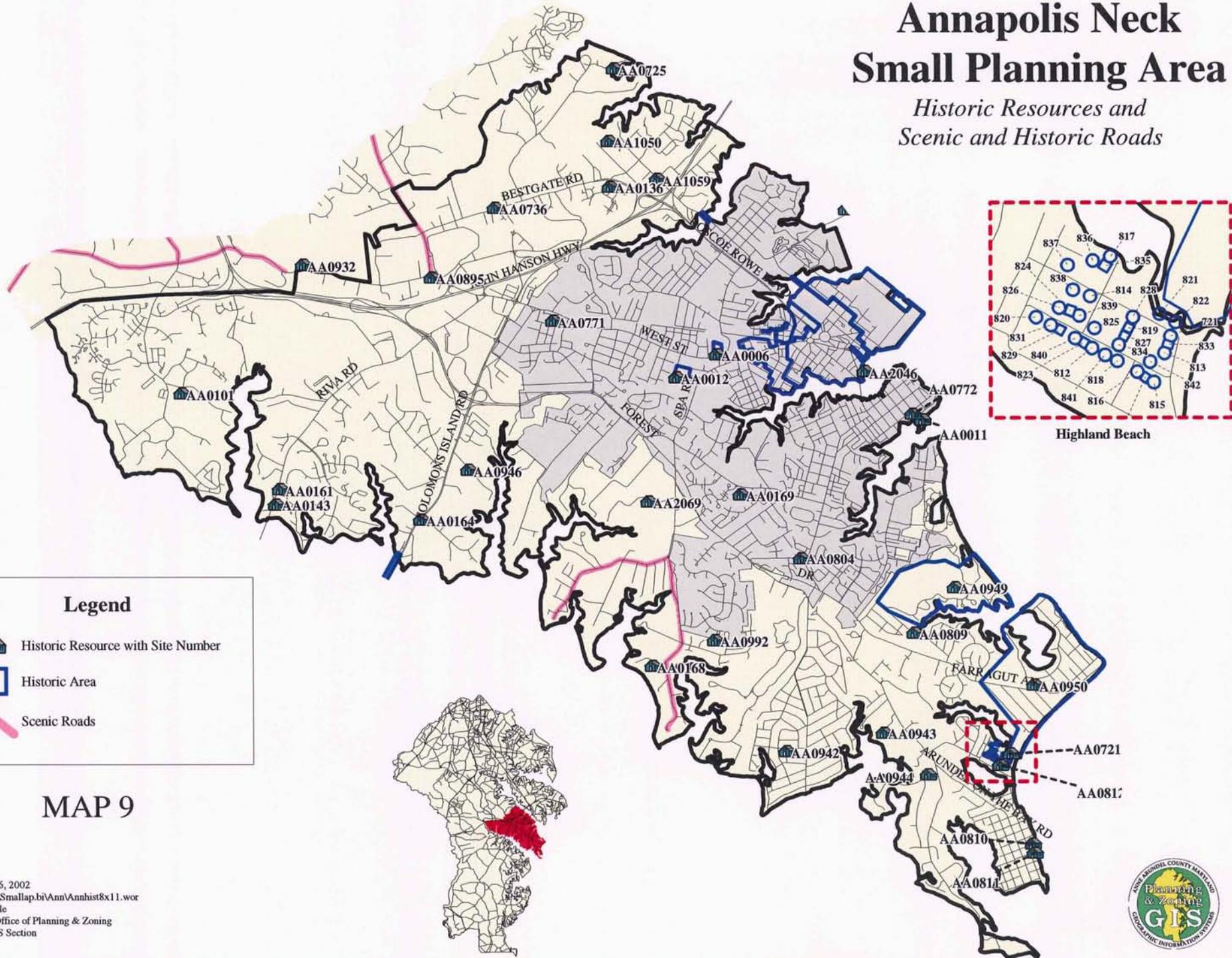
Significant historic archaeological sites include the house sites of the County's first European settlement at Providence in 1649; the Steward Colonial Shipyard burned by the British in 1781; and the lost town of London on the South River. While the oldest of these sites are clustered along navigable waterways, later archaeological and historic sites can be found in more wide-ranging locales such as farmsteads or homes along old roads or railroads. In order to preserve and protect archaeological sites, exact locations of these resources are not released to the public.

Along with Federal and State laws protecting archaeological resources, the County Code also protects such sites during the review of residential and commercial subdivisions, critical area growth allocations, and zoning change requests.



Annapolis Neck Small Planning Area

*Historic Resources and
Scenic and Historic Roads*



DATE: December 6, 2002
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 SCALE: 1" = 1 Mile
 PRODUCTION: Office of Planning & Zoning
 GIS Section
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Scenic and Historic Roads

In 1997, the County Council passed Resolution No. 45-97 which requested the County Executive to establish a program to protect, preserve, and recognize the County's scenic and historic roads by restricting changes to their alignment, appearance, and character. The program would have the following components:

- a. Procedures for designation and classification of scenic and historic roads,
- b. Establishment of measures for protection of designated roads including development of abutting land and improvements to designated roads, and
- c. Implementation of measures for (a) preservation, (b) protection, and (c) recognition based on the classification of the road.

Within or just outside of the Annapolis Neck Small Planning Area, there are four roads with a Scenic and Historic Road designation. They are Defense Highway (MD 450), Generals Highway (MD 178), Ferry Point Road, and Harness Creek Road. While the importance of protecting the scenic and historic aspect of these roads is clear, their protection must be balanced with the need for safe roads and for appropriate development.

Annapolis, London Town, and South County Heritage Area

In 1996, the Maryland General Assembly established legislation for the creation of a Maryland Heritage Preservation and Tourism Area Program. Designed to assist communities in Maryland through economic development and enhancement of heritage tourism, it also provides mechanisms for the protection, preservation and promotion of historic, cultural, and natural resources. This legislation is intended to help Maryland compete in the heritage tourism industry, an industry in which the neighboring states of Virginia and Pennsylvania have enjoyed great economic success.

In the summer of 2001, the Maryland Heritage Area Authority certified the Annapolis, London Town and South County Heritage Area as the third such area in the State. The heritage area encompasses the area of the county south of Sandy Point Park to the Calvert County line and from Solomons Island Road on the west to the Chesapeake Bay on the east, including Annapolis and London Town, two of the County's most popular tourist destinations. The Heritage Area Program holds the potential for enhancing and strengthening the tourist experience and for improving the quality of life for the residents and businesses in the County that benefit from tourism. As a Certified Heritage Area, the County will receive financial incentives and assistance in developing the area as an important heritage tourist destination.

Issues Related to Natural Resources

As expressed at the first small area public forum for the Annapolis Neck, residents view the natural features of the Annapolis Neck as an essential element of the quality of life in this area and an important reason why people live here and others want to do so. They want these resources managed in a responsible manner that preserves and enhances, if possible, what remains of these assets. They want balance, particularly in response to outside pressures for change that would diminish or destroy or contribute to the loss of such resources. The input from the public expresses a desire for increased green space, forested areas, open space, and wildlife habitat.

The quality of life and a large part of the vibrant and healthy economy of the Neck depend on the health, quality and viability of the water supply and adjacent waters of the Chesapeake. The Chesapeake itself is a source of food, recreation, and income. Residents also want to live in harmony with, and not to the exclusion of, wildlife. There is a need for a holistic or systems approach for preserving and enhancing the environment. A watershed approach to planning would contribute to the overall goals of the Neck and would help to reduce and reverse degradation of the Neck's waterways. Educating citizens, particularly young people, is important to making them aware of environmental issues and perspectives and how their actions impact the environment. Public/community education should be increased regarding the effect of over-fertilization of lawns with little or no shoreline buffer, lack of shading along shorelines, direct discharge of untreated stormwater runoff, and septic systems and pool drainage from existing development. Incentives should be considered to induce existing property owners to improve their properties to be more ecologically sensitive.

Finally, residents of the Neck want to see increased cooperation between the City and the County governments, particularly with regard to environmental issues and land use, and an increased and ongoing participation of citizens in the planning and decision-making process.

Goals and Recommendations

Numerous goals, policies, and actions stated in the *1997 General Development Plan (GDP)*, the *Parole Growth Management Plan (Draft)*, and the *Annapolis Comprehensive Plan (ACP)* are related to the environment. These need to be implemented and coordinated with respect to the Annapolis Neck. The environmental goals, strategies and recommendations expressed herein are intended to supplement, enhance, and refine those aspects of the plans as they pertain to the Annapolis Neck.

The Annapolis Neck is a community already impacted by existing development. There are fixed and diminishing natural resources and assets, the presence, reduction, or loss of which affects the general quality of life in the Neck. Natural features, resources and amenities add both economic and aesthetic value. Zoning and its associated regulations and land use management

must shift from a site specific focus to an area-wide and systems focus, and must be part of the tools used to protect, preserve and enhance our living environment now and for future generations.

Accordingly, the goals and strategies set forth in this report are not to be read as site specific. They must be read together and not in isolation, as the vision cannot be reached nor even approached if the strategies and management, or subsequent implementation undertaken by land use practices and decisions, are not made with a view of the whole and with the overall goal of allowing us to live in harmony with our natural environment and its other living inhabitants, plant and animal, for mutual benefit.

I. Environmental Resources

Goals

1. Maintain an up-to-date inventory of natural resources and assets.
2. Minimize the loss of environmental resources, such as wetlands, forest cover, and habitat areas, to the extent possible through protection, preservation, and enhancement.
3. Preserve the natural and diversified character of the Annapolis Neck.
4. Return surface and ground waters to good health and higher productivity.

Recommendations

1. Prepare an inventory and regularly monitor environmental resources and assets such as wetlands, floodplains, water quality conditions, forest cover, threatened and endangered species, habitat areas, and other environmentally-sensitive areas on the Annapolis Neck.
2. 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.”
3. Establish and enforce a baseline policy of “no net loss” of natural resources in the Annapolis Neck and develop incentives for achieving a “net gain” of tidal and nontidal wetlands.
4. Identify environmental resources in need of protection or restoration.

5. 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.
6. Develop or acquire tools, such as the Severn River Watershed Management Tool, that can be used to assess the impacts of various land use decisions on environmental resources. Land use decisions that are shown to have a negative impact on environmental resources should not be adopted unless a significant benefit to public health and/or safety can be demonstrated.
7. Develop a Countywide, comprehensive set of environmental guidelines to be applied via the development review process, through which protection of such assets as stream buffers, steep slopes, and specimen trees can be enhanced.
8. Develop and adopt a Countywide master plan for forest conservation.
9. Provide incentives and/or compensation to make innovative development and preservation alternatives economically attractive or meaningful.
10. Increase and/or create penalties for violation of environmental regulations.
11. Require local public agencies to adhere to the same environmental regulations as the general public and encourage State and federal agencies to do the same.
12. Improve opportunities for mitigation and relocation of natural assets on the Annapolis Neck.
 - a. Create incentives to encourage property owners to consider restoring or converting abandoned properties, such as parking lots or decrepit buildings, into mitigation sites.
 - b. A clearinghouse or method for linking property owners and interested parties, such as contractors and developers, with mitigation opportunities on the Annapolis Neck should be established. This would allow improved coordination with land trusts and similar groups to restore or preserve parcels.
 - c. Review and improve the fee-in-lieu requirements of the Forest Conservation Law to create more incentives to retain existing forested areas and to add disincentives for paying a fee-in-lieu as an alternative to forest retention or reforestation.

13. Direct development away from areas where natural resources and assets need protection, such as streams and their buffers, tidal and nontidal wetlands, steep slopes, 100-year floodplains, and disappearing habitats for local flora and fauna, particularly endangered and threatened species.
14. Aggressively promote and use existing programs to prevent environmental degradation and promote restoration and balance via private/public partnerships and the purchase of property, easements, or development rights whenever possible. Foster, incubate, and pursue new and imaginative ideas and programs for these purposes. Seek additional funding and establish renewable funding like endowments to achieve the goals of these programs.
15. Determine whether there is a need for a transition zone adjacent to the Critical Area in order to ensure that the purpose of the Critical Area is being achieved.
16. Devise a mechanism for maintaining a comprehensive record of waivers and variances granted on a county-wide basis, so that the cumulative impacts as opposed to site-specific impacts of an individual request for a waiver or variance may be assessed during review.
17. Maintain or establish the restriction of development on slopes greater than 15 percent.
18. Identify any deficiencies in any environmental regulations in the County Code that are compromising the overall intent of protecting environmental resources, and determine whether there are revisions that can be made to the Code that will correct the problem.
19. Require the use of new technologies to improve the environment, such as new types of road surfaces to reduce runoff, as they become available.

II. Restoration and Enhancement

Goals

1. Establish a Natural Area Network to protect and preserve important natural areas on the Neck and to facilitate wildlife migration and movement.
2. Identify lost or compromised shorelines, waterways, streams and other assets and target them for restoration.

Recommendations

1. Develop a Natural Area Network by preserving areas of important natural resources and linking them to create a network which will provide for safe and adequate wildlife

movement throughout the Neck. Explore the concept presented in Appendix B, a report titled “Establishing a Natural Area Network on the Annapolis Neck” by the ANSAP Environmental Subcommittee with assistance from Earl Bradley (January 2003). See Map 10.

2. Identify natural areas which should be preserved, such as meadows, forests, wetlands, or areas bordering other valued natural features. These may include community open space areas, parkland or other public lands, and private parcels of land. A preliminary list of such areas to be considered for feasible actions is contained in Appendix B.
3. Address and establish a solution to the problem of impeded wildlife migration, especially across highways and major arteries.
4. Undertake reforestation efforts wherever possible along streams and other areas to link existing forested and other natural areas.
5. Restore degraded wetlands and seek opportunities to create new wetlands.
6. Acquire and create new parkland, including wildlife and bird sanctuaries.
 - a. Create more small neighborhood parks.
 - b. Establish an “Adopt a Park” program to help with maintenance and landscaping.
 - c. Create new recreation and open space in the Newtowne area.
 - d. Explore the potential for permitting reforestation and other environmental fees to be used to purchase land for parks or open space.
7. Work with existing, and assist in creating new, conservation and land trusts for the Annapolis Neck to permanently protect and preserve undeveloped land where appropriate and to restore degraded natural areas.
 - a. Research options and offer proposals for immediate and long-term conservation actions.
 - b. Identify existing land trusts and conservation groups.
 - c. Identify and prioritize parcels to be acquired, preserved, or restored and promote joint public and private efforts to do so.

Annapolis Neck Small Planning Area Greenway and Natural Area Network

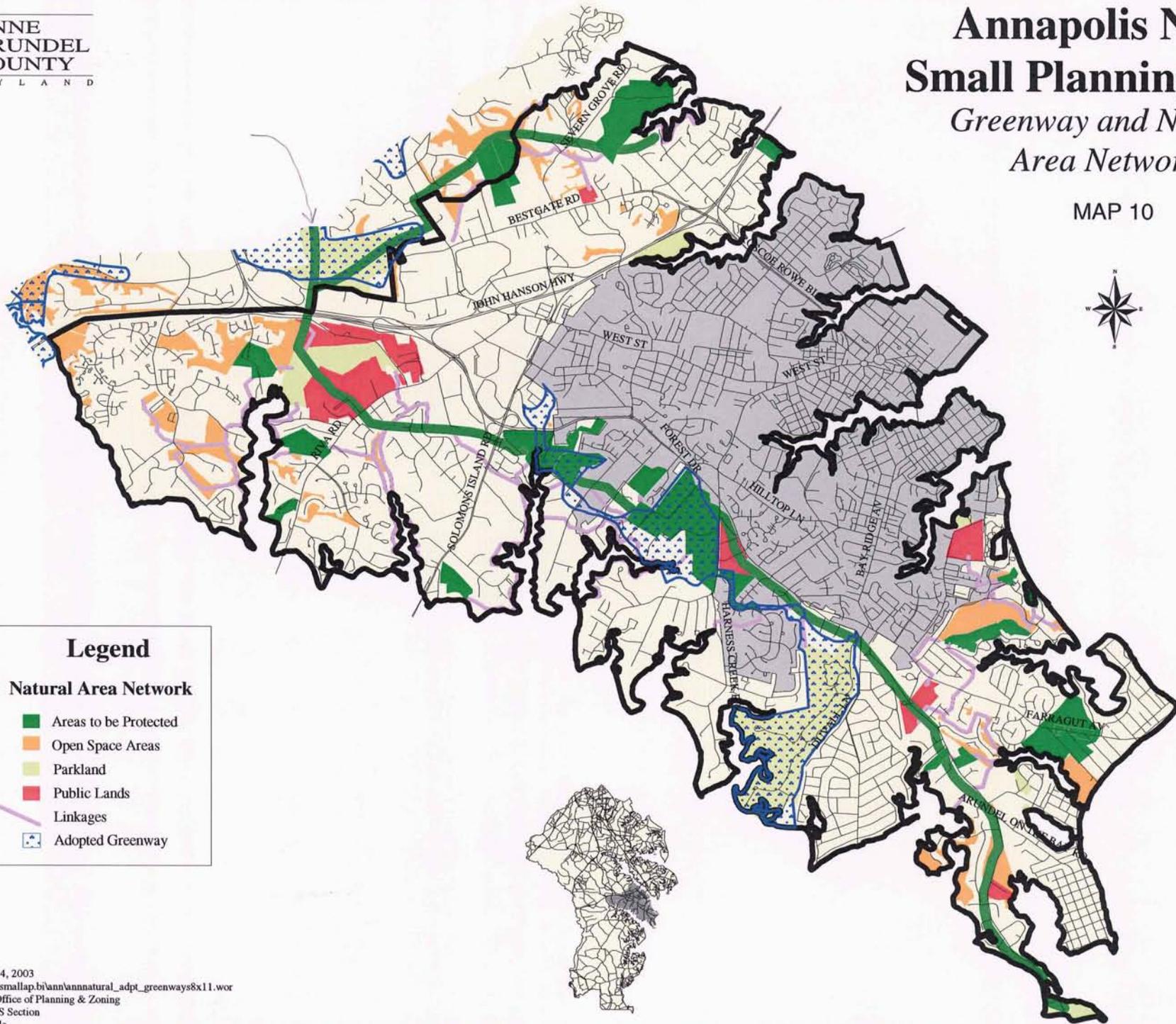
MAP 10



Legend

Natural Area Network

- Areas to be Protected
- Open Space Areas
- Parkland
- Public Lands
- Linkages
- Adopted Greenway



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- d. Create greater incentives for participation in or utilization of the trusts to encourage the donation of both land and money.
 - e. Investigate funding and acquisition alternatives, such as purchase of development rights, the use of reforestation (tree bill) funds, bonds, taxes, fees, revolving loans, and in kind exchanges such as transferable development rights (TDRs), for use in preservation and restoration.
 - f. Pursue additional tax incentives that may be available for owners to put conservation, agricultural, or scenic easements on their properties, both developed and undeveloped.
 - g. Consider land dedication or conservation easements on open spaces or other areas that warrant permanent preservation.
 - h. Review existing permitted uses in the Open Space zoning district to determine if any changes are needed to ensure that environmental and conservation goals are achieved.
8. Develop a riparian buffer requirement for the nontidal portions of tributaries of the South and Severn Rivers similar to that required in the Chesapeake Bay Critical Area.
 9. Identify and prioritize stream restoration projects for inclusion in development projects and the capital budget.
 10. Promote and maintain a high level of County and City participation in State and Federal environmental programs, including Tributary Teams and the Wetlands Conservation Program.
 11. Inventory shoreline areas for replanting of submerged aquatic vegetation (SAVs) and establish a program to restore these areas. Encourage property owners to help to improve estuarine habitat. One method which private property owners might use is that of suspending trays of oyster spat and bay grasses in the water from docks and piers.

III. Watershed Protection and Stormwater Management

Goals

1. Protect and enhance the quality of area rivers, streams, and groundwater.
2. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.

3. Minimize impervious surfaces in new development and redevelopment projects as outlined in new Stormwater Management regulations adopted in 2002.
4. Continue to preserve and improve water quality in the Chesapeake and its tributaries by requiring incorporation of state-of-the-art technology at waste water treatment facilities to reduce pollutant loads resulting from effluents.
5. Reduce groundwater pollutants.

Recommendations

1. Integrate applicable results of the Severn River and South River Watershed Management studies into the Annapolis Neck Small Area Plan.
2. Preserve and restore shorelines as natural water filtration systems to keep the Bay clean. Maintain and improve manmade filtration systems. Use natural biological methods of stabilizing shorelines against erosion where possible and replace existing bulkheads where possible with more compatible and environmentally sensitive and contributing methods.
3. Replace the use of rock salt on the roadways with Calcium Magnesium Acetate (CMA), which costs more than rock salt, but saves money and the environment in the long run as it does not corrode vehicles and bridges, does not destroy roadside vegetation, and does not produce sodium which pollutes the groundwater and wells.
4. Reduce runoff and silting of waterways.
 - a. Aggressively promote, provide incentives to, and ultimately require the use of innovative stormwater management techniques, including rain gardens and rain barrels.
 - b. Improve the stormwater management system inspection method to serve its intended purpose of preventing compromise of adjacent and downstream watershed properties and waterways and by requiring responsible parties/property owners/grading permit holders to restore damaged or compromised waterways and to post bonds therefore.
5. Encourage separate on-site management of gray water.
6. Complete the mandated Watershed Studies to assess the nature, condition, health, and risk to the health of the waters of each watershed in the Neck, and where necessary,

- establish and strictly enforce additional standards for water quality in cooperation with existing agencies.
- a. Set bond levels to guarantee compliance with water quality standards. Define clear and certain consequences and strict penalties if the standards are not met.
 - b. Increase the frequency of site inspections and watershed assessments and take timely enforcement action to ensure water quality standards are met.
7. Reduce dependency upon impervious surfaces.
- a. Identify and encourage the removal of all abandoned and unused impervious surfaces which have not been used for a specified period.
 - b. Provide incentives to use pervious materials and stormwater infiltration systems, including rain gardens, for parking lots, driveways, etc.
 - c. Increase greenspace and landscape requirements for parking areas and create incentives to encourage multi-level parking facilities.
 - d. Minimize the width of collector and local streets where feasible without compromising bicycle and pedestrian use.
 - e. Identify methods needed to protect a watershed when impervious surfaces from existing or permitted improvements exceed 10 to 15%.
8. Revise development regulations to require use and incorporation of innovative design and development techniques and methods to minimize impervious surfaces.
- a. Encourage clustering of homes and buildings to retain open space.
 - b. Review and revise, where appropriate, building height restrictions to enable building up instead of out to reduce the footprint of buildings on the land.
 - c. Determine the approximate percentage of impervious surfaces within each watershed on the Annapolis Neck.
9. Continue to use state of the art sewage treatment technology to assure the progress of reducing nutrient and pollutant loadings in the region's waterways and the Chesapeake Bay. Continue to coordinate these efforts with other jurisdictions along the Bay.

10. Consult with State and Federal agencies responsible for groundwater monitoring, and obtain information from the U.S. Geological Survey and the Maryland Geological Survey to determine the need for a watershed analysis regarding the extent of saltwater intrusion and other forms of groundwater pollution or degradation.
11. Protect sources of groundwater replenishment in coordination with other jurisdictions. Identify groundwater recharge zones for the Aquia, Patuxent, and Magothy aquifers, and strive to protect these areas by working with the State and local jurisdictions to limit impervious surfaces and to encourage the use of infiltration type stormwater management techniques.
12. Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.
13. Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.
14. Encourage, to the maximum extent possible, the use of innovative approaches to stormwater management and low impact development site design in the land development process.
15. Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.
16. Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases from new development. Where comprehensive or site-specific rezoning is expected to result in increases in runoff, the need for additional stormwater management, or retrofits to existing facilities, should be determined and accommodated.
17. Establish a comprehensive stormwater infrastructure preventive maintenance and management program that reduces environmental degradation and extends infrastructure useful life.
18. Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management. Offer tax incentives to businesses and homeowners for retrofitting their property with modern stormwater management.

19. Ensure that all government-sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.
20. Implement, where possible, a minimum 100-foot riparian buffer to all perennial and intermittent tributary streams in the County to minimize impacts of stormwater runoff sheet flow to these systems.
21. Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.

IV. Forests

Goals

1. Preserve mature trees and forests for their value in preserving water and air quality, wildlife habitats, and as important aesthetic assets.
2. Avoid further deforestation of the Annapolis Neck.

Recommendations

1. Aggressively pursue the preservation of old growth or mature trees and forests and the restoration of native trees and landscapes.
2. Establish a program for property owners to plant additional native species trees in non-forested areas on the Annapolis Neck. Develop a County program to provide property owners with technical assistance regarding tree planting and maintenance.
3. Publicize and encourage the use of conservation easements.
4. Create local tax incentives or similar benefits for property owners who are willing to set aside undeveloped forested areas protected under a permanent conservation easement.
5. Create stronger disincentives for removing trees and forests.
6. Amend the reforestation program to allow mitigation funds to be applied toward the purchase of undeveloped parcels for preservation.

V. Air, Noise, and Recycling

Goals

1. Improve air quality and reduce toxic air and particulate pollutants.
2. Revise applicable County regulations pertaining to residential areas to include noise reduction standards that are linked to decibel standards for specific uses.

Recommendations

1. Develop programs which encourage the reduction of gasoline and diesel powered vehicle use and which promote the use of natural gas, electric, solar or other less polluting vehicles, and which encourage alternative transportation (mass transit, walking, bicycling, etc.)
2. Pursue conversion of County vehicles to natural gas, electric power or other alternative fuels, encourage the State and City of Annapolis to do the same, and create incentives for businesses to do the same.
3. Establish a policy to reduce the idling of buses.
4. Emphasize public education programs to encourage reduced air pollution by promoting the use of propane gas grills and fireplaces, encouraging refueling of vehicles after sundown, and discouraging idling of vehicles for prolonged periods (more than five minutes).
5. Establish a County program to publicize the air quality ratings.
6. Ban the use of certain air polluting equipment, such as mowers, trimmers, and other small gas engine appliances on bad air quality days.
7. Promote incentives for planting gardens and native shrubs and trees to reduce gas powered lawn maintenance.
8. Encourage more recycling by restaurants and businesses.
9. Provide more frequent hazardous waste collection and add additional drop-off locations.
10. Encourage the use of recycled materials in homes and businesses through additional opportunities, such as park benches made of recycled materials.

11. Enact and forward a proposal to the State to enact a “bottle” law.

VI. Education

Goals

1. Educate the public regarding the benefits of natural resources and methods of environmental protection.
2. Enhance the school curriculum to educate youth about the area’s environmental assets and ways that they can protect and enhance the environment.

Recommendations

1. Promote local stewardship of the land and water by educating the public about resource conservation, restoration, and similar programs, and the resulting environmental benefits.
2. Promote the use of the Bay Scapes Program of the Chesapeake Bay Program, the County's Critical Area Partnership Program, and the County’s Master Gardener Program to reduce fertilizer, pesticide, and herbicide use and promote the conversion of fertilized lawns, particularly along waterways, to native vegetation in a more natural landscape.
3. Promote existing and develop additional environmental education projects as part of the public school curriculum.
 - a. Promote projects such as an "Adopt a Creek" program, neighborhood ecology projects, school composting, and recycling.
 - b. Promote an anti-litter campaign not only for beautification purposes, but to reduce the dangers to wildlife from non-biodegradable items littered on the land and in the waterways.
 - c. Promote an oyster gardening program.
4. Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the internet.
5. Establish a program to educate the public, developers, and businesses about the benefits of maintaining mature trees and forests to clean the air, cool the surrounding areas (especially along streambeds), prevent erosion, enhance water quality, act as wind breaks, and provide wildlife habitat (including the vertical biome of the forest canopy).

VII. Historic Resources

Goal: Encourage preservation of archaeological and historic sites.

Recommendations

1. Strengthen existing County codes and regulations to protect historic and archaeological resources, including scenic and historic roads.
2. Protect historic sites and structures by adding them to the Maryland Inventory of Historic Properties and the National Register of Historic Places.
3. Protect archaeological sites by adding them to the Maryland Archaeological Site Survey and the National Register of Historic Places.
4. Establish incentive programs, including tax deductions or credits, grant and loan funds, and technical assistance for property owners that protect and preserve significant historic and archaeological resources.
5. Promote and utilize opportunities in the Maryland Heritage Preservation and Tourism Program, including tax incentives and other funding sources, for preservation, renovation, and revitalization. This program includes the identification, protection, and promotion of significant historic and cultural resources that contribute to the development of tourist related functions.

Goal: Establish and implement a Countywide Scenic and Historic Roads Program.

Recommendations

1. Implement the Countywide program recommended by the Scenic and Historic Roads Commission and by the County Council.
2. Incorporate the regulatory tools necessary to fully implement the Scenic and Historic Roads Program, as set forth in Resolution No. 45-97, into the zoning laws, the subdivision laws, the transportation master plan, the road design manual, the landscape manual, the forest conservation ordinance, and other land use laws.

Land Use and Zoning

Existing Land Use

The Annapolis Neck Small Area contains 14,630 acres, of which approximately 10,000 acres are located in the County and an additional 4,600 acres within the City of Annapolis and the Naval Academy. Most of the land area is developed, primarily with single family homes. Major commercial concentrations are located in the Parole area and the City of Annapolis. There is very little industrial land use in the County portion of the Annapolis Neck. Map 11 depicts the land uses in the area as of 2000. The most current data available on land use acreages is based on 2000 mapping and aerial photography.

**Table 6. Land Use in the Annapolis Neck Small Planning Area
(based on 2000 coverage)**

Land Use Category	Acreage	Percentage of Total
Single Family Residential	4,420	44 %
Townhouse and Multifamily Residential	400	4 %
Commercial (Retail & Office)	610	6 %
Industrial	90	<1 %
Open Space and Natural Areas	870	9 %
Recreation and Parks	650	6 %
Transportation/Utility & Government/Institutional	1,110	11 %
Vacant and Agricultural	1,880	19 %
Total	10,030	100 %

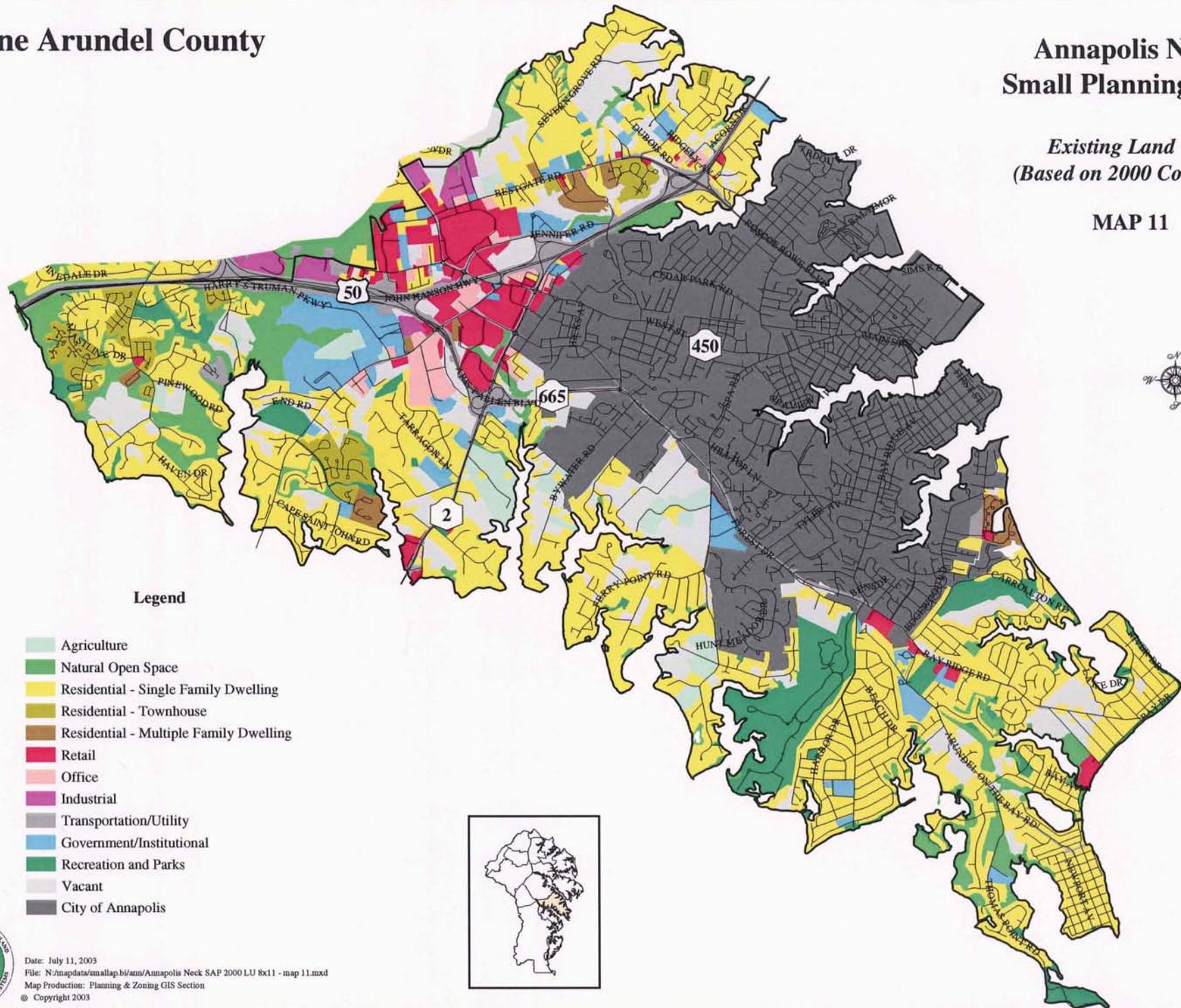
Residential Land Use

The predominant land use on the Annapolis Neck is residential. There are approximately 4,820 acres devoted to residential use. The largest user of residential land is single family housing. This land use category accounts for 44% of all of the County land on the Annapolis Neck, or about 4,420 acres. Town homes, condominiums and apartments utilize approximately 400 acres of land and account for approximately 4% of all land uses.

Residential development in the County portion of the Annapolis Neck consists of approximately 6,700 single family detached homes, 4,450 apartments and townhouses, 100 assisted living apartments, 3 nursing homes, and 3 group homes. The majority of the single family homes are in the Outer and Middle Necks, while almost all apartments and townhouses

*Existing Land Use
(Based on 2000 Coverage)*

MAP 11



Legend

- Agriculture
- Natural Open Space
- Residential - Single Family Dwelling
- Residential - Townhouse
- Residential - Multiple Family Dwelling
- Retail
- Office
- Industrial
- Transportation/Utility
- Government/Institutional
- Recreation and Parks
- Vacant
- City of Annapolis



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are in the Northern and Western Necks and the PGMA. There is limited land left for residential development outside the PGMA.

Major residential developments on the Annapolis Neck are Heritage Harbour located on the South Haven peninsula, Riva Trace in the Riva Road corridor, Gingerville and Wilelinor along the MD 2 corridor, Hillsmere, Arundel on the Bay, and Bay Ridge along Forest Drive and Bay Ridge Road, Chesapeake Harbor along Edgewood Road, and Harbour Gates, Windgate and Tidewater Colony in the Bestgate Road area.

Commercial and Industrial Land Use

Retail and office uses together account for 6% of all land on the Annapolis Neck, comprising a total of about 610 acres. Industrial land uses comprise less than 1% of all land uses, or 90 acres. The amount of commercial and industrial floor area by category is shown in Table 7.

Retail trade accounts for over 50% of all commercial and industrial floor area. Most retail trade is in the form of shopping centers. There are 20 shopping centers on the Annapolis Neck.

Table 7. Commercial and Industrial Floor Area

Category	# Businesses	Square Feet	% Share
Agriculture, Forestry, Fishing	2	4,390	0.1
Mining	0	0	0
Construction	34	94,690	1.3
Manufacturing	18	229,720	3.2
Transportation, Communication, Electric, Gas, and Sanitary Services	53	616,133	8.6
Wholesale Trade	17	176,399	2.5
Retail Trade	430	3,605,280	50.3
Finance, Insurance, Real Estate	108	307,666	4.3
Services	343	1,718,257	24.0
Government/ Institutional	21	411,889	5.7
Total	1026	7,164,424	100

Source: Anne Arundel County Department of Planning and Code Enforcement Inventory of Business Establishments, 1995 with new square footage added through 1997, extracted from permit data.

Recreation, Open Space and other Land Uses

Recreation uses, such as parks, account for 6% or 650 acres, and Open Space and Natural Areas (floodplains and environmental areas) comprise 9% or 870 acres of the land in the Annapolis Neck planning area. The largest park on the Annapolis Neck and third largest County park is Quiet Waters Park located on Hillsmere Drive. One of the major areas of open space includes the area located at the headwaters of Broad Creek near Harry S. Truman Parkway. Utility (roads, water and sewer facilities) and government uses (schools) take up 11% of all land, comprising 1,110 acres.

Vacant and Agricultural Land Use

Vacant and Agricultural land accounts for about 19% of the County land area on the Annapolis Neck, comprising approximately 1,880 acres. The majority of this is vacant land. A large portion of the remaining undeveloped land lies south of Forest Drive in the area near Spa Road, as well as in areas north of Bestgate Road. A large portion of vacant land on the Annapolis Neck is in the Critical Area RCA and is environmentally sensitive. It is planned for residential uses.

1997 GDP Land Use

The County's current *General Development Plan* (GDP), as adopted in 1997, maps out a land use plan for the entire County that reflects desired future growth patterns over the next 10 to 20 years. The GDP Land Use Map is depicted in Map 12 for the Annapolis Neck Small Area. In general, the current GDP land use plan for the Annapolis Neck area consists of the following elements:

- **Low Density Residential** land use covering the Severn Grove area north of Bestgate Road, the Weems Creek neighborhood east of Rowe Boulevard, the lower end of the South Haven peninsula, properties along Broad Creek, the peninsula bordered by Gingerville Creek and Church Creek, land along the Annapolis City boundary south of Forest Drive, and the southeastern end of the Annapolis Neck, including the Hillsmere, Arundel on the Bay, and Bay Ridge areas,
- **Low- Medium Density Residential** land use covering the northern portion of the South Haven peninsula and the area between Riva Road and Gingerville Creek,
- **Medium Density Residential** land use in small areas adjoining the City of Annapolis boundary,
- **High Density Residential** land use in the area between Bestgate Road, Rowe Boulevard, and U.S. Route 50,
- **Town Center** designation covering the entire Parole Growth Management Area,
- **Commercial** land use in small areas along MD 2 and Bay Ridge Road,

- **Rural** land use covering the peninsulas along the South River between Church Creek and Harness Creek, and
- **Natural Features** land use covering Quiet Waters Park, Priests Point, Broad Creek Park, floodplain areas associated with various tributaries to the Severn and South Rivers, and small local parks such as Peninsula Park, Bestgate Park, and Thomas Point Park.

Existing Zoning

Zoning is one of the primary planning tools used to regulate the use and intensity, development, and preservation of land in the County. All land in the County is classified in one or more zoning classifications. Since most of the land in the Annapolis Neck is developed, the zoning reflects, for the most part, what exists. Current zoning in the Annapolis Neck planning area is shown on Map 13. Zoning classifications include residential, commercial, industrial, town center, maritime, and open space.

Table 8. Existing Zoning in the Annapolis Neck Small Planning Area

Zoning Category	Acreage	Percentage of Total
Low Density Residential Zones (RA, R1, R2)	7,110	70 %
Medium and High Density Residential Zones (R5, R10, R15, R22)	670	7 %
Commercial (C1, C2, C3, C4)	670	7 %
Marina (MA, MB, MC)	40	< 1 %
Town Center	490	5 %
Industrial (W1, W2, W3)	290	3 %
Open Space	760	8 %
Total	10,030	100 %

The low density residential zoning classifications account for 70% of all land zoned on the Annapolis Neck, with almost 2000 acres (20%) zoned R1 and about 5100 acres (50%) zoned R2. The R1 and R2 zoning classifications allow single family homes on lots of one to ½ acre in size. The medium density residential zones include land that is zoned for five to ten homes per acre and are usually developed with attached dwellings. These areas account for 4% of the land cover or about 400 acres. Land that is zoned for high density housing, above 10 homes per acre, accounts for nearly 300 acres, or 3% of land on the Annapolis Neck. This land is zoned in the R15 and R22 zoning categories.

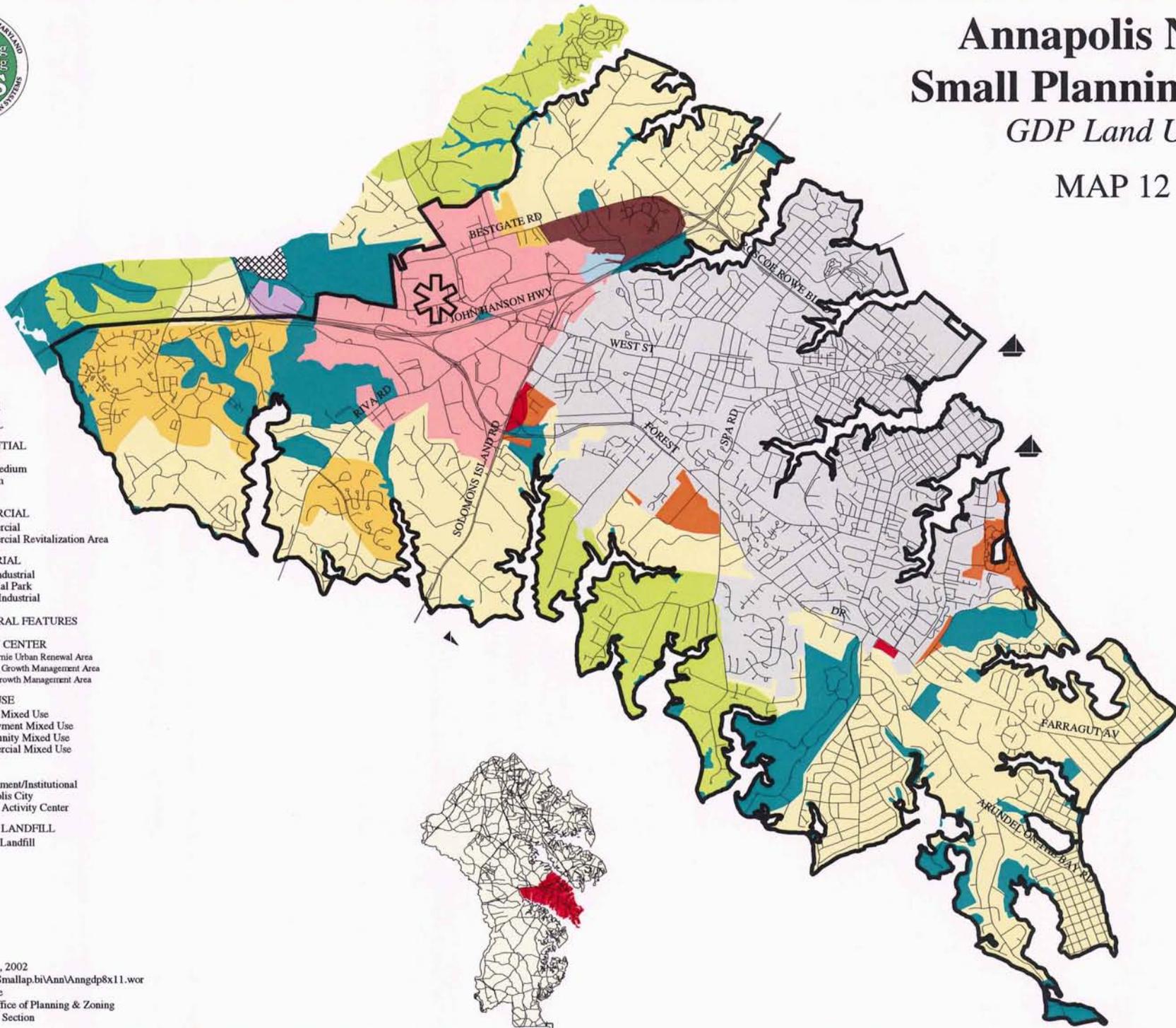


Annapolis Neck Small Planning Area GDP Land Use

MAP 12

Legend

- RURAL
- RESIDENTIAL
 - Low
 - Low-Medium
 - Medium
 - High
- COMMERCIAL
 - Commercial
 - Commercial Revitalization Area
- INDUSTRIAL
 - Light Industrial
 - Industrial Park
 - Heavy Industrial
- NATURAL FEATURES
- TOWN CENTER
 - Glen Burnie Urban Renewal Area
 - Odenton Growth Management Area
 - Parole Growth Management Area
- MIXED USE
 - Transit Mixed Use
 - Employment Mixed Use
 - Community Mixed Use
 - Commercial Mixed Use
- OTHER
 - Government/Institutional
 - Annapolis City
 - Marine Activity Center
- CLOSED LANDFILL
 - Closed Landfill

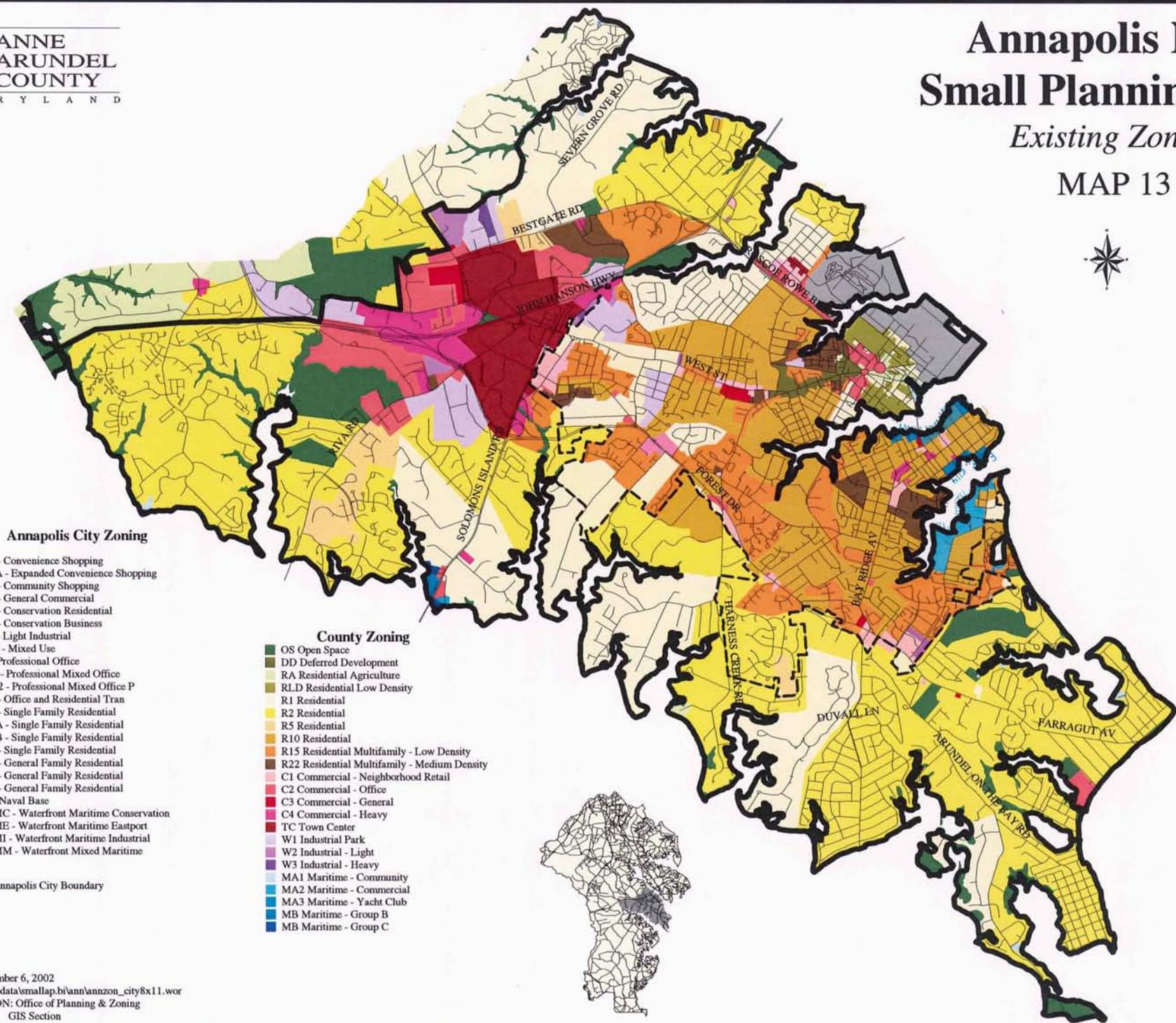


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Annapolis Neck Small Planning Area

Existing Zoning

MAP 13



Annapolis City Zoning

- B1 - Convenience Shopping
- B1A - Expanded Convenience Shopping
- B2 - Community Shopping
- B3 - General Commercial
- C1 - Conservation Residential
- C2 - Conservation Business
- L1 - Light Industrial
- MX - Mixed Use
- P - Professional Office
- PM - Professional Mixed Office
- PM2 - Professional Mixed Office P
- PT - Office and Residential Tran
- R1 - Single Family Residential
- R1A - Single Family Residential
- R1B - Single Family Residential
- R2 - Single Family Residential
- R3 - General Family Residential
- R4 - General Family Residential
- R5 - General Family Residential
- US Naval Base
- WMC - Waterfront Maritime Conservation
- WME - Waterfront Maritime Eastport
- WMI - Waterfront Maritime Industrial
- WMM - Waterfront Mixed Maritime

County Zoning

- OS Open Space
- DD Deferred Development
- RA Residential Agriculture
- RLD Residential Low Density
- R1 Residential
- R2 Residential
- R5 Residential
- R10 Residential
- R15 Residential Multifamily - Low Density
- R22 Residential Multifamily - Medium Density
- C1 Commercial - Neighborhood Retail
- C2 Commercial - Office
- C3 Commercial - General
- C4 Commercial - Heavy
- TC Town Center
- W1 Industrial Park
- W2 Industrial - Light
- W3 Industrial - Heavy
- MA1 Maritime - Community
- MA2 Maritime - Commercial
- MA3 Maritime - Yacht Club
- MB Maritime - Group B
- MB Maritime - Group C

 Annapolis City Boundary



Land zoned for commercial uses accounts for about 12% of the Neck and covers approximately 1200 acres. This includes nearly 700 acres of commercially zoned land, nearly 500 acres of land zoned Town Center within the Parole Growth Management Area, and a small number of acres zoned for marina uses. Industrial zoning comprises less than 300 acres and accounts for about 3% of all zoned land.

Nearly 800 acres of land on the Annapolis Neck are zoned Open Space, which accounts for approximately 8% of the total land area. This includes some parkland, designated floodplain areas, and some community open space.

Proposed Land Use and Zoning Changes

This Small Area Plan proposes a new Land Use Plan for the Annapolis Neck area that attempts to refine the 1997 *General Development Plan* by more accurately reflecting both current development patterns and desired future growth over the 10 to 20 year planning period. Maps 14a and 14b depict the proposed Land Use Plan with the greenway overlay and the Critical Area overlay, respectively. Proposed changes in zoning are depicted on Maps 15 and 16. Table 9 lists the specific locations as well as the rationale for each of the proposed land use and zoning changes. In general, the land use pattern reflected in the GDP is carried forward in the Plan. It appears that an oversight occurred within the GDP. While a rural land use designation was recommended for the peninsulas along the South River between the south shore of Church Creek and Harness Creek, the recommendation failed to include other property that is also currently designated low density residential and has a Critical Area RCA overlay. Prior to initiating comprehensive zoning, these properties need to be addressed. (See Maps 14b and 15). The proposed changes outlined in Table 9 are discussed individually below. As mentioned previously, land use and zoning recommendations for properties within the PGMA will be addressed in the adopted *Parole Growth Management Plan*.

In addition, during the Comprehensive Zoning process for Annapolis Neck, property owners, community associations and others were provided an opportunity to request or oppose a change in zoning of any property in the planning area. A list of the 71 applications received and the Plan recommendations with regard to these is included in Appendix C.

Bay Ridge Woods (Reference 1)

A change in Land Use designation from Low Residential to Natural Features is proposed to indicate the Bay Ridge community's intention of preserving this area in its current undeveloped state.

Toad Hall and Oaklands Hall (Reference 2)

This property contains a large private estate, Toad Hall, which is listed in the Maryland Inventory of Historic Properties. The property lies within the Critical Area and is categorized as Resource Conservation Area. A change in Land Use designation from Low Residential to Rural is proposed to encourage a lower density of development.

**TABLE 9
ANNAPOLIS NECK PLANNING AREA
PROPOSED LAND USE AND ZONING MAP CHANGES**

Reference No.	Location	Tax Map & Parcel No. or Street Address	Current GDP/ Proposed Land Use	Current / Proposed Zoning	Reason for Change
1	Bay Ridge Woods	Map 57 - Part of Parcels 26, 27, 28	Low Residential / Natural Features	R2 / R2	Indicate desire of Bay Ridge community to preserve this area as community open space.
2	Toad Hall and Oaklands Hall properties	Map 57 - Parcels 102, 94	Low Residential / Rural	R2 / R2	Encourage a lower density of development on this large private estate, which is an historic property located in the Critical Area RCA.
3	Wild Rose Shores	Map 56 - Parcels 1, 5, 214, 267, 272, 288-292, 294, 294-315, 318-346, 362, 364	Rural / Low Residential	R1 / R1	These parcels are currently developed as low density residential use and no change in this use is predicted; the change will make the land use map consistent with the existing use.
4	Wetheridge Estates, Romar Estates, Rundelac Farms, and Bittersweet subdivisions	Map 56 - Parcels 19 (all lots), 188 (all lots), 222 (all lots), 284 (all lots)	Rural / Low Residential	R1 & R2 / R1 & R2	These parcels are currently developed as low density residential use and no change in this use is predicted; the change will make the land use map consistent with the existing use.

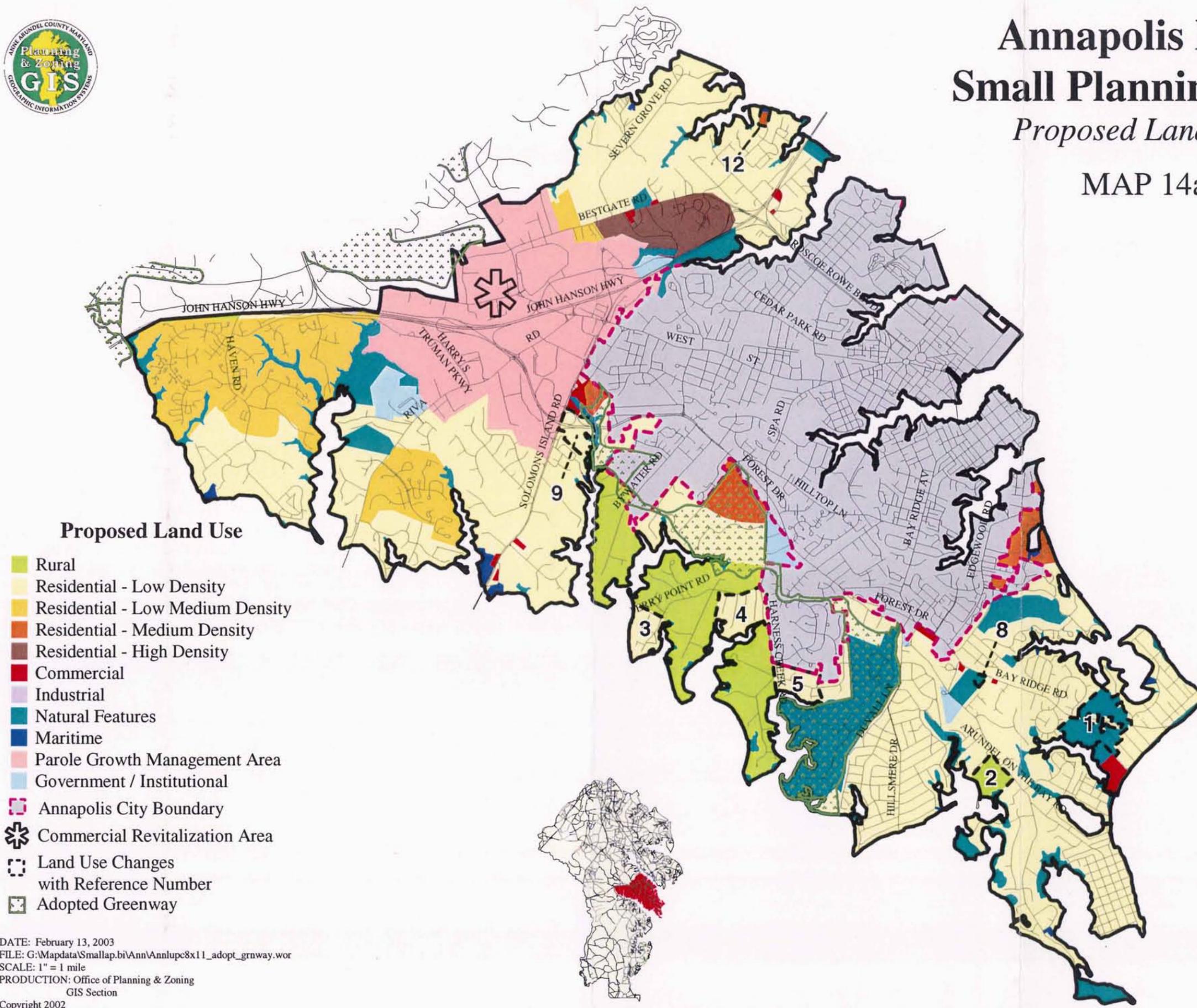
Reference No.	Location	Tax Map & Parcel No. or Street Address	Current GDP/ Proposed Land Use	Current / Proposed Zoning	Reason for Change
5	Properties along Harness Creek View Road	Map 56 - Parcels 74-78, 80-86, 112, 191, 242, 261	Rural / Low Residential	R2 / R2	These parcels are currently developed as low density residential use and no change in this use is predicted; the change will make the land use map consistent with the existing use.
6	Childs Point, Ferry Point, Melvin Point, and Persimmon Point peninsulas	Map 51 - Parcels 2, 34, 62, 127, 166, 168-171, 173-176, 205, 207, 209, 216, 237, 275, 297, 300, 303, 308, 324, 344, 356, 366, 367, 396-400, 458, 460, 466, 472, 473 Map 56 - Parcels 2-4, 7-14, 16-18, 23-35, 37-44, 46-50, 52, 53, 55-67, 69, 72, 90, 138, 150, 151, 183, 187, 189, 193, 194, 201-203, 217, 224-226, 231-235, 237, 246, 247, 249, 253, 254, 256, 259, 263, 265, 276, 277, 287, 347, 348, 355, 360, 365, 366, 371	Rural / Rural	R1 & R2 / RLD	RLD zoning is more consistent with the Rural land use designation; maintain low development densities on these peninsulas which are in the Critical Area and are not planned for public utility service.
7	Quiet Waters Park	Map 56 - Parcel 88	Natural Features / Natural Features	R1 / OS	Open Space zoning is consistent with the County's long term intention to preserve this property as parkland.

Reference No.	Location	Tax Map & Parcel No. or Street Address	Current GDP/ Proposed Land Use	Current / Proposed Zoning	Reason for Change
8	Property adjacent to Peninsula Park	Map 57 - Parcel 33	Low Residential / Natural Features	R2 / OS	This property has been acquired by the County and is intended to be used as an expansion of Peninsula Park.
9	Interchange at MD 2 / MD 665	Map 51 - Parcel 139, part of Parcel 141, part of parcel 160, State Highway Administration right-of-way	Natural Features, Commercial, & High Residential/ Low Residential	C4 & R15 / R2	This property is SHA right-of-way or is immediately abutting a highway interchange, and is not suitable for commercial or high-density residential use.
10	Parcel on north side of MD 2/ MD 665 Interchange	Map 51 - Parcel 136	Commercial / Commercial	C4 / C2	Parcel location between interchange ramp and Open Space floodplain is not suitable for highway commercial use.
11	Properties adjacent to Cape St. John subdivision	Map 50 - Parcels 65, 153, 155, 166, 167, 171, 204, 259, 263 (lots 1-3)	Low Residential / Low Residential	R5 / R2	Adjacent community desires to maintain a low density of development on these parcels to serve as a buffer between the higher density Riva Trace subdivision to the north; properties lie within the Critical Area.
12	Dreams Landing	Map 45 - Parcel 96	Low Residential / Maritime & Medium Residential	R10 & MA1 / R10 & MA1	This parcel is currently developed as medium density residential and marina uses; the change will make the land use map consistent with the existing use.



Annapolis Neck Small Planning Area Proposed Land Use

MAP 14a



Proposed Land Use

- Rural
- Residential - Low Density
- Residential - Low Medium Density
- Residential - Medium Density
- Residential - High Density
- Commercial
- Industrial
- Natural Features
- Maritime
- Parole Growth Management Area
- Government / Institutional
- Annapolis City Boundary
- ✳ Commercial Revitalization Area
- Land Use Changes with Reference Number
- Adopted Greenway

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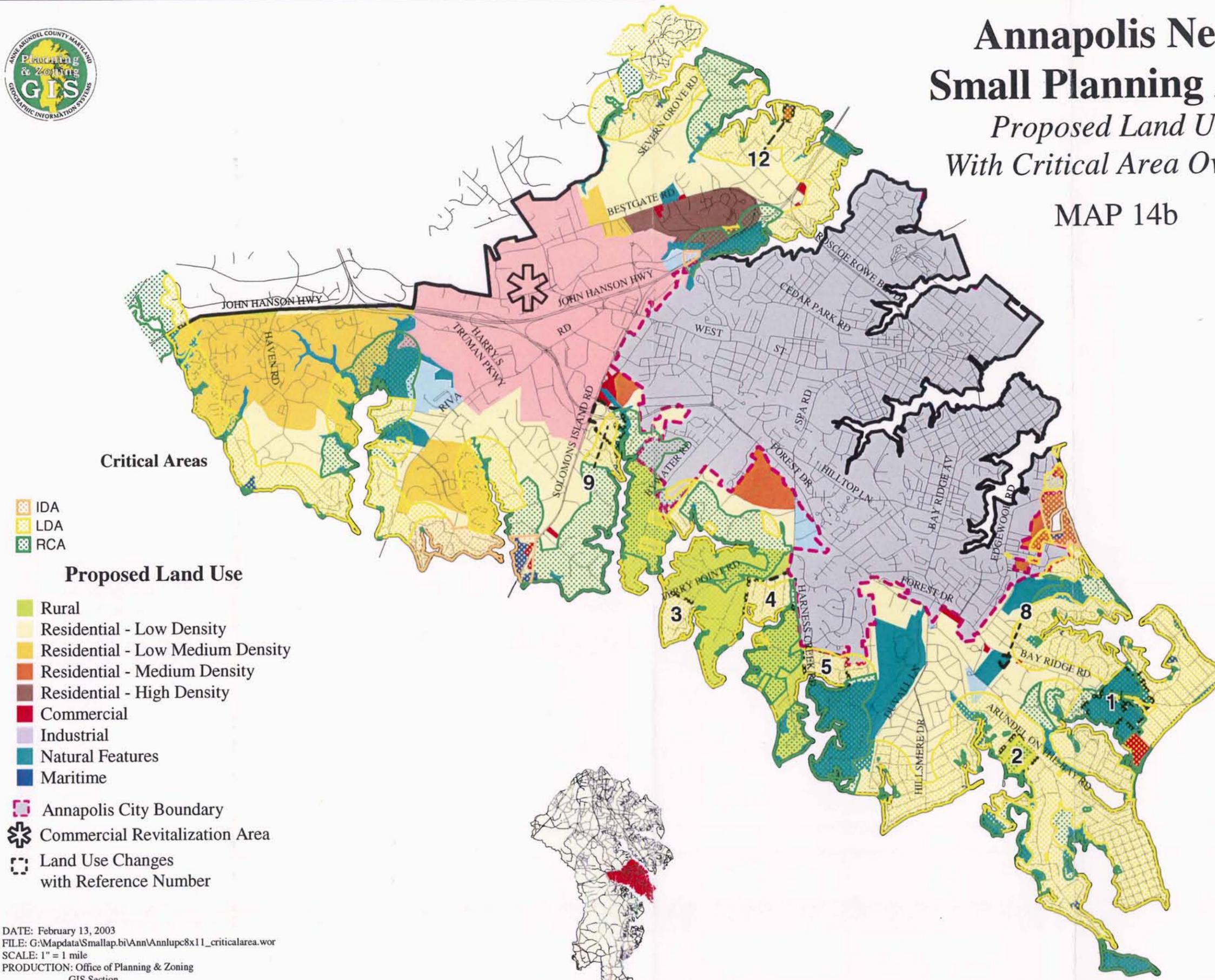




Annapolis Neck Small Planning Area

*Proposed Land Use
With Critical Area Overlay*

MAP 14b



Critical Areas

- IDA
- LDA
- RCA

Proposed Land Use

- Rural
- Residential - Low Density
- Residential - Low Medium Density
- Residential - Medium Density
- Residential - High Density
- Commercial
- Industrial
- Natural Features
- Maritime

- Annapolis City Boundary
- Commercial Revitalization Area
- Land Use Changes with Reference Number

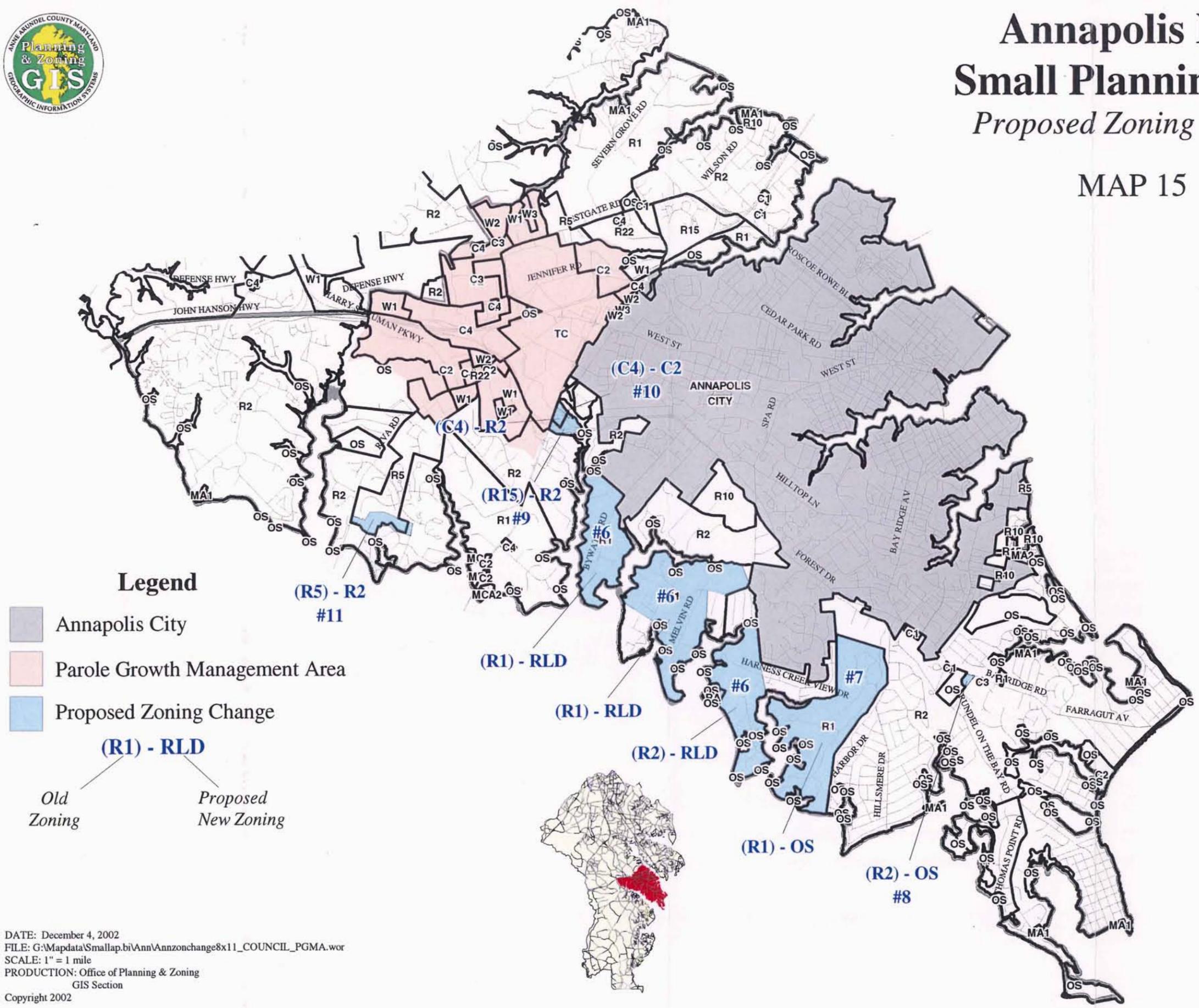
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Annapolis Neck Small Planning Area *Proposed Zoning Changes*

MAP 15



Legend

- Annapolis City
- Parole Growth Management Area
- Proposed Zoning Change

(R1) - RLD

<i>Old</i> Zoning	<i>Proposed</i> New Zoning
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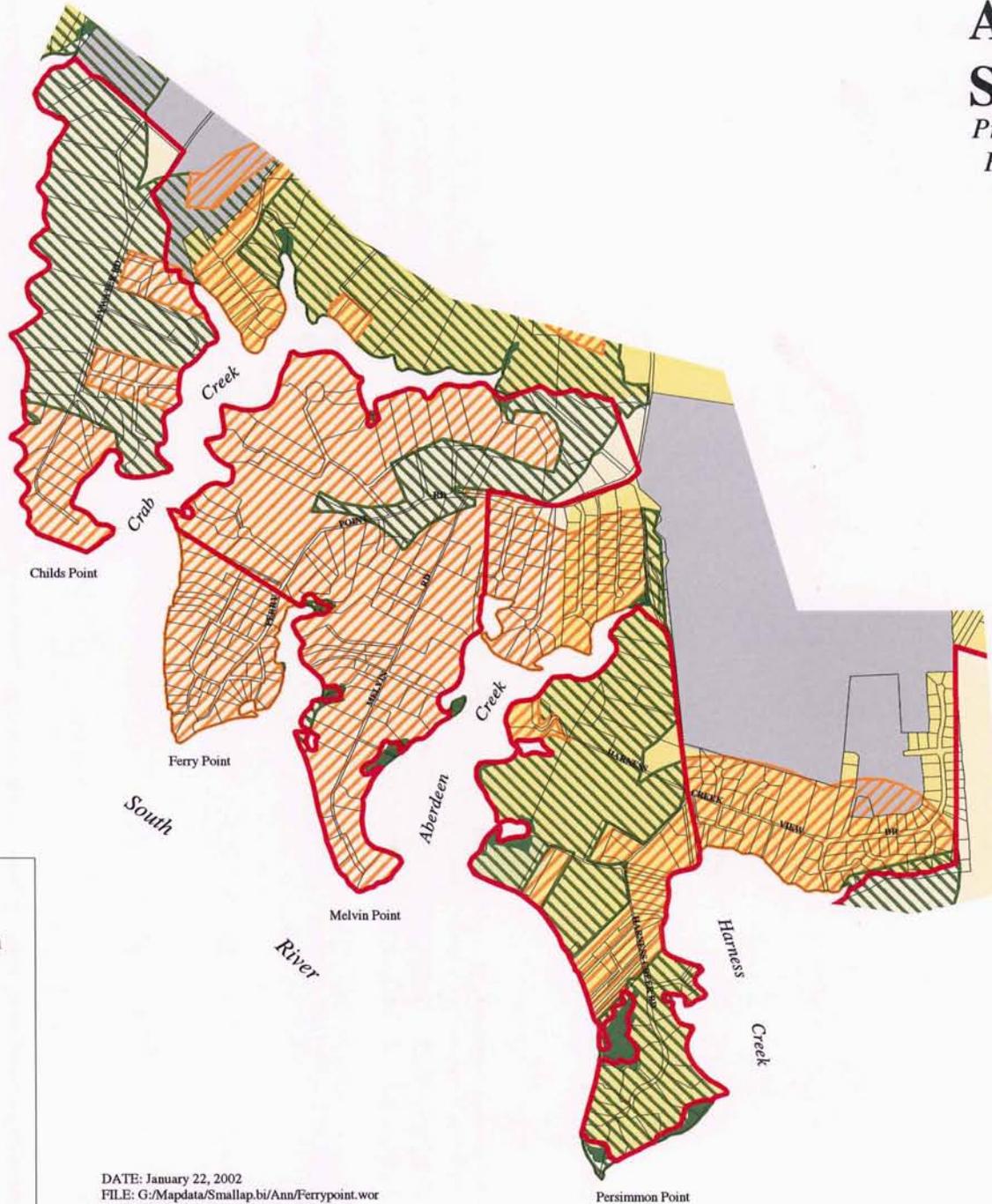
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Annapolis Neck Small Area Plan

Proposed Zoning - Childs Point,
Ferry Point, Melvin Point, and
Persimmon Point Peninsulas

MAP 16



Scale: 1" = 1,900 Feet

Legend

Critical Area Classification

-  Limited Development Area
-  Resource Conservation Area

Zoning

-  OS Open Space
-  R1 Residential
-  R2 Residential
-  City of Annapolis
-  Area of Proposed Rezoning to RLD

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Wild Rose Shores, Wetheridge Estates, Romar Estates, Rundelac Farms, Bittersweet, and Properties Along Harness Creek View Road (References 3, 4, and 5)

A change in Land Use designation from Rural to Low Residential is recommended for these subdivisions to better reflect the existing development density. A Rural land use designation generally implies a development density of less than one dwelling per 2 acres. These areas have generally already been subdivided or developed according to their R1 or R2 zoning.

Childs Point, Ferry Point, Melvin Point, and Persimmon Point Peninsulas (Reference 6)

Residential Low Density (RLD) zoning is proposed for approximately 738 acres of land along the South River and its tributaries. The area is bordered by Church, Crab, Aberdeen and Harness Creeks. Currently, these properties are zoned either R1 (Bywater Road, Ferry Point Road, and Melvin Road areas) or R2 (Harness Creek Road area), which would allow a higher development density than the proposed RLD zoning. These areas are viewed as some of the only remaining land on the Annapolis Neck which can still be characterized as rural, and the intent of the proposed rezoning is to maintain this character. The area is designated as Rural on the Land Use Plan, is not planned for public water or sewer, and lies within the Critical Area Overlay zone. A more detailed map of this area including designated Critical Areas is shown in Map 16.

Quiet Waters Park (Reference 7)

An Open Space zoning designation is proposed for Quiet Waters Park, currently zoned R1, to reflect the existing use and the intent to preserve the area.

Property Adjacent to Peninsula Park (Reference 8)

An Open Space zoning designation is proposed for this parcel of land adjacent to Peninsula Park. The property is owned by the County and is planned as an expansion of the park.

Interchange at MD 2 / MD 665 (Reference 9)

These properties are either within the State Highway Administration right-of-way, or are immediately abutting this highway interchange. They are currently zoned either C4 or R15 as they were prior to construction of this interchange. Due to the location of the interchange, the properties are no longer suitable for highway commercial or high-density residential uses and are proposed to be rezoned to R2.

Property on North Side of MD 2 / MD 665 Interchange (Reference 10)

This parcel of land located on the north side of the MD2 / MD 665 interchange is currently zoned C4. Due to its location between the interchange ramp and floodplain areas zoned Open Space, it is not well suited for highway commercial use and is proposed to be rezoned to C2.

Properties Adjacent to Cape St. John Subdivision (Reference 11)

This proposed zoning change involves several parcels currently zoned R5 and located east of Riva Road between the Riva Trace subdivision (zoned R5) and the Cape St. John subdivision

(zoned R2). A lower density residential zoning of R2 is proposed for the area to be more compatible with the rest of the Cape St. John area and to provide a buffer between the higher densities to the north.

Dreams Landing (Reference 12)

A change in Land Use designation from Low Residential to Medium Residential and Maritime is recommended for this parcel to better reflect the existing development density and marina uses which are consistent with the property's R10 and MA1 zoning.

Area-wide Land Use Map Changes

Several general Countywide changes in Land Use Map categories were made subsequent to the *1997 General Development Plan* and are reflected in the Small Area Plan Land Use Maps. These are listed below and reflected on the Proposed Land Use Map for the Annapolis Neck area:

- Industrial Land Use categories used in the GDP (Industrial Park, Light Industrial, Heavy Industrial) have been combined into one Land Use category (Industrial).
- The Government/Institutional Land Use category was used in the GDP to indicate major Federal and State facilities or land holdings located in the County, such as the Maryland House of Corrections, BWI Airport, Fort Meade military base, the U.S. Army Depot at Curtis Bay, and the U.S. Naval Station. This category has been expanded and now includes County-owned facilities, such as public schools.
- Many scattered commercial and marina properties across the County were not indicated on the GDP Land Use Map, due to the significant number of these and the small map scale of the Countywide GDP Land Use Map. Small Area Plan Land Use Maps are prepared at a larger map scale and allow more detail to be included. All properties that are used for commercial or marina purposes and planned to continue as such are now indicated on the Land Use Map with a Commercial or a Maritime designation, accordingly.
- All properties which are zoned Open Space and intended to be preserved as such, for example floodplain areas and parklands, are designated as Natural Features on the Land Use Map (excluding property in the Parole Growth Management Area which is included in the Town Center land use category).

Other Site-Specific Land Use Recommendations

In addition to the Land Use and Zoning Map changes listed above, several land use recommendations were made pertaining to specific areas or parcels of land. These are listed in Table 10, located at the end of the Land Use and Zoning chapter. The table is accompanied by Map 17, which outlines each specific area or parcel and identifies it with a number which corresponds to the reference number in Table 10.

Furthermore, in order to implement the goals of this Plan, consideration should be given to other zoning changes that would reduce residential densities for properties that contain sensitive natural features, that are located adjacent to open space or other natural feature areas, that are located within single-entry neighborhoods, or that would add to traffic along the Forest Drive/Bay Ridge Road corridor.

Issues Related to Land Use

Land Use issues identified at the public forum and by the committee include:

1. maintaining the area south of Forest Drive as rural,
2. concentrating new commercial development and redevelopment in identified activity centers in the City of Annapolis and on the Annapolis Neck,
3. maintaining appropriate residential densities to support transit and use land most efficiently,
4. improving the design of new and redevelopment projects,
5. encouraging a more pedestrian scale of development,
6. providing additional open spaces for passive and active recreation,
7. the need for more regional planning with the City of Annapolis, Anne Arundel County, State of Maryland and U.S. Naval Academy, and
8. monitoring development in the Parole Growth Management Area to obtain a greater balance of uses and design.

Goals and Recommendations

I. Priority Goals

Goal: Improve the methodology for assessing the impacts of growth on area infrastructure and facilities such as roads, schools, and utilities.

Recommendations

1. Update and refine the Parole Transportation Model with the Baltimore Metropolitan Council (BMC) Model 2000 base year and forecast 2025 projections. Use the updated Parole Transportation Model to assist in developing a transportation plan for the peninsula and in determining appropriate land use densities for the Annapolis Neck and the Parole Town Center. Defer comprehensive zoning for the Annapolis Neck Small Area and the Parole Town Center until this update is completed.
2. Frequently update and adjust population projections and growth forecasts by number of households to provide a basis for sustainable development and infrastructure and facilities planning.
3. Maintain accurate and up-to-date records of development and vacant developable land to aid Adequate Public Facilities calculations.

4. Undertake interactive land use and transportation modeling to evaluate the impacts of growth on the transportation network. Use or develop similar tools or methodologies to evaluate growth impacts on public facilities and utilities and natural resources.
5. The results of this effort should be used as a basis for establishing future land use and planning policies.
6. Amend the Adequate Public Facilities (APF) ordinance to address the unique transportation constraints on peninsulas.

Goal: Assure continued public participation in the planning process.

Recommendations

1. Encourage community associations, business groups and other representative bodies to stay involved in the planning process in the Annapolis Neck. Develop a mechanism for keeping the public informed as implementation of the Small Area Plan progresses.
2. Report to the public on the status of implementation of the Annapolis Neck Small Area Plan every two years.

Goal: Recognize the significance of the Parole Growth Management Area as a regional center and the impact that this has on planning for the Annapolis Neck area.

Planning for the PGMA is beyond the scope of the Annapolis Neck Small Area Plan. However, Parole was inevitably a factor in this Plan, particularly as it related to the overall concept plans for regional transportation and transportation centers, the network of activity centers (in which it is the largest center), and bicycle and pedestrian pathways. As planning efforts continue for the Parole area, the following recommendations should be considered.

Recommendations

1. The need for regional planning was the number one issue raised by residents in the two public forums and many public meetings which were conducted. During the planning process, the regional impact of specific recommendations for the PGMA should be taken into account, particularly as they relate to land use and transportation.
2. Provide for cyclist, pedestrian and transit access as well as vehicular access in all elements of the *Parole Growth Management Plan*.
3. Include a multi-modal Regional Transportation Center as a key focal element.
4. Set a design goal for Parole to envision an outstanding urban center which will complement the appeal of the historic Annapolis city center for visitors and residents alike.

II. Land Preservation

Goal: Initiate an Open Space Program for preservation of agricultural and large undeveloped properties on the Neck.

Residents are opposed to total development of the Neck, and wish to preserve remaining agricultural and undeveloped land as open space. Voluntary preservation is preferable to zoning, environmental controls, or onerous restrictions on development. Table 10 presents land use recommendations pertaining to specific areas or parcels of land on the Annapolis Neck, the locations of which are shown on the associated Map 17. Many of these are properties for which it is recommended that possible conservation options be developed and discussed with the property owners.

Recommendations

1. Make greater use of proven conservation devices, such as agricultural, scenic or conservation easements, which have not been aggressively utilized in the past.
2. Evaluate feasibility of a Transferable Development Rights program. Study alternatives, such as trading residential for commercial rights, or the County purchasing unused rights, to make programs attractive to participants. Include the City in discussions.
3. Encourage formation of land trusts, or other appropriate measures, to address specific conservation needs such as those listed in Table 10.
4. Inventory possible conservation easements with community associations, large property owners and land trusts. Inform property owners of tax and environmental benefits, and encourage them to participate.
5. Investigate Calvert County's loan program in which 501C3 civic groups and land trusts can borrow up to \$1,000,000 for land protection.
6. Develop an ordinance that would automatically transform platted open space to zoned open space. (At present, the County zones some open space because of its development constraints such as floodplains and wetlands. It plats other lands as open space during subdivision or site plan approval. However, the latter is not reflected on land use or zoning maps, thus leading to over-estimates of the amount of land available for development.)

Goal: Implement the Annapolis Neck Greenway.

A Countywide *Greenways Master Plan* was adopted in October 2002. The plan defines three basic types of greenways. Ecological greenways have the primary objectives of preservation and of serving wildlife by protecting minimum habitat requirements. Recreational

greenways primarily serve people by creating an off-road trail network. Finally, ecological greenways with recreational use are those that provide opportunities for walking, bicycling, and nature enjoyment in selected ecological greenways. As part of the master planning process, specific criteria were established which determine the suitability of an area under study for inclusion in the *Greenways Master Plan*. While the adopted greenway system is primarily an ecological greenway, the system does include some recreational segments that connect to national greenway trail systems, such as the B&A Trail and the South Shore Trail.

Within the Annapolis Neck small planning area, the greenway system includes a segment extending from the Church Creek headwaters to Quiet Waters Park. It includes the wooded portion of the Crab Cove development adjacent to Church Creek and placed under conservation easement, the Masque Farm/Crystal Spring Farm area, and the Hunt Meadow wooded open space area. This greenway system is shown on Map 18 at the end of this chapter. In addition, Map 10 in the Natural and Historic Resources chapter shows the relationship between the Greenway and the Natural Area Network.

Recommendations

1. Pursue additional funding for the purchase of land for the Annapolis Neck Greenway, Natural Area Network, and the Pedestrian and Bicycle Plan if easements and other strategies prove inadequate. Identify sites for investigation, such as the vacant land adjacent to Quiet Waters Park, Homeport Farm, Bestgate Road area, along Weems Creek, and Priest Point.
2. Target forest mitigation efforts to areas designated for the greenway where possible.

Goal: Minimize impervious surfaces in new or revitalized development to reduce stormwater runoff.

Recommendations

1. Reduce retail parking by establishing maximum as well as minimum parking requirements.
2. Encourage multi-level parking to reduce land required for parking and increase green space.

III. Growth Management

Goal: Recognize the Annapolis Neck as a major economic center and focus growth in designated activity centers.

Attractive and convenient sites are necessary to attract new businesses and offer a wide range of employment opportunities.

Recommendations

1. Do not permit additional commercial intrusion outside the PGMA.
2. Activity centers should encompass the full range of needs for business sites and employment opportunities. Encourage a mix of residential, employment and commercial uses in these centers.
3. Limit new commercial development to designated activity centers to reduce travel time between housing, jobs and services as described in Chesapeake Bay Foundation’s Network for Livable Communities. Restrict new commercial development to these centers to provide easy access.
4. To offer diversity in employment opportunities, encourage high tech and scientific businesses at the level of community activity centers.
5. Comply with the dictates of Smart Growth for directing development to areas with existing or planned adequate infrastructure and facilities.
6. A preliminary identification of some existing activity centers follows. These locations are shown on Maps 2 through 5 in the Plan Concept section.

a. Parole Growth Management Area:

- 1) Parole Town Center: North of Aris T. Allen Boulevard, between Jennifer Road and Solomons Island Road. Mixed uses include regional retail, restaurant, offices and services and high density residential.
- 2) Riva: Along Riva Road south of Aris T. Allen Boulevard. Extends north along Harry S. Truman Parkway and south to the Science Center on Admiral Cochrane Drive. Mixed uses include office, governmental, administration, medical services, research and high tech, hotel and restaurants.
- 3) Annapolis Mall/North Parole: North of Jennifer Road. Extends east along Bestgate Road and west along Defense and Generals Highways. Mixed uses include a regional mall, retail, hospital, offices, hotel and restaurants and high density residential.

b. Outer West Street [City]: Along Chinquapin Round Road and outer West Street, extending east from Hicks Avenue to Legion Avenue. Mixed uses include retail, wholesale, industrial, warehousing and storage.

- c. **Inner West Street [City]:** Extending along West Street from Russell Street through the new Taylor Avenue Circle to historic downtown Annapolis. Mixed uses include office, retail, restaurants, galleries, and residential and related services.
 - d. **Historic Downtown Annapolis [City]:** Downtown Annapolis functions as a single integrated mixed use center with government, higher education, retail, office, entertainment and residential functions. Uses include State, County and City government, the U.S. Naval Academy and St. John's College, offices, small shops, hotels, galleries, restaurants, bars and maritime facilities. Residential use is intermixed throughout the center.
 - e. **West Annapolis Center [City]:** Rowe Boulevard to Annapolis Street and from Taylor Avenue to Melvin Avenue. Mixed uses include retail, office, restaurant and residential.
 - f. **Eastport Center[City]:** At the intersection of Bay Ridge Road and Chesapeake Avenue, on 4th Street between Severn and Chesapeake Avenues, and along the shores of Spa and Back Creeks. Mixed retail uses are concentrated on Bay Ridge and 4th Streets, and maritime uses and services are clustered along the creeks. Residential use is intermixed throughout the center.
 - g. **Outer Neck Center:** Along Bay Ridge Road from Hillsmere Drive to Edgewood Road. Mixed uses include retail, restaurant, office, maritime and residential.
 - h. **South Shore Center:** Along Forest Drive from Chinquapin Round Road to Newtowne Drive. Mixed uses include: retail, office, State Office, and residential and related services.
- 7. Provide appropriate land use and zoning standards for activity centers.
 - 8. Classify all activity centers by function, and identify problems and opportunities for each center. Require coordinated and integrated development or redevelopment. Designs should stress the importance of central squares or plazas to provide outdoor meeting places, with convenient service, for people to linger and relax.

Goal: Revitalize existing older neighborhoods and activity centers.

Recommendations

- 1. Maintain high creative standards for the redevelopment of Parole Center.
- 2. Provide assistance to homeowners to revitalize homes such as along Old Annapolis Neck Road, the north and south sides of Bestgate Road and Oak Court.

Goal: Expand the application of Transit Oriented Design concepts.

Recommendation

1. Embody the planning concepts normally associated with bus and van transit modes. At stops or stations provide adequate site area for dedicated vehicle boarding and discharge lanes, bicycle storage racks and shelters. Arrange stops for easy and direct pedestrian access from nearby retail and residential areas.

IV. Meeting Peoples Needs

Goal: Increase public access to the Chesapeake Bay and its tributaries.

Recommendations

1. Conduct a professional study to develop a plan for limited public access to the shore and water along the Annapolis Neck peninsula. The purpose of this plan would be to identify sites where the shore and water can be accessed by the public. The planning process should include the following steps:
 - a. Identify potential sites for public access.
 - b. Develop funding sources for site acquisition.
 - c. Include established sites on any appropriate County maps.
2. Develop and implement plans for over-the-beach launching of canoes, kayaks and rowboats.

Goal: Create more active recreation opportunities.

Recommendation

1. In reviewing development proposals, pursue more creative and innovative ideas for provision of recreation areas.

Goal: Provide affordable housing for all ages and economic levels of the population.

Recommendations

1. Provide a range of housing densities and types near activity centers to achieve a broader range of housing choice, with higher density housing located in or near the core of the center, and low-medium housing densities moving outward from the center. Activity centers should be considered as possible receiving areas under a Transferable Development Rights program, should the County adopt such a program.
2. Evaluate an inclusionary housing program which would require some affordable and subsidized housing in all new residential developments. Use proven and nationally recognized available models.

Goal: Encourage and promote creative and desirable forms of development and a simplified design review process. Discourage undesirable conventional proposals.

Recommendations

1. In order to promote innovative development design, such as clustering, offer bonus density in appropriate areas and expedite processing for development proposals. Another approach would be to penalize the density allowed when conventional large lot developments are proposed.
2. Encourage and promote transit-oriented development.

V. Community Design

Goal: Emphasize the importance of place.

Conventional zoning has often proven ineffective in the effort to combat sprawl and to provide development that creates a sense of place. Places are focal points for shared activity. Places are shared spaces where people want to be even if they have no specific reason, such as the Annapolis City Dock.

Goal: Strengthen neighborhoods to serve as the basic building blocks of place making.

Recommendations

1. Map the neighborhoods of the Annapolis Neck in order to understand the shared goals and organization of residents. Graphically show neighborhoods on a plan.
2. Prepare descriptions of all neighborhoods by geographic boundaries, accessibility, and social and economic commonalities.
3. Develop programs, in partnership with residents and associations, for neighborhood improvement. Actions could include adding street trees, building shortcut pathways and bikeways to bus or van stops, sidewalk construction or repair, signage, or adding traffic calming devices.
4. Protect residential areas from adverse impacts due to PGMA development and traffic by maintaining a forested buffer for homes adjacent to the PGMA along the Gingerville Creek drainage area from the PGMA boundary to the waters of the creek; Cowhide Branch from Bestgate Road to Weems Creek; Cabin Branch from Generals Highway to Saltworks Creek; and Broad Creek from US Route 50 to the waters of the creek.
5. Protect Northern and Western Neck residential areas from adverse impacts due to PGMA traffic by providing traffic calming measures on collectors and minor arterials.

Goal: Integrate new housing developments with existing ones.

Recommendations

1. Avoid single entry developments when possible. Provide multiple points of access for both existing and new developments.
2. Encourage neighborhood and community associations to inform their members of the public safety advantage of multiple access points.
3. Prepare plans for land projected for development which show preferred circulation systems and connections to adjacent properties.
4. Revise subdivision regulations to provide pedestrian access and recreation linkage between subdivisions.

Goal: Improve the appearance of major roadways in the Annapolis Neck area.

Roadways are an important element of the environment, and are places on which people spend increasing amounts of time. Beautification will raise property values and tax revenue, as well as add pleasure to our lives.

Recommendations

1. Initiate a Boulevard and Parkway Program to identify, classify and design major arteries, and implement improvements to create a boulevard or parkway character on these roads, as described below:

Boulevard: an urban thoroughfare fronted with buildings, and with walks and buildings on each side separated from the roadway by street trees. Rowe Boulevard near downtown Annapolis is an example of this type of road.

Parkway: a suburban arterial with a landscaped median, and with walks and buildings on each side set well back from the roadway and obscured with trees and dense landscaping. Forest Drive between Hillsmere Drive and Martha Court is an example of this type of road.

Boulevards would occur primarily within activity centers, while parkways would be linkages between centers.

2. Prepare long range plans for the entire length of each boulevard and parkway. Planning teams should include landscape architects, urban designers and representatives of pedestrian and pedestrian/bicyclist interests. Plans should evaluate impacts on adjacent land uses. Implement in phases as budget permits.

Goal: Strengthen landscaping requirements.

Too often mature trees are eradicated and replaced with minimal new growth. Landscaping is typically limited to the edges of new development. Commercial and residential development is inadequately screened and separated from adjacent roads.

Recommendations

1. Emphasize preservation of existing woodlands for landscape buffers along arterial and collector roads for both residential and commercial uses. Add understory plantings as a transition from conserved to developed areas.
2. Add standards for understory shrubs and ground cover to the County Landscape Manual requirements.
3. Modify landscaping requirements for parking lots in commercial and multi-family developments to increase internal green area requirements, and integrate the Stormwater Management Ordinance planting requirements for bioretention facilities with the Landscape Manual requirements, so that landscape credit is earned for plantings in bioretention facilities.
4. Require 50% of plant material to be from a County approved list of environmentally friendly species.
5. Improve maintenance of landscaping and facilities for parks, and for both public and private landscaping along roadways.
6. Encourage the burying of overhead power and communication lines in new development and redevelopment projects.

Goal: Review and update sign regulations.

Recommendations

1. Evaluate allowable sizes and design standards, and develop more restrictive standards.
2. Require design unity among signs within commercial or mixed use activity centers.
3. Shorten time limits for temporary political campaign and real estate advertising signs.
4. Install larger cross-street signs on major arteries and place them to give advance notice of pending intersections.



Annapolis Neck Small Planning Area

*Locations of Site-Specific
Land Use Recommendations*

Annapolis City
Existing Land Use Classification

- Commercial
- Light Industrial/ Utility
- Maritime
- Naval Academy
- Open Space
- Public / Semi-Public / Institutional
- Recreation
- Residential
- Vacant

MAP 17

Proposed Land Use

- Rural
- Residential - Low Density
- Residential - Low Medium Density
- Residential - Medium Density
- Residential - High Density
- Commercial
- Industrial
- Natural Features
- Maritime
- Parole Growth Management Area
- Government / Institutional

- ✱ Commercial Revitalization area
- Annapolis City Boundary
- 20 Site Reference Number

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**Table 10
Site-Specific Land Use Recommendations**

Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
1	Masque Farm/Crystal Springs, Spa Road	Low & Medium Residential	R-2, R-10	RCA/ LDA	Large open space with mature forest to north. May be divided with relief road.	Seek conservation easement or designation as possible TDR sending area. If not possible, County to consider woodland preservation district or acquisition of heavily wooded land to North currently zoned R-10. May be future need for multi-use trail or greenway easement through property. Recommend low density cluster development in open southern portion.
1a	Corner of Bay Ridge Ave. and Carrollton Road (tax map 57, P.180)	Low Residential	R2	n/a	Historical significance. Community designed by Olmstead. 5-acre wooded area at entrance to Annapolis Roads.	Investigate Program Open Space or other funding sources and/or conservation easement. Contact HOA and land trusts.
1b	Parcels in Boyd's Cove watershed (tax map 50, P.153, 171, 259)	Low Residential	R5 (R2 is proposed; see Table 9)	LDA	Stormwater from parcels drains under County Road into Boyd's Cove.	Property owners should work with the County and adjacent community to preserve green space and ensure the protection of Boyd's Cove, including investigating methods to preserve open space and seek conservation easements on these parcels, and discuss a range of conservation options.

Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
2	Admiral Cochrane Drive extended, Spruill property, Annapolis Route 2 LLC and Wharton Annapolis LLC property, and nearby properties.	PGMA	R2	n/a	Residents concerned about intensified development.	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 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.
3	Hillsmere/Bay Ridge Ave. commercial activity area (Outer Neck)	County - Low Residential & Commercial; City - Mixed Use center	C-1, R-2	n/a	Properties located in both City and County, mostly fragmented commercial development.	County designate as redevelopment area. Study and implement best reconnection from Hillsmere Drive to Old Annapolis Neck Road.
4	Belle Grove Corp., Severn Grove Road	Low Residential & Natural Features	R-1	RCA	Currently in subdivision process.	As a condition of approval of the development 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.
5	Brilliant Property, Bestgate Road	Low-Medium & Low Residential, Rural, & Natural Features	R-5, R-1, OS	n/a	Property sets the tone for development along Bestgate Road outside of the PGMA.	Retain current land use designation and zoning. Seek conservation easement on rear of property containing steep slopes and forested areas.

Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
6	Priest Point on the Severn River, Riverview Ave.	Natural Features	OS	RCA	17-acres of mature forest on waterfront property.	Investigate Program Open Space or other funding sources and/or conservation easements.
7	Scheckels Farm, Harness Creek Road	Rural	R-2	RCA	Existing working farm with rural character.	Seek easement through land trust or other methods for preservation of agricultural uses.
8	Carr Property, Bestgate Road	Low Residential, Rural, Natural Features	R-1, OS	n/a	Proximity of PGMA could increase land use and density.	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.
9	Bog and pond, Hidden River View Road, adjacent to Fishing Creek	Natural Features, Low Residential	OS, R-1	RCA, LDA	Possible future recreation site in community open space. Rare saltwater bog.	Seek easement through land trust or other methods for preservation.
10	Waterfowl wintering area, NW of Marshy Point at mouth of South River	Natural Features	OS	RCA, LDA	Seek more protection for habitat.	Protect habitat area in perpetuity. Designate surrounding water as sensitive area by DNR.
11	Land adjacent to Quiet Waters Park, Old Annapolis Neck Road	Low Residential	R-2	n/a	Some undeveloped land adjacent to Quiet Waters Park.	Investigate as possible site for additional active recreation uses.
12	Homeport Farm, MD Route 2	Low Residential	R-2	RCA	Proposal for active recreational facilities underway.	Property owners should work with the County to allow residential redevelopment of the property with protection of Church Creek and provision of recreation area with public access to water by canoe and kayak.

Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
13	Hunt Meadows subdivision, community open space	City	R-1 - City	n/a	Annapolis city property. Mostly wooded area . Great buffer for community aesthetics and wildlife.	Work with HOA and land trusts regarding conservation easement.
13a	Annapolis Middle School, Forest Drive	Government/ Institutional	R2	n/a	Large portion of facility unused.	Maximize use for recreational purposes, particularly after school opportunities for latch key children.
14	Chrisland Property, Bywater Road	City	R-1 - City	RCA, LDA	Property located in City of Annapolis. Need for recreational facilities to serve medium density housing in the area.	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.
15	Annapolis Roads, Rosenweig Property (Parcel 181)	Low Residential	R-2, OS	RCA, LDA	Historical significance. Community designed by Olmstead. 32-acre vacant wooded parcel adjacent to Annapolis Roads golf course.	Investigate Program Open Space or other funding sources and/or forest conservation easements. Contact HOA and land trusts. Consider RLD zoning in order to make the environmental protections included in the RLD zone applicable to this environmentally sensitive property.
16	Tuscany subdivision, Arundel on the Bay Road	Low Residential	R-2	LDA	Currently in subdivision approval process.	County require community open space to be preserved as open space and seek conservation easement.
17	Plattner Trust Property, Coover Road	Low-Medium Residential, Natural Features	R-2, OS	RCA	Newly built subdivision.	Preserve community open space.

Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
18	Blackwalnut Cove subdivision, community open space	Low Residential	R-2, OS	RCA, LDA	Forested and wetland areas.	Contact HOA and land trusts regarding conservation easement.
19	Annapolis Cove south of Bay Ridge Ave., community open space	Low Residential, Natural Features	R-2, OS	RCA, LDA	Forested & wetland areas.	Contact HOA and land trusts regarding conservation easement.

Items 20 through 32 are single family residential sites of significant community importance due to prominent location, environmental features, historic value or size and open space which are desirable to preserve in their current use. The Plan recommends meeting with the property owners to discuss a range of conservation options, such as land trusts, conservation easements, and State and County programs such as Land Stewardship Referral Service-DNR, Partners for Wildlife-Fish and Wildlife, and Rural Legacy which could offer benefits to owners who forego development.

Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
20	Crab Creek Farm and Horse Farm on Ferry Point Road	Rural	R-1	RCA, LDA	Preserve rural character and residence.	Meet with owners to discuss a range of conservation options.
21	Arundel on the Bay, Sandpiper Lane	Low Residential	R-2	LDA	9-acre heavily wooded parcel.	Meet with owners to discuss a range of conservation options.
22	Johnston Property, Old South River Road	Low Residential, Natural Features	R-1, OS	RCA	19-acre wooded site.	Meet with owners to discuss a range of conservation options.

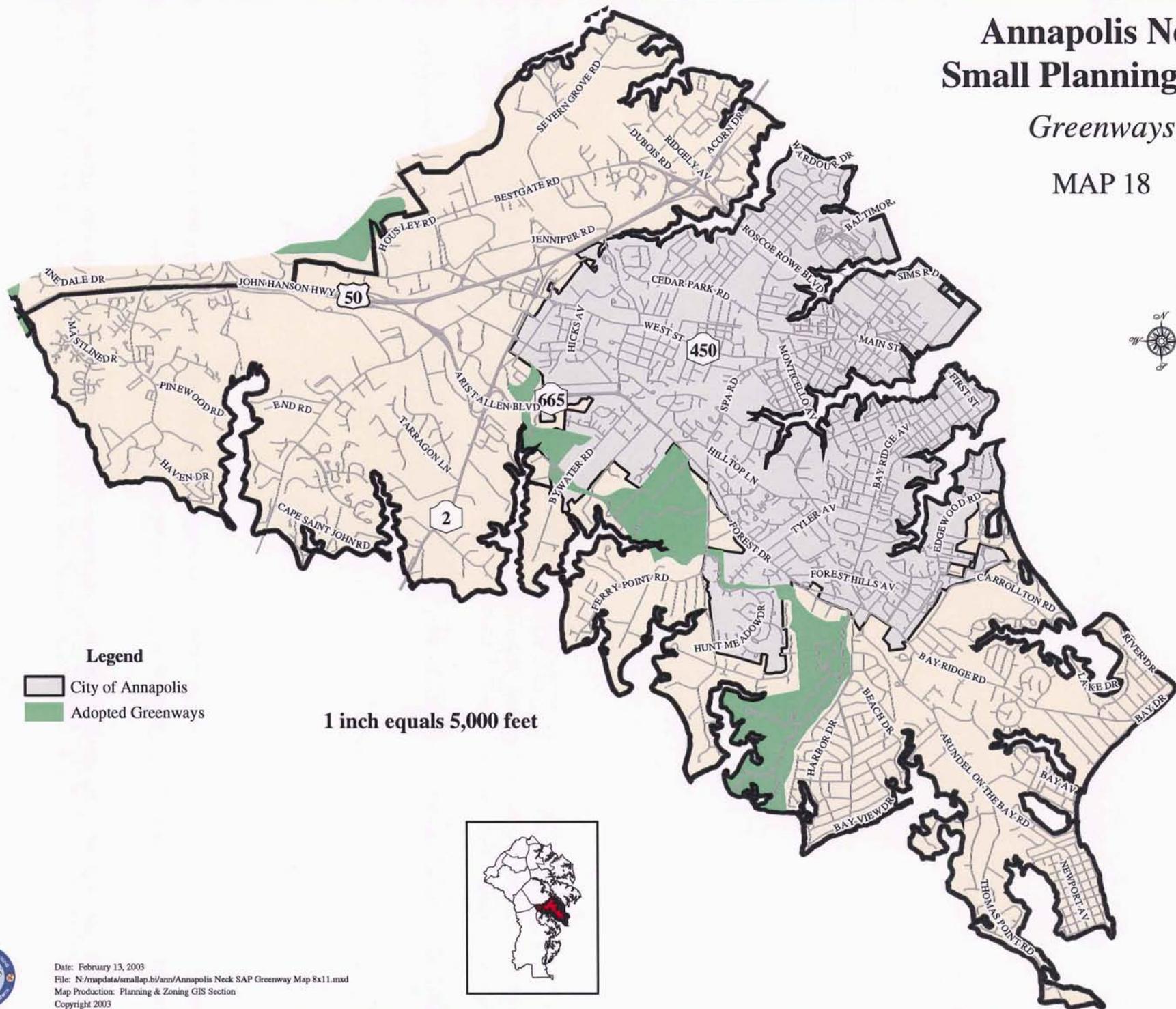
Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
23	Pyles Property, Riva Road	Low Residential	R-2	LDA, RCA	14-acre property mostly wooded, adjacent to Broadview Estates	Meet with owners to discuss a range of conservation options.
24	Parcels at Church Creek headwaters, Pythian Drive, Elks Lodge, Vineyard Road	Low Residential & Natural Features	R-2, OS	RCA, LDA	Sensitive wooded area at headwaters of Church Creek.	Meet with owners to discuss a range of conservation options.
25	Cornell Property, Arundel on the Bay Road (Parcel 102).	Low Residential	R-2	RCA, LDA	Residential site of significant community importance. Desirable to preserve in current use.	Meet with owners to discuss a range of conservation options.
26	Cornell Property, Arundel on the Bay Road (Parcel 104)	Low Residential	R-2	RCA, LDA	Residential site of significant community importance. Desirable to preserve in current use.	Meet with owners to discuss a range of conservation options.
27	Callahan Property, Bay Highlands Drive (Parcel 149)	Low Residential	R-2	RCA, LDA	Residential site of significant community importance. Desirable to preserve in current use.	Meet with owners to discuss a range of conservation options.
28	Schneidwind Property, Bay Highlands Drive (Parcel 107)	Low Residential	R-2	RCA, LDA	Residential site of significant community importance. Desirable to preserve in current use.	Meet with owners to discuss a range of conservation options.

Reference No.	Property / Location	Land Use Map Designation	Current Zoning	Critical Area	Issues	Recommendations
29	Blackstone Property, Bay Highlands Drive (Parcel 99)	Low Residential, Natural Features	R-2, OS	RCA, LDA	Residential site of significant community importance. Desirable to preserve in current use.	Meet with owners to discuss a range of conservation options.
30	Singleton Property, Arundel Road on Oyster Creek (Parcel 163)	Low Residential & Natural Features	R-2, OS	RCA	Residential site of significant community importance. Desirable to preserve in current use.	Meet with owners to discuss a range of conservation options.
31	Horse farm adjacent to Red Dove commercial property (Parcel 148), MD 2 near South River bridge	Low Residential	R-1	RCA	8-acre horse farm. Preserve rural character.	Meet with owners to discuss a range of conservation options.
32	Properties adjacent to Masque Farm (Parcels 245, 248, 258, 349)	Low Residential	R-2	RCA, LDA	Residential sites of significant community importance. Desirable to preserve in current use.	Meet with owners to discuss a range of conservation options.

Annapolis Neck Small Planning Area

Greenways

MAP 18



Legend

- City of Annapolis
- Adopted Greenways

1 inch equals 5,000 feet



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Transportation

Existing Transportation System

The transportation system on the Annapolis Neck consists of the road network, transit network and pedestrian and bicycle system. Since adoption of the *Parole Urban Design Plan* in 1994, there have been more active transportation projects on the Annapolis Neck than anywhere else in the County. New roads are being planned, designed and built. Improvements to the transit network are being identified. Pedestrian and bicycle improvements are being constructed. This section describes the existing and planned transportation network serving the Annapolis Neck as well as proposed improvements.

The Road Network

The Annapolis Neck is accessed by three freeways: I-97, US 50/301 (I-595), and MD 665 (Aris T. Allen). It is also served by several principal arterials including MD 178 (Generals Highway), MD 450 (West Street), and MD 2 (Solomons Island Road). Minor arterials that provide access include Forest Drive, Bay Ridge Road, Bay Ridge Avenue, Rowe Boulevard, Bestgate Road, Housely Road, MD 450 (Defense Highway), Crownsville Road, a portion of South Haven Road, Harry S. Truman Parkway, and Riva Road. The road network serving the Annapolis Neck is shown on Map 19.

Annapolis is an important regional center. However, because of its geography as a peninsula, the Greater Annapolis area lacks inter-connectivity which currently results in providing little relief in handling peak traffic demands and emergencies. Thus, road and intersection capacity on the Annapolis Neck is stressed in a number of key places. This creates major road adequacy of facilities concerns. Road improvement projects are underway or being studied to help improve circulation and capacity. These are shown in Table 11 and on Map 20.

The Transit Network

Annapolis Transit provides fixed route and route deviation paratransit bus service within the planning area. Service is provided along Forest Drive, Main Street, West Street, Hilltop Lane, Spa Road, Edgewood Road, Bestgate Road, the Annapolis Mall, Annapolis Harbour Center and Eastport. Annapolis Transit also provides fixed route service from Annapolis City Hall to the BWI Airport, BWI MARC Station and Arundel Mills Mall. The Maryland Transit Administration (MTA) provides transit service through the planning area with the route origin and termination locations lying outside of Anne Arundel County.

There are four major MTA transit routes providing service to the Annapolis Neck. The #14 line originates at the Navy Marine Corps Memorial Stadium, stops at several locations in Anne Arundel County and terminates service at the Patapsco Light Rail Station. The #210 originates at the Kent Island Park and Ride, stops at various locations in Anne Arundel County including the Navy Marine Corps Memorial Stadium and terminates service in downtown Baltimore City. The #921 originates at the Navy Marine Corps Memorial Stadium, has several

Annapolis Neck Small Planning Area

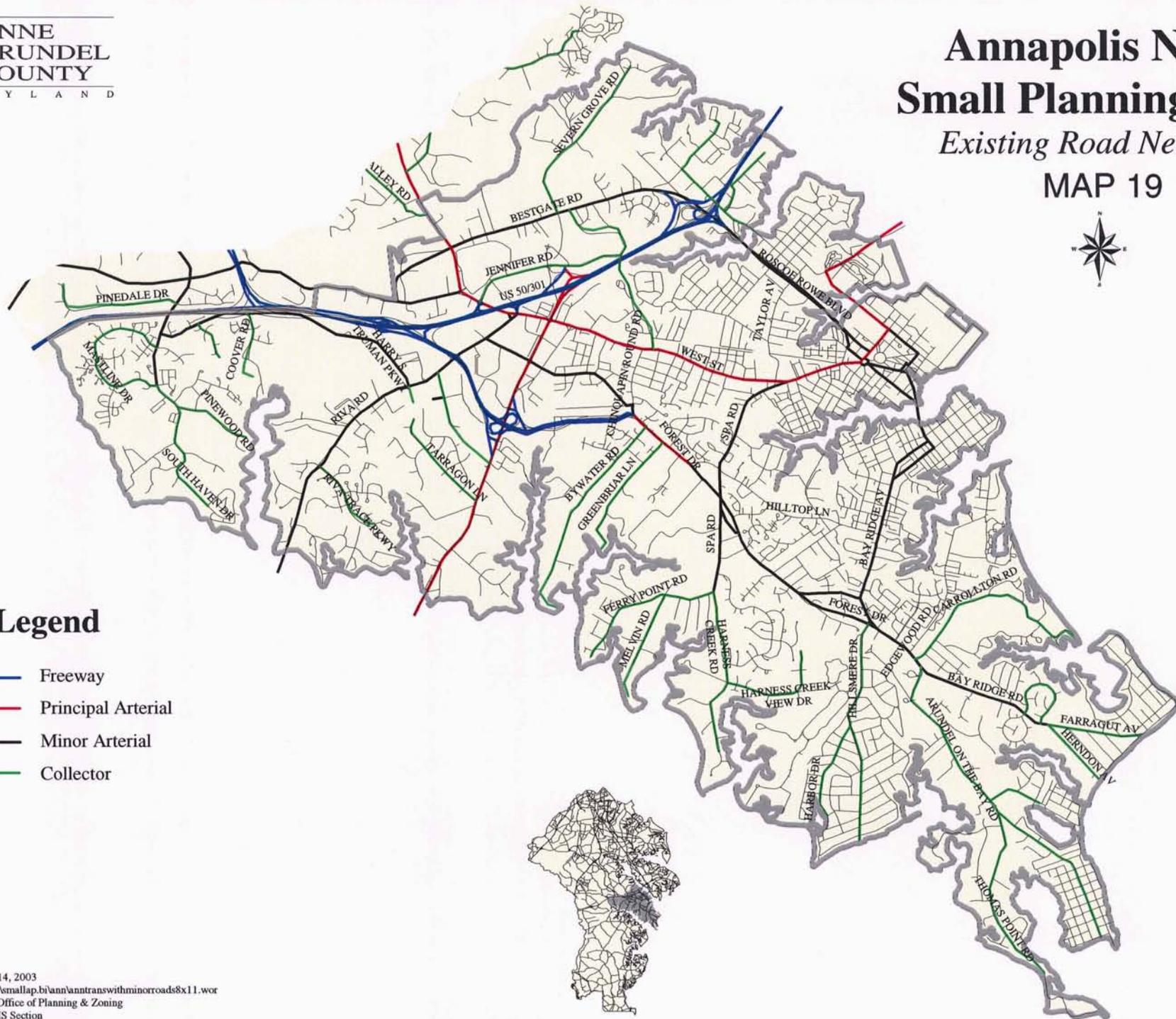
Existing Road Network

MAP 19



Legend

- Freeway
- Principal Arterial
- Minor Arterial
- Collector



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stops in Annapolis, and terminates service in Washington D.C. The #922 and #950 provide service between Kent Island and Washington D.C. with stops in Annapolis. New transit service to Edgewater is planned to begin in 2003.

The Trailways bus company operates limited intercity transit service to Annapolis on a layover basis. Taxi service is also provided in the area. The Navy Marine Corps Memorial Stadium lot and the Harry S. Truman Park and Ride lot are the only park and ride facilities located within the Annapolis Neck Planning Area.

Table 11. Annapolis Neck Current Transportation Improvement Projects

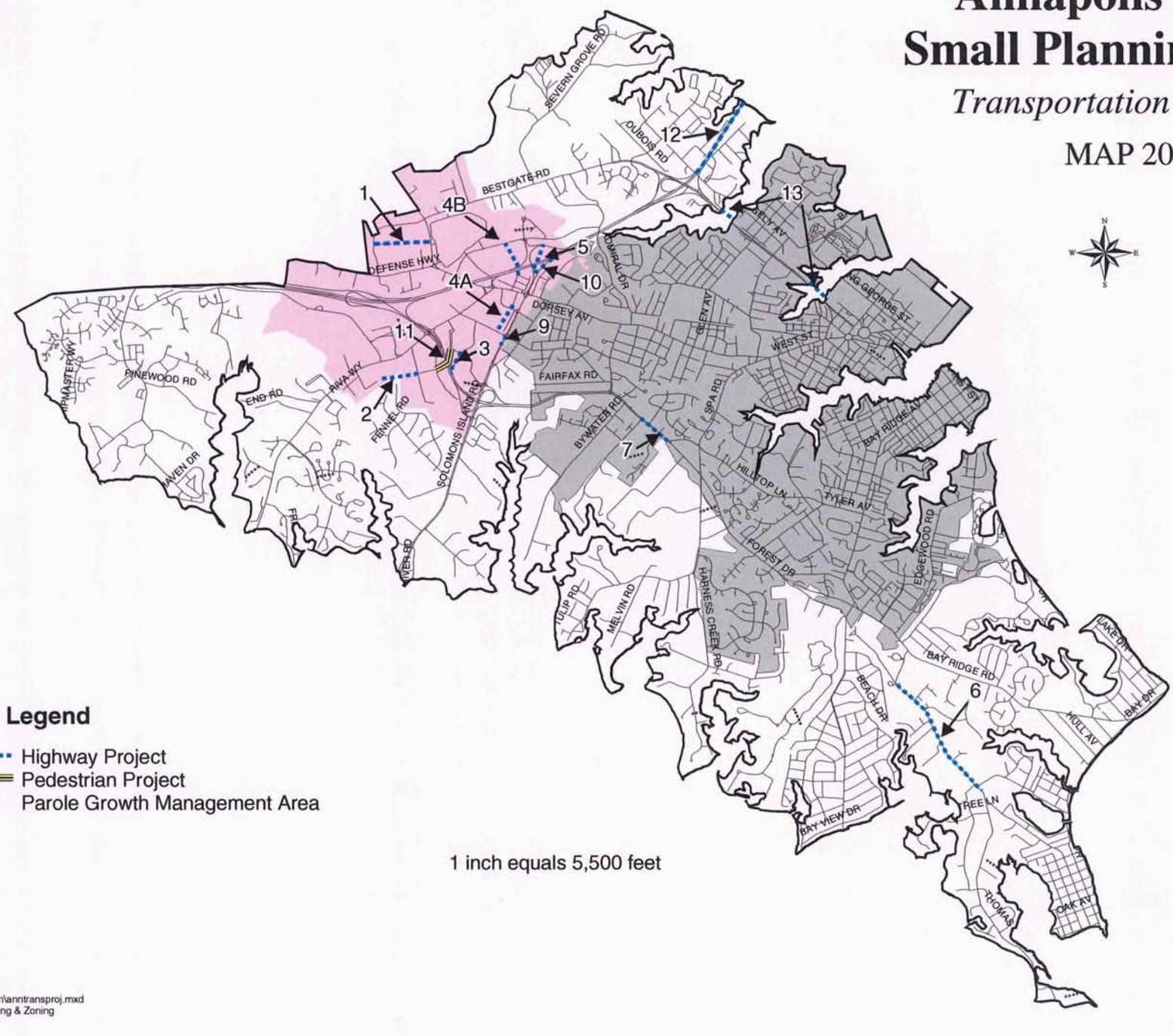
Map Ref #	Project	Description	Status
<i>County projects</i>			
1	Gateway Village Drive	Connector road between Generals Highway and Housley Road extended	Funded for purchase of land; will require re-subdivision of Sam's site and right-of-way through an SHA maintenance yard.
2	Harry S. Truman Parkway Extended	Extension of Truman Parkway from east side of Riva Road north to Admiral Cochrane Drive	Section east of Admiral Cochrane Drive complete; remainder under construction with development of Annapolis Technology Park.
3	Riva Town Center Boulevard	Connect westbound ramp from MD 665 at Annapolis Harbour Center to Festival at Riva and Forest Plaza Shopping Centers	Preliminary design complete. No funding or wetlands permit for construction.
4A	Holly Avenue	New road between Forest Drive and West Street through Parole Plaza	To be built with redevelopment of Parole Plaza.
4B	Holly Avenue extended	Connector road between West Street and Jennifer Rd.	This is one alternative being considered for the future.
5	Jennifer Road Ramp	Road connection and bike/pedestrian trail between MD 2/MD 450 and Jennifer Road	Under construction
6	Arundel on the Bay Road	Road realignment and safety improvements near Bay Highlands Road and Thomas Point Road intersection	Phase 1 - signal design funded and underway. Phase 2- funding approved for design, right-of-way acquisition and construction in FY03.

Map Ref #	Project	Description	Status
7	Forest Drive	Construct a third lane on south side between Hilltop Road to west entrance of MAIF	Design
8	Parole Intermodal Transit Facility	Planning for location	Feasibility
9	MD Rt. 2 Left Turn	Construct a second left turn lane from northbound MD 2 to Forest Drive	Design
State Projects			
10	US Route 50/301 Ramp Addition	Provide a ramp connection from Jennifer Road to US 50/301	Under construction
11	Parole Pedestrian & Bike Overpass	Construct a pedestrian/bike connection from the Spruill Road/Womack Drive/Admiral Cochrane Drive area to Annapolis Harbor/Festival at Riva area	Conceptual design; no funding or approved capital project
12	US Route 50 Sound Barriers	New noise barriers along U.S. 50 from Ridgely Avenue to the Severn River Bridge	Under construction (joint State/County funding)
13	Rowe Boulevard Bridge Replacement	Replace College Creek and Weems Creek Bridges	Design
Studies			
14	Forest Drive Relief Road Study	Determine whether a road south of the existing Forest Drive from Aris T. Allen Boulevard to Spa Road would provide relief to traffic congestion	Complete



Annapolis Neck Small Planning Area Transportation Projects

MAP 20



Legend

-  Highway Project
-  Pedestrian Project
-  Parole Growth Management Area

1 inch equals 5,500 feet



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 GIS SECTION
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The Pedestrian and Bicycle Network

Within new subdivisions and commercial areas, sidewalks are generally provided. However, in older communities and along older collectors and arterials, sidewalks were either not constructed, do not meet current standards, or are not continuous. Thus, connectivity is inadequate and there is a need to back-fit or improve sidewalks.

During the period when most of the roads in the PGMA and residential areas were constructed, focus was on vehicle travel only, and bicycle pathways were not provided. Although within many communities children and adults can ride bicycles safely, such is not the case on some collectors and most arterials. To provide connectivity among neighborhoods, schools, parks, and business areas requires a bicycle network.

Some intersections have been provided with striped crossways and controls for crossing intersections. Others have not. Safe crossings are particularly a concern where principal and minor arterials intersect and where children and families use pathways.

Transportation Planning Efforts

The Annapolis Neck Small Planning Area is a peninsula that contains the historic City of Annapolis, a major international tourist and urban center, the seat of Maryland's government and the U.S. Naval Academy. During peak traffic hours and special events most of the major roadways in the planning area are congested and subject to major delays. The Annapolis Neck planning area is predominantly developed, with few undeveloped large tracts of land. The ability to construct or widen roadways and provide transit services is limited somewhat by the historic character of Annapolis, the intensity of development, high cost, environmental restrictions and citizen resistance.

Given the unique character of the Annapolis Neck Planning Area, highway improvements alone cannot resolve all future transportation problems unless demand for the single occupant vehicle is decreased. Aggressive programs to promote ridesharing and the use of transit need to be implemented. Potential park-and-ride sites should be identified to support transit and ridesharing efforts. Several planning efforts are underway to address some of these issues.

The Annapolis Regional Transportation Management Association (ARTMA) is a public/private partnership for the Greater Annapolis Area which facilitates cooperation between government agencies, business and the general public concerning transportation issues. They currently manage the greater Annapolis area ridesharing program for Anne Arundel County, run a holiday shuttle service between ARINC, IIT and the Annapolis Mall and manage a guaranteed ride home program in the Annapolis area. Their resources could be utilized to address many of the aforementioned vehicular usage reduction strategies.

Several completed and ongoing studies that specifically address transportation issues could impact the Annapolis Neck area since the entire peninsula shares the same road

infrastructure. Congestion in one part of the peninsula results in traffic being diverted to roads in other parts of the peninsula.

The Parole Transportation Needs Study (PTNS) (2/98) was initiated to address weekday AM and PM peak period traffic congestion in relation to planned development activities within the Parole Growth Management Area (PGMA).

“The data collected and analyzed for the study indicates that a continuous process of roadway design and construction will not meet the forecasted transportation demand within the PGMA. The 2020 forecasted PGMA transportation demand would require the reconstruction of MD 2 as a 10-lane arterial roadway, of Riva Road as an 8-lane arterial roadway, of MD 450 as a 6-lane arterial roadway, and an expansion of all interstate access points within the PGMA. Based on existing roadway geometrics, land uses and current design standards, none of the required arterial roadway widenings could be achieved within minimum safety standards and the geometric condition of all existing interstate access points, within the PGMA, except the MD 2/US Route 50 interchange, precludes the addition of new ramps or the widening of old ramps.”

The study concluded that the planning goals outlined in the Parole Plan “may need to be modified due to the constrained PGMA transportation network”, and that a long-term cumulative plan to enhance and improve the PGMA transportation network was needed.

As a result, a Parole transportation model based on the Baltimore Metropolitan Transportation Model (BMC) was developed by a consultant to the County. The model will be used to project long-term road and transit needs to serve projected growth, to assess development impacts of new projects, and to determine a mandatory fair share infrastructure contribution for new development projects. Preliminary findings concur with the above PTNS in that no feasible road network within Parole could be developed to solve the projected traffic congestion. Additional alternatives will be examined, including a complete Transit Plan, once current data on new demographics and land use are available to update the BMC model to include the 2000 base year and the forecast 2025 projections are available.

In addition, the Parole Pedestrian-Bicycle Circulation Plan (9/99) sets out a detailed concept plan for developing safe, attractive, and convenient routes to walk and bicycle through Parole. One of its goals is to improve overall movement and traffic circulation by increasing opportunities for pedestrian and bicycle movement, diverting trips from roads and contributing to travel demand management. There is a need to implement the missing pieces and new connections needed to complete a bicycle/pedestrian system in the Annapolis Neck Small Planning Area to link the commercial and recreational activity centers and residential areas.

Along with the studies completed for the Parole area, Anne Arundel County, in conjunction with the City of Annapolis, conducted the Forest Drive Relief Road Alignment

Study (5/99) to determine the feasibility of a relief road parallel to the existing Forest Drive. The study looked at alternative alignments to reduce congestion along Forest Drive. The City and County have been working with property owners to identify appropriate areas to preserve for possible future right-of-way should a new road be deemed necessary. However, the study concluded that the only alternative that provided significant relief to the traffic congestion on Forest Drive was to widen it from four to six through lanes from Gemini Drive to Hilltop Lane and to eight through lanes from Hilltop Lane to Chinguapin Round Road along with adding additional turn lanes.

The two jurisdictions are also involved in a joint transit development plan study. This study will identify opportunities for utilizing transit services in other parts of the County and how these may be implemented. The City and County, along with the State of Maryland, have also agreed to conduct a transportation vision plan for the Annapolis area and nearby region. This plan will identify a long range transportation vision for the area. An additional City/County joint transportation endeavor has been working together toward the creation of a multi-modal transportation center in Parole. Map 18 identifies and describes the major transportation projects that may affect the planning area.

The Maryland MTA should perform a feasibility study to determine the potential of extending Light Rail Transit service from the Cromwell Station to Annapolis. This would be consistent with the County's adopted *General Development Plan* and establish a long range plan for light rail in the county.

Transportation Issues

Issues identified by the Annapolis Neck Small Area Plan through discussions and public forums include the need to address traffic congestion on major roads such as Forest Drive, West Street, and Riva Road. The arterial road system serving Parole and Annapolis Neck has not kept pace with the growth in the Parole area and within the Annapolis Neck. The result is general traffic congestion which was identified as the number one concern in public forums. The existing system relies mostly upon highways without the needed internal linkages of a conventional street system. This lack of interconnectedness prevails in both Parole and the Annapolis Neck and offers little relief in handling peak traffic demands and emergencies. Many recommendations of the Parole transportation studies are being recognized as essential and will be high priorities in the new *Parole Growth Management Plan*.

An expanded transit system that is convenient and affordable is needed to serve people who live and work on the Neck. The system should be local and regional, to serve the needs of the greater Annapolis Neck area. Transit should include exploring an expanded water transportation system. Sufficient areas for parking need to be provided so that people who want to drive to a park-and-ride lot or to a transit center are encouraged to do so.

Safety along major roads is also an issue, for drivers as well as pedestrians. Speeding and red light running need to be discouraged through greater enforcement. Sidewalks should be available on most roads and separated from the roadway. More needs to be done to provide for safe bicycle and pedestrian access through the provision of new and improved bikeways and pedestrian ways.

New developments should connect with existing communities. There should be greater efforts made to assure that road and pedestrian connections are made at the time of approval of new developments. Retrofitting of sidewalks should be done over the long term to assure this connectivity.

Goals and Recommendations

I. Roadways and Parking Areas

Because the Annapolis Neck is largely developed, new roads and significant widening of existing roads are very expensive. In addition, the entire Baltimore-Washington metropolitan area has been classified as a Non-Attainment Area with regard to federal EPA air quality standards due to the excessive levels of ozone, a problem which is in large part due to automobile congestion. The area also has a significant number of creeks and stream valleys, along with wooded areas and aquifers, that may be impacted adversely by building roads and parking areas. A major aim when providing new, and improving existing, roads and parking areas will be preserving and enhancing the environment.

Goal: Maintain acceptable levels of service during peak periods along arterials and through intersections within the Annapolis Neck, and effective access into, from, and within the Annapolis Neck.

Recommendations

1. Ensure development and re-development proposals will not, cumulatively, generate traffic that will exceed level of service standards.
 - a. Establish level of service standards for each arterial intersection in the Neck, with due recognition that levels of service for intersections outside the PGMA on through arterials should be better than those near major concentrations of employment and shopping. Initiate actions to relieve congestion that exceeds standards.
 - b. Continue the current requirement that development not be permitted to generate traffic that exceeds level of service standards. County policy should encourage Transportation Demand Management (TDM) measures as well as new construction to mitigate traffic impacts.
 - c. Adopt and apply to development and redevelopment proposals a transportation/land use modeling capability that enables evaluating land use impacts on traffic flows.

2. Recommendations related to planned road construction projects are as follows:
 - a. Continue to explore options to relieving traffic congestion on Forest Drive and present reasonable and feasible alternatives for consideration at public forums.
 - b. Improvements to road segments: MD 178-450 from Bestgate Road to Riva Road, the intersection of US 50 with MD 450 and Riva Road, and the extension of Housley Road.
 - 1) After planned improvements to these road segments are completed, evaluate traffic movement and congestion. Determine if additional improvements are needed . Select and execute cost effective options.
 - 2) Determine the feasibility and cost effectiveness of extending Housley Road to give access to U.S. 50 and I-97 and possibly across U.S. 50.
 - c. Complete the proposed extension of MD 2 to Jennifer Road and improvement of the MD 2/US 50 interchange. Give a high priority to designing and constructing cost effective connections. Provide bikeways along the MD 2 connection to Jennifer Road.
 - d. Construct internal streets for the urban core of Parole and extend Holly Avenue to the Annapolis Mall if feasible.
 - 1) Ensure internal streets called for in the PGMA plan for the urban core of Parole are provided for in development concepts and plans for that area.
 - 2) Determine the feasibility and cost effectiveness of extending Holly Drive to the Annapolis Mall area.
 - 3) Determine the feasibility and cost effectiveness of people-mover concepts, such as the one proposed by Alt Breeding Schwartz, as an internal circulation system within the Parole Town Center.
 - e. Provide paved paths along the extension of Harry S. Truman Parkway to Admiral Cochrane Drive. Provide for trees and other vegetation along road and pathways. Ensure additional development in the area does not generate traffic that would cumulatively exceed level of service standards. Improve the signage and directional indicators at the Aris T. Allen/Riva Road intersection, such as arrows on the road.
3. Increase the number and improve the effectiveness of park and ride areas, and establish transportation centers, for residents, commuters, visitors, and tourists.

- a. At the Harry S. Truman and Navy-Marine Corps Memorial Stadium lots, maintain bike racks where bicycles can be left securely during the day at no cost.
- b. Identify existing parking areas, such as church parking lots, that could potentially serve as small park and ride lots with access to arterials or major collectors. Negotiate appropriate leases or other appropriate use agreements.
- c. Investigate the value and feasibility of establishing a parking authority for the PGMA similar to the one in Prince George's County, including the following elements:
 - 1) Develop parking structures that would serve multiple users to help release surface parking lots for more productive redevelopment or landscaping.
 - 2) Develop park and ride facilities to support both regional transit and the transportation management program.
 - 3) In coordination with the City, develop a parking management strategy that would support revitalization of Inner West Street and the economic viability of outer West Street businesses.

II. Multi-Modal Transportation

Within the boundaries of the Annapolis Small Area, the Parole Town Center, the City of Annapolis, and Edgewater land uses have intensified and are largely urban. Outside them, most land is planned suburban or rural. Thus they define and establish growth boundaries for Greater Annapolis.

The areas outside Greater Annapolis whose residents work or shop in Greater Annapolis, or who come to the PGMA and City for cultural events, recreation or government services, comprise, along with Greater Annapolis, an Annapolis Metropolitan Area (AMA).

Adequacy of transportation resources in any part of Greater Annapolis is impacted by development in any part of the AMA. It is also impacted by travel to, from, and through Greater Annapolis as a Washington/Baltimore Region destination and the State Capital, for Naval Academy events, etc., and by people commuting from more distant areas who use Greater Annapolis freeways and principal arterials to travel through the area.

There is minimal public transportation such as bus service in the Annapolis Neck, Broadneck, Edgewater/Mayo and Crownsville areas. Van and car pool use has diminished from past years. There is a need to promote greater use of these alternative forms of transportation, which would help to reduce both traffic congestion and auto-related air pollution.

Planning and action to address the multiple means of transport involved requires a continuing effort that is coordinated among the City, County, State, and as appropriate, Federal Government, and with outside governments when their development will adversely impact transportation capacity in Greater Annapolis.

Goal: Coordinated and effective provision of multi-modal transportation resources and practices such that transportation capacities in Greater Annapolis effectively support residents, visitors, businesses, and government, and enable through traffic without excessive congestion.

Recommendations

1. Maintain and apply transportation models to land use planning in the Annapolis Metropolitan area; adjust and phase development to ensure adequacy of facilities for Greater Annapolis roads and intersections.
2. Require that appropriate multi-modal transportation capabilities be included in each land use development in Greater Annapolis.
3. Monitor, evaluate, and improve multi-modal transportation capabilities within Greater Annapolis, and from Greater Annapolis to external employment and activity centers, e.g. roads, parking, bus routes, bikeways, transportation centers, park and ride lots, ways to reduce air pollution, ways to finance improvements, guaranteed ride home programs, etc.
4. Provide a report as of September 1 each year to the County Council, City, SHA, Naval Academy, and citizens of the status and effectiveness of multi-modal transportation in Greater Annapolis.

Goal: Increase the use of buses, van-pools, and car pools by residents of the Annapolis Neck and visitors to Annapolis, and the use of vehicles powered by other than gasoline or diesel fuel.

Recommendations

1. Promote the use of car and van pools and bus service for commuting and other appropriate transportation needs. In coordination with the City, fund ARTMA to conduct a continuing and more aggressive information campaign. Seek funding through State and Federal programs. Support guaranteed ride home programs for Annapolis Neck employees who car or van pool. Provide information through motels and travel agents about the availability of alternative transportation to visitors to the Neck.
2. Continue to provide County funding for bus service; seek funds through State and Federal programs.

3. Seek funds through the MTA and other funding sources for alternative fueled vehicles to be operated by the Annapolis Transit System.
4. 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.
5. Investigate the cost effectiveness of additional on-demand transportation systems.
6. Establish County policies and work with businesses, civic groups, and ARTMA to improve air and water quality while improving traffic flow.
7. Work with ARTMA to create user-friendly programs and public/private partnerships that promote ridesharing, transit, and multi-modal transportation alternatives.
8. 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.
9. 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.
10. 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.

III. Safety and Environment

Newer arterials and major collectors, such as Rowe Boulevard, Bestgate Road, Housley Road, South Haven Road, Harry S. Truman Parkway, and Riva Trace Parkway, have tree and other plantings that enhance roadway appearance and that absorb carbon dioxide and intercept particulate pollution. In some locations, plantings and screening are lacking. Older arterials and major collectors do not all have such features.

To reduce noise pollution due to traffic, mitigating measures should be strongly encouraged where analysis indicates traffic-generated sound levels will exceed County standards. Mitigation measure may include noise walls, berms, plantings, and other such measures to absorb and reflect sound. To provide for safety, standards should be enforced to ensure that roads and intersections are safe for travel.

Goal: Improve the appearance, safety, and environmentally friendly nature of roadways and parking lots.

Recommendations

1. In coordination with the City and private land owners, develop streetscape plans for arterials and plans for larger parking lots to improve appearance and environmentally friendly vegetation. For shopping centers, include concepts for visible signage in streetscape plans. Establish an incentive program to encourage private land owners to implement plans.
2. Continue to fund sound barriers along US 50 from Rowe Boulevard to the Severn River Bridge.
3. Request the State to increase plantings along US 50, particularly the area from Rowe Boulevard to the Severn River Bridge.
4. Identify hazardous intersections and refer them to the County Public Works Department for corrective action. Potential hazardous intersections are listed below.
 - a. Jennifer Road with Admiral Drive. (High bank to right blocks sight of cars coming from Annapolis).
 - b. Back exit from Annapolis Plaza with Jennifer Road. (Annapolis Plaza signs block view to left).
 - c. Wilson Road with Ridgely Avenue. (View to left impeded by vegetation).
 - d. Riverview Avenue with Ridgely Avenue. (Cars park on corner blocking view to left).
 - e. Weems Creek Drive with Ridgely Avenue. (High bank and vegetation block view to right).
 - f. Kirkley Road with Ridgely Avenue. (Hill and vegetation block view to the left).
 - g. DuBois Road with Bestgate Road. (Dip in road blocks view to right).
 - h. Old Forest Drive at Forest Drive near Annapolis Middle School. (Visibility poor to the left).
 - i. Old Annapolis Neck Road at its intersection with Forest Drive. (Center plantings block traffic coming from the right).

- j. Keyes Farm or Bay Ridge Nursery and Garden Center. (When leaving to go south the vertical curve creates a blind spot).
- k. Hilltop Lane at Forest Drive.
- l. Left exit from Gingerville to MD 2.
- m. Left exit from Lincoln Heights to Bestgate Road.

IV. Pathways

The County has adopted a Greenways Master Plan and is currently preparing a Comprehensive Pedestrian and Bicycle Master Plan, as recommended in the *General Development Plan*. In addition to, or as part of, these planning efforts, a pathways system serving the Annapolis Neck should be planned which ties into the City of Annapolis pathways system as well as the Countywide bicycle and pedestrian trail system. For example, the Annapolis Neck pathways system could connect into Crownsville via the South Shore Trail, and to Broadneck and the B&A Trail via the Naval Academy Bridge, which is part of the Annapolis pathways system. Funds for building and maintaining pathways can be sought through the State Transportation Secretary's Transportation Enhancement Program, with County matching funds. A proposed plan for a pathways system for the Annapolis Neck is shown on Map 21.

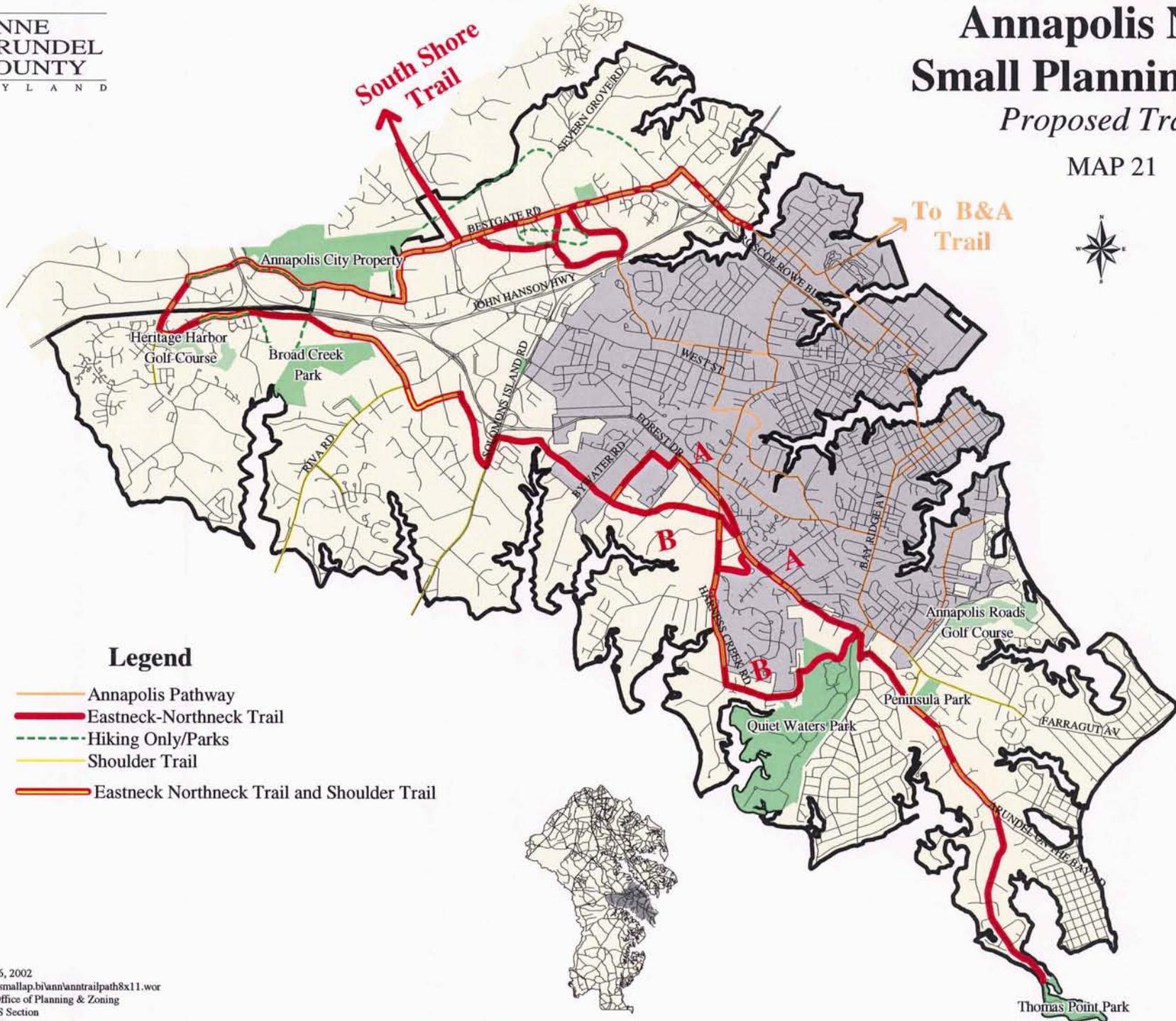
Furthermore, the planned American Discovery Trail and East Coast Greenway will both share a common segment through Annapolis and Parole. These trails will enter Annapolis from Jonas Green State Park via the Naval Academy Bridge and will use a marked combination of local roadways and designated trails within the City of Annapolis to reconnect with Anne Arundel County's planned South Shore Trail in the vicinity of Admiral Drive and Jennifer Road. The combined ADT and ECG will follow the South Shore Trail from Annapolis to Odenton and the WB&A Trail from Odenton to Bowie on their route to Washington, D.C. Until the County trails are complete, the combined trails will follow Defense Highway (MD 450) from Parole to Bowie. A pathways system serving the Annapolis Neck, including neighborhoods within the City of Annapolis, should connect with these long-distance trail systems. With the identification of sites for camping and hostels, long-distance backpackers and bicyclists will have the opportunity to rest and enjoy the Annapolis area while providing economic benefit to the area.

Pathways intended for both walking and biking should be paved unless it is more advantageous to use natural surface trails for storm water management purposes. Bicycle parking areas should be provided at trailheads where needed. To enable enjoyment of stream valleys, natural surface hiking-only trails built to wilderness minimum impact standards are appropriate. These would provide residents with a place to go to escape the urban and suburban environment, and enjoy nature without stress.

Annapolis Neck Small Planning Area

Proposed Trails

MAP 21



Legend

-  Annapolis Pathway
-  Eastneck-Northneck Trail
-  Hiking Only/Parks
-  Shoulder Trail
-  Eastneck Northneck Trail and Shoulder Trail

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Use of bicycles for commuting and shopping is practical on the Annapolis Neck because of the flat terrain and relatively short distances involved. Secure bike racks are essential at appropriate destinations, and in the case of commuters, showers and changing rooms are needed.

Goal: Create an integrated City-County network of pathways that link neighborhoods, parks, schools, stream valleys, waterways, and activity centers with one another and with regional and national trails. Pathways will serve both transportation and recreational needs.

Recommendations

1. During review of new development projects, ensure that planned designs and operating conditions permit safe concurrent bicycle, pedestrian, and vehicle use.

2. For the following roads, plan for pedestrian and bicycle pathways as shown on 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 pathway on the Anne Arundel Medical Center property to the existing pathway 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.
3. 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.

4. 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
5. Community Associations should locate small connector trails and small trail head sites. Possible small local trails are as follows:

- a) Connect immediate neighborhoods with the Hillsmere Elementary School.
 - b) Link parts of the Annapolis Roads community.
 - c) Link Arundel on the Bay Road with Bay Ridge Road either through Keyes Farm and Blackwalnut communities or Peninsula Park and Blackwalnut communities.
6. Provide landscaping or plant trees and other vegetation along pathways where possible.
 7. Residents are encouraged to charter a volunteer Maryland Capital Region Trail Club to assist in planning pathways, build and maintain natural surface trails and camp sites, maintain the right of way for paved trails through vegetated areas, and provide trail patrols on trails through forested areas. The Club would also prepare and maintain descriptions of trails for publication by the County and City. A Forestation Chapter would be formed to put in and care for greenway plantings.
 8. Residents are encouraged to form a small trail club/County trail planners group. In coordination, obtain small scale maps and locate possible routes for pathways on them. Identify property owners from whom easements will be necessary if trails are to be built.
 9. Provide bike racks at County facilities.
 10. 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.
 11. Identify sites for, and develop through public-private action, hostels or camping sites for backpackers and bicyclists following the American Discovery Trail, East Coast Greenway, or other long trails through the area.
 12. Establish construction and safety standards and guidelines for pedestrian, and bicycle paths and road crossings, to include Americans With Disabilities Act criteria.
 13. 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
14. 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.
15. Consider alternative connections for a hiker-biker trail from Hillsmere Drive to Spa Road. Possible alignments to be studied include: a) passing through the northern part of Quiet Waters Park to connect with Taliaferro Road, then following Harness Creek View, Harness Creek, and Spa Roads to Forest Drive; and b) following Old Annapolis Road to its end, then following Forest Drive to Annapolis Middle School and Spa Road.
16. Old Annapolis Road Connector. Provide a two-way pedestrian-bike path between Old Annapolis Road and Hillsmere Drive.
17. Map water trails for use by canoeists, kayakers, and rowboats linking water access points, parks, and greenways. Evaluate water trails on area creeks as well as the South and Severn Rivers, with possible links to parks and other water sites in Broadneck and Edgewater/Mayo. Identify possible sites for water-accessible campsites. Evaluate the following sites as possible water access locations which might allow limited access for boat portage to launching points:
- a) Homeport Farm Park
 - b) Quiet Waters Park
 - c) Truxton Park
 - d) Homeowners Waterfront (with permission)
 - e) Marinas (with permission)
18. 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 Saltwork 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).
19. Designate a pedestrian/bicyclist advocate on the planning staff. The advocate should review all future residential and commercial plans or proposals for development or revitalization for pedestrian and biker safety and convenience.

Utilities

Water and Sewer Service

The public water and wastewater service areas of the Annapolis Neck Small Planning Area are shown on Maps 22 and 23, respectively. As can be seen from the service area maps, not all of the Annapolis Neck peninsula is served by public sewer and water. The County has no public water service on the Annapolis Neck Peninsula south of Church Creek. Some areas have both utilities while others have only one or neither. The County's adopted *Master Plan for Sewer and Water* is the policy document for the provision and timing of public sewer and water. This policy is based largely on the *General Development Plan* and Small Area Plans.

The City of Annapolis treats and supplies all public water to its customers and utilizes the Annapolis Water Reclamation Facility (WRF), under agreement with the County, for the processing of wastewater generated within its corporate boundaries. While the County is cognizant of the City's needs, the City of Annapolis performs its own planning and development strategies and both entities interact on an as needed basis for these services.

In areas where public sewer and water are not provided, private wells and septic systems are used to provide these services. These systems are maintained privately by homeowners and businesses.

Water Supply

The area covered by public water service is called the Broad Creek 210 Water Pressure Zone (WPZ). The County operates and maintains 5 wells in the Broad Creek area that are capable of producing up to 6.9 MGD (millions of gallons per day). The Water Treatment Plant is capable of treating 6.88 MGD with a storage capacity of 4.25 MGD to meet an average daily demand of 2.1 MGD. The City of Annapolis (WPZ173) utilizes 6 wells and is capable of treating 10.0 MGD and storing 2.44 MGD of potable water to meet an average daily demand of 3.8 MGD. Both the County and the City systems are amply sized to meet the maximum daily demands of 4.74 and 7.68 MGD respectively. The Naval Academy has its own water supply.

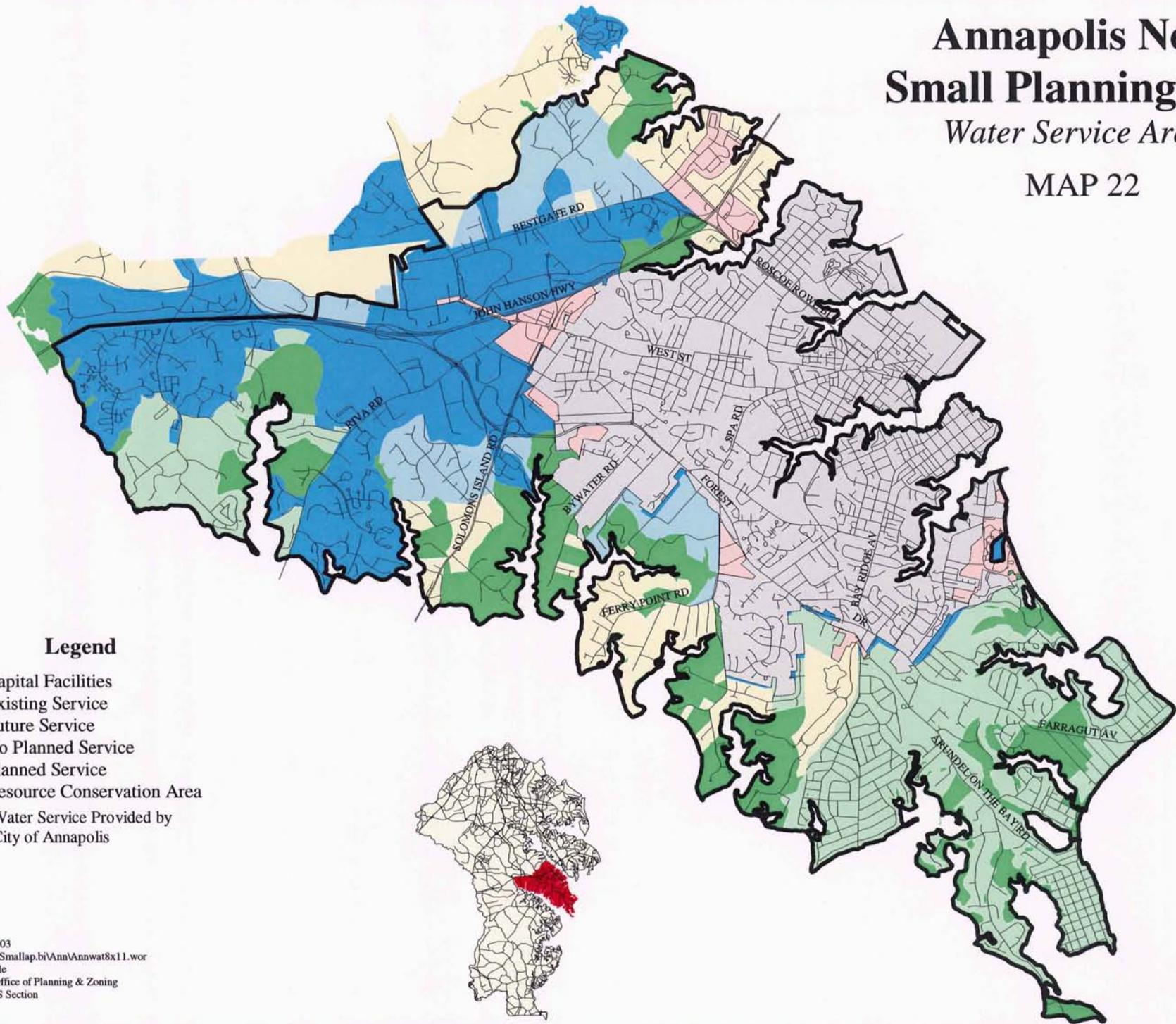
The Annapolis Neck peninsula is unique from most other County water pressure zones in that it is isolated. Where all other areas served by public water have the ability to reroute a water supply flow from other pressure zones and even make available water from the City of Baltimore, the Broad Creek 210 pressure zone must rely on its own available sources. Herald Harbor and Gibson Island are the only other pressure zones that share this situation. The entire pressure zone also includes the communities of Riva, Edgewater, and Woodland Beach on the south side of South River.



Annapolis Neck Small Planning Area

Water Service Areas

MAP 22



Legend

- Capital Facilities
- Existing Service
- Future Service
- No Planned Service
- Planned Service
- Resource Conservation Area
- Water Service Provided by City of Annapolis



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 SCALE: 1" = 1 Mile
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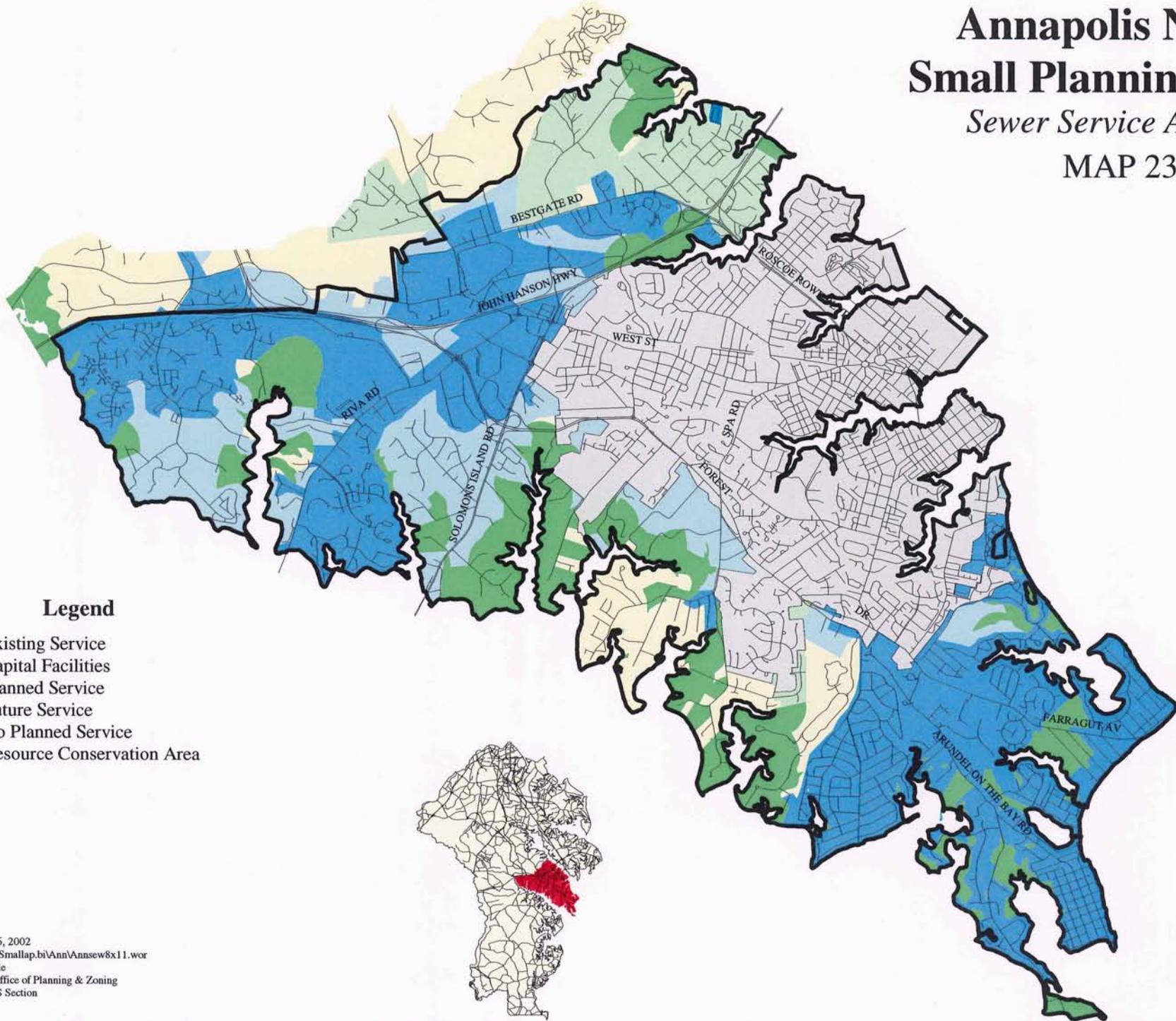




Annapolis Neck Small Planning Area

Sewer Service Areas

MAP 23



Legend

- Existing Service
- Capital Facilities
- Planned Service
- Future Service
- No Planned Service
- Resource Conservation Area

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Capital projects are created for the expansions and maintenance of supply and treatment as the needs require. There are two capital projects in the Broad Creek 210 Pressure Zone. One (Project #W-7537) is a transmission main running along MD 2 that has been constructed and completes the service loop to ensure continuous service to those customers on the south side of South River. The other (Project #W-7937) is a 12-inch transmission main which has been constructed with the extension of Admiral Cochrane Drive to MD 2. The water transmission main in this area will provide a needed loop to ensure continuous service to residents and businesses in the area.

Water service identified on the water master plan maps indicates future service for the South Haven, Hillsmere, Annapolis Roads, Bay Ridge, Highland Beach and Arundel on the Bay communities. There are no capital projects to extend water into these areas. While these areas are planned for service in the future as supply mains are extended, water service may be extended into these areas through an acceptable community petition or to remedy a State declared public health problem such as contamination of wells or saltwater intrusion on an accelerated schedule.

Sewer Service

The Annapolis Sewer Service Area (SSA) wastewater collection system is a composite of gravity sewers and force mains that convey wastewater to the Annapolis WRF, located on Edgewood Road across from the Villages of Chesapeake Harbor. This facility has a current rated capacity of 10.0 MGD and has recently been upgraded to meet the State's most stringent biological nutrient reduction (BNR) requirements. Use of the WRF facility is shared between the City and the County, as are the costs of operating, maintaining and expanding the facility. By agreement, the County and the City, including the Naval Academy, are entitled to equal shares of its rated capacity. However, the City and County share the total costs at the WRF based on the percentage of the total annual flow actually used by each entity.

The City of Annapolis is responsible for operation, maintenance and expansion of the portions of the wastewater collection system within their corporate boundaries. Similarly, the County is responsible for the care, upkeep and expansion of those collection system facilities located beyond the corporate limits of the City. Each government body maintains an operating budget and a Capital Projects budget to meet its financial and planning responsibilities.

The WRF is currently receiving approximately 8.0 MGD of which approximately 5.7 MGD is coming from the City, including the Naval Academy, and 2.3 MGD is originating from within the County. There is an additional requested (allocated and planned) flow demand of 2.7 MGD within the next 1 to 5 years based on projects that are in the planning pipeline. A 3.0 MGD expansion of the Annapolis WRF is required to accommodate the projected flow from the Annapolis Neck peninsula as well as portions of Edgewater.

Within the City of Annapolis there are currently 22 wastewater pumping stations. The County operates and maintains 59 pumping stations within the Annapolis Sewer Service Area. The Parole pumping station is the largest County-owned station within the Annapolis area.

There are two approved Capital Projects within the Annapolis Neck Small Planning Area. A project to improve the odor control facilities at the Annapolis WRF (Project #S7561) is currently under construction and Project #S7924 which will provide for the design and construction of the necessary expansion to 13.0 MGD at the Annapolis WRF is also underway. Although the Woodland Beach sewer pump station is located outside of the Annapolis planning area, Project #S7884 - Woodland Beach Pump Station and Force Main Upgrade, will include construction of a new force main along MD 2 and Forest Drive, within the Annapolis planning area.

Well and Septic Conditions

There is a detectable presence of iron and sulfur in well water in some wells in the Annapolis Neck area. While this may not be desirable to residents, the Health Department reports that it is not a health concern. Some residents have also reported wells going dry in the Harness Creek area. This is primarily due to the age of the wells rather than the supply of water. Some wells were dug in the Harness Creek area in the 1960's. Today, there is different and better technology for drilling wells. There have also been instances of saltwater intrusion, with wells that are close to the shoreline. These wells are generally within the Aquia aquifer. One solution to this problem is to drill wells deeper into the Magothy aquifer. Since 1988, new wells in areas that have saltwater intrusion have been required to extend into the Magothy aquifer.

The Bestgate and Harness Creek areas have a very high water table and are prone to septic and well problems. The Health Department is taking a proactive approach to maintenance and care of septic systems through a videotape that is being produced to show homeowners how to properly care for and maintain their systems.

Issues Related to Water and Sewer Service

Several concerns related to water supply and sewer service have been identified at public forums and by committee members. There are concerns about saltwater intrusion into private wells from excessive drawdown in waterfront communities. There is a general desire of current homeowners to have both public sewer and public water, however, there is also a concern that the provision of these utilities not spur unmanaged development. The impact the provision of sewer and water will have on future annexation of land from the County to the City is of concern to Annapolis Neck residents. Other concerns include the ability of the existing water supply system to provide adequate fire protection, and the location of adequate fire suppression facilities in the Annapolis Neck to respond to fire emergencies.

Designation of lands in “planned” sewer and water service categories needs to be brought into compliance with planned land use and zoning. In particular, land designated as natural features and zoned open space, land with conservation easements, and parcels platted as open space (such as wetlands, floodplains, stream drainage sites, and forested and steep slope areas) need to be designated “no public service”. In other cases, such as land along Forest Drive recommended for down-zoning and land along Severn Grove Road designated RCA and planned low density, the sewer and water designation needs to be changed from “planned” to “future” service.

Recommendations

1. Determine the maximum feasible capacity for the Annapolis Wastewater Treatment Plant. Utilize this information to ensure that comprehensive zoning for the Annapolis Neck Small Area Plan and the Parole Town Center does not exceed the stated feasible capacity. Adjust planned densities, types of development, and phasing of development to match actual capacities.
2. Update the County *1999 Master Plan for Water Supply and Sewerage Systems* to coordinate with the growth goals of the adopted Small Area Plans.
3. 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.

Community Facilities

Recreation and Parks

Within the County portion of the Annapolis Neck Small Area, there are four major public park sites. Bestgate Park, located on Bestgate Road, has a playground, baseball/softball fields, multipurpose fields, tennis courts and basketball courts. Broadcreek Park, and the Arundel Olympic Swim Center are located on Riva Road. Peninsula Park, located on Bay Ridge Road, has a playground, baseball/softball fields, lighted multipurpose fields, tennis courts, basketball courts, concession stand and restrooms. Quiet Waters Regional Park on Hillsmere Drive is a 336-acre park that offers picnic facilities, pavilions, miles of hiking/jogging/bike trails, exercise courses, a multilevel children's playground, concession stands and restrooms. It is not used for organized sports. There is a Visitor's Center that includes formal gardens, art galleries and a café. The Blue Heron Center at Quiet Waters is an indoor facility that has a 150-seat capacity. Boat-rental and ice-skating are available seasonally. The location of these parks is shown on Map 24.

The Annapolis Waterworks Park located on Defense Highway, is a 45-acre park that includes restrooms, sitting benches, pavilions, nature areas, hiking trails and fishing (catch and release only). Access is by permit only. Thomas Point Park, further south and east on the Annapolis Neck on Thomas Point Road, is a small, limited use park that allows fishing. Access is by permit only.

The City of Annapolis has their own Recreation and Parks Department which works closely with the County's Department of Recreation and Parks. The County Department Parks and Recreation also works closely with the County schools to provide facilities through a Joint Use Agreement. Fields for organized sports are located primarily at school sites.

On the programming side, there is a day camp at Quiet Waters Park, and summer activity programs operate at Hillsmere and Rolling Knolls Elementary Schools. Adult recreation programs are provided mostly at Truxton Park in the City of Annapolis.

Nine acres of land adjacent to Peninsula Park were recently acquired by the County for an expansion of the park. Planning and engineering funds for the development of the parcel are programmed in FY2005.

Issues

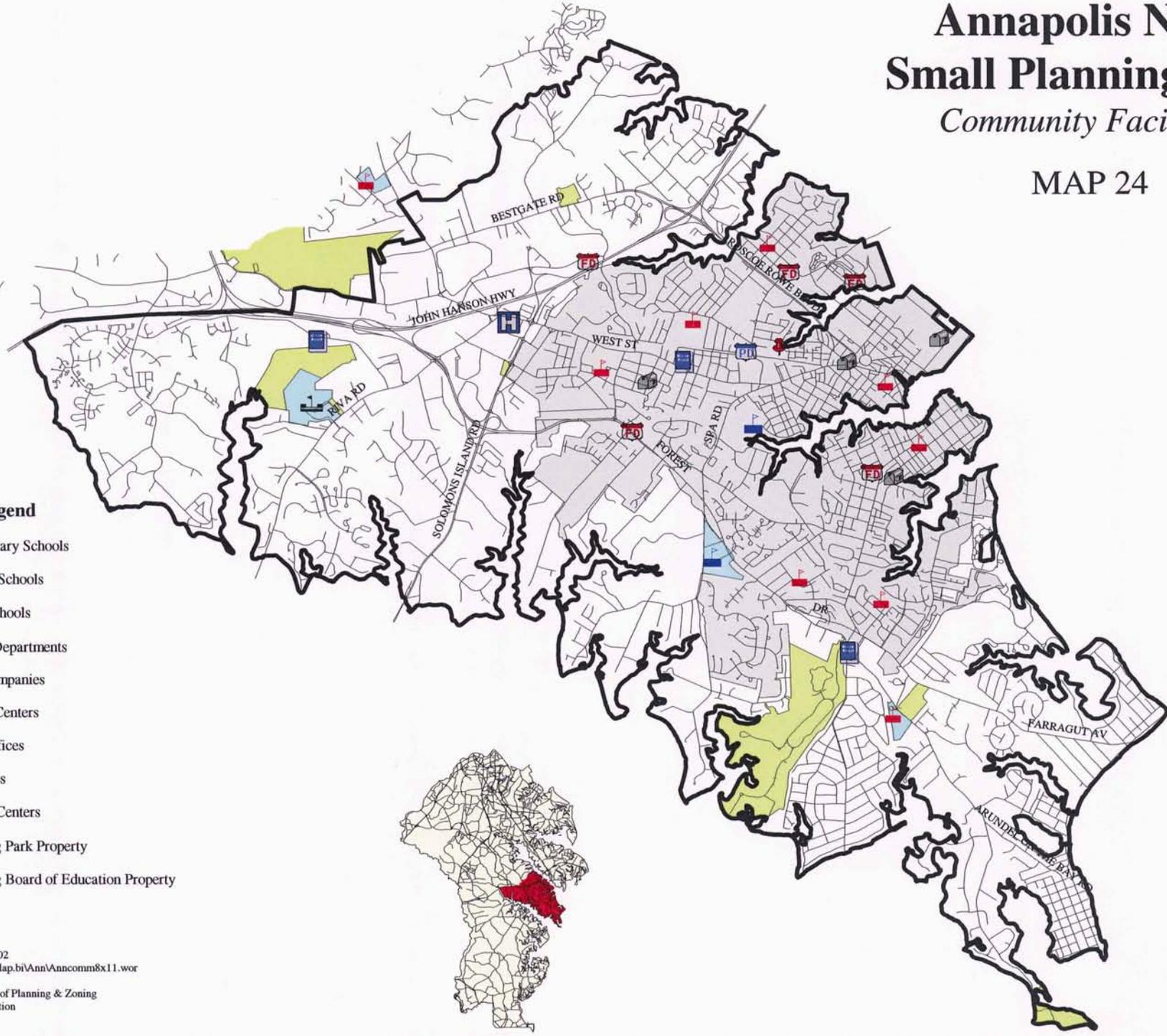
The following recreation and park issues were identified at public forums and by committee members. The preservation of open space and increase in the number of recreational sites was expressed as a concern, as was the need for playing fields and active use parks with more hiking and biking links between existing communities. Access to the waterfront, especially for launching canoes or kayaks, is insufficient. Most access points to the water serve only private



Annapolis Neck Small Planning Area *Community Facilities*

MAP 24

- Legend**
- Elementary Schools
 - Middle Schools
 - High Schools
 - Police Departments
 - Fire Companies
 - Senior Centers
 - Post Offices
 - Libraries
 - Health Centers
 - Existing Park Property
 - Existing Board of Education Property



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developments. There is no public access to the water on the County portion of the Neck. Parking along Peninsula Park is a problem and there is a dilemma between providing more parking or more park space.

Recommendations

1. Identify locations on the Annapolis Neck for additional active recreation such as basketball courts and ball fields.
2. Fund the design and engineering necessary to expand Peninsula Park to the adjacent acquired property in order to build needed ball fields and parking facilities.
3. Consider creating community fields with spectator stands at the Annapolis Middle School. If there is excess space within the school, consider using it to create office and storage space for community athletic organizations.
4. Annapolis Neck residents would prefer to establish pedestrian and bike paths that connect major recreation and park sites on properties south of Forest Drive. Such a connection should be considered between Peninsula Park and Quiet Waters Park. Another such connection should be considered between Quiet Waters Park and Annapolis Middle School. The third connection should be planned between Annapolis Middle School and the Newtowne/Bywater area.
5. Evaluate subdivision regulations for medium and high-density housing developments to consider providing additional space allocations for useable outdoor recreation.
6. 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 time-frame, 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.
7. Identify, acquire and develop additional active recreation space in the Bestgate Road corridor.
8. Consider permitting private owner boat launches of canoes and kayaks from the rental facility in Quiet Waters Park.

Public Education

The Annapolis Neck Small Area is primarily served by the Annapolis Feeder System. A portion of the Small Area is also served by the South River Feeder System. Some of the communities are served by Central Middle and South River High however, the elementary-aged children in these communities would attend Mills-Parole Elementary. The Annapolis Feeder

system is one of the few systems in the County with excess capacity. The 2001 Actual Enrollment for the Annapolis Feeder System was 5,385 students. The total State Rated Capacity for the Annapolis Feeder System is 8,009 seats. The South River Feeder System has a 2001 Actual Enrollment of 4,797 students and a State Rated Capacity of 5,233 seats. Table 12 below shows the current and ten-year projected enrollments and the utilization percentages for each of the affected schools within these feeder systems. This information is based on the July 2002 *Educational Facilities Master Plan*.

Table 12. School Enrollment and Capacities

School	State Rated Capacity 2001	Actual Enrollment 2001	% Utilization 2001	Projected Enrollment 2011	% Utilization 2011
Annapolis High	1789	1565	87%	1488	83%
Annapolis Middle	1634	533	33%	500	31%
Bates Middle	1005	647	64%	607	60%
Annapolis Elem.	319	202	63%	178	56%
Eastport Elem.	294	208	71%	202	69%
Georgetown East Elem.	529	341	64%	339	64%
Germantown Elem.	523	400	76%	414	79%
Hillsmere Elem.	449	341	76%	335	75%
Mills-Parole Elem.	431	363	84%	345	80%
Rolling Knolls Elem.	364	271	74%	250	69%
Tyler Heights Elem.	418	256	61%	291	70%
West Annapolis Elem.	254	258	102%	276	109%
South River High	2154	1969	91%	1875	87%
Central Middle	1178	1087	92%	1018	86%

Each Elementary School classroom counts as 25 seats (grades 1-5). Art, music, PE, reading and speech do not count toward school capacity. Kindergarten counts as 22 students per room. Special education levels 4 and 5 count as 10 per room. Levels 1 through 3 are mainstreamed into regular classrooms. Each PreK classroom counts as 10 seats. The State Rated

Capacity for middle schools and senior high grades is 85 percent of the product of the number of teaching stations and 25 plus the product of teaching stations for special education and 10. Adding the totals gives the State Rated Capacity for each school. Projections of expected capacities are done over a 10 year period. Any projections beyond 10 years are less reliable.

An issue with public schools in the Annapolis Neck feeder system is underutilization and efficient use of school facilities. Annapolis Middle School is projected to be utilized by only 31% in 2011. Bates Middle School is projected to be only at 60% of State Rated Capacity in 2011. The exception is West Annapolis Elementary School, which is currently slightly over capacity.

In order to calculate the impact of new development, the following school pupil generation factors are used in Anne Arundel County: A Single Family Home generates 0.45 students for Elementary School (ES), 0.17 students for Middle School (MS) and 0.20 students for High School (HS). A townhouse generates 0.20 for ES, 0.12 for MS, and 0.12 for HS. An apartment generates 0.07 for ES, 0.04 for MS and 0.04 for HS.

There are no capital projects listed in the *FY2003 Capital Budget and Program* that add capacity to the schools within the Annapolis Feeder System.

Issues

Several education issues were identified at public forums and by committee members. There is concern about an inadequate quality of public education. School athletic fields should be available to the community and private individuals. There is a need for more community support to schools. The safety of children walking to and from schools was an issue as was the lack of sidewalks along some narrow streets and bus turnaround areas.

Recommendations

1. Establish all-day kindergarten classes in the schools with the greatest demand for early childhood learning programs.
2. Implement preschool learning programs as a means of preparing parents and children for academic achievement.
3. The following recommendations should be implemented to enhance the public school system:
 - a) Support the expansion of free training for home daycare providers in early childhood education.
 - b) Expand the existing volunteer program center based in the school system to support greater community assistance in support of the schools.

- c) Expand programs for the professional development and mentoring programs for teachers.
 - d) Priority should be given to retaining experienced educators and mentoring those with less experience.
 - e) Develop strategies to involve parents in supporting learning initiatives enacted by the schools, such as the Reading Recovery programs, the Maryland Learning Outcomes and the New American Schools Design Expeditionary Learning program.
4. Plan for alternative community activities in the underused space at the Annapolis Middle School. Expand use of all public schools for alternative activities.
5. Increase permitted activities where possible to provide optimal use of school athletic fields.

Police Service

There are four police districts that serve the needs of Anne Arundel County. The Southern District Police Station serves the Annapolis Neck Small Area and is located on MD 2 South at Virginia Avenue. A new district station facility is currently under construction at Stepney's Lane near Central Avenue in Edgewater, and the facility is expected to be completed in the spring of 2003. Presently, the Southern Police District boundary lines are expected to remain unchanged. A proposed new Central Police District is under consideration to serve the Annapolis Neck Small Area. In addition, the community of Bay Ridge currently has one officer providing police security. The City of Annapolis maintains its own police force.

The Southern Police District is presently comprised of eight patrol beats providing coverage 24-hours per day and three overlap beats staffed for eight hours each to increase patrol staffing during peak workload hours. Of the beats which comprise the Southern Police District, the Annapolis Neck Small Area is served by three beats staffed 24-hours and two overlap beats staffed eight hours each, one during day watch and one during evening watch. Officers patrol these beats using patrol vehicles, however, some areas are also served by officers using bicycles. The bicycle program provides patrol officers with an opportunity to interact more closely with citizens and enhances the officer's familiarity with the communities they serve.

Calls for service have been stable for the last four years. The response time for high priority calls (life threatening situations) is generally about four minutes Countywide. The County police have a good working relationship and work under a cooperative agreement with the City of Annapolis Police Department and the Maryland State Police. The County has a memorandum of understanding with the Maryland State Police that identifies primary areas of responsibility for the major thoroughfares within the Annapolis Neck Small Area.

There are also volunteer police Reserve Officers who work in the community. They provide auxiliary services at all the major events and assist with traffic control.

Issues

Several issues related to police service and public safety were identified at public forums and by committee members. There is a need for a police station (substation) in the Forest Drive Corridor. Some concern was expressed over inadequate police response times. Red light running at major intersections was cited as a problem, as were dangerous drivers on major roadways, particularly during rush hour. Some residents do not know which jurisdiction to call (City or County) regarding concerns about driving conditions, particularly along the Forest Drive corridor. There is a need for increased patrols along some roads in the area to deter random or organized acts of vandalism.

Recommendations

1. Improve City/County ability to coordinate police activities.
2. Increase police patrol activity along major roads during rush hours on a case by case basis where problems have been identified.
3. Consider, with citizen input, cameras at intersections with red-light runner problems.
4. Expand the program for police reserve officers. Increase public recognition of this arm of the police and provide increased funding to train and retain this volunteer force.

Fire/EMS/Rescue Services

The City of Annapolis, Anne Arundel County and Naval Academy firefighters work cooperatively with one another. There is an Automatic Mutual Aid Agreement which means each jurisdiction will respond automatically to another's calls.

At the present time, the only County facility in the Annapolis Neck Planning Area is located on Jennifer Road. Although the West Annapolis Station receives the highest percentage of emergency calls of any station in Anne Arundel County, it does not have Advanced Life Support (ALS) capability. In addition, the West Anapolis Station has inadequate sleeping and living quarters given the current level of staffing in the facility. The Maximus Fire Service Deployment Study (2002) recommends that this station be equipped with Advance Life Support (ALS) capability and that expansion of the sleeping and living quarters at this station be made a priority if the current deployment is maintained.

The City of Annapolis, by a verbal agreement with the County since 1979, receives payment from Anne Arundel County to provide first responder Fire/EMS/Rescue service to citizens on the Outer Annapolis Neck. County Stations in Riva and Woodland Beach provide second responder service to the Outer Annapolis Neck area. Only the Riva Station has Advanced

Life Support (ALS) capability. The Maximus Study recommends that the Woodland Beach Station also be equipped with Advanced Life Support (ALS) capability.

The City serves its residents and County residents in the Annapolis Neck with three stations, one on Forest Drive, a second in Eastport, and a third on Taylor Avenue. The City's Comprehensive Plan indicates potential problems in the provision of Fire/EMS/Rescue service to the Outer Annapolis Neck, especially to additional new developments. The City's plan states that the Eastport fire station is inadequate, yet it serves as the first responder for the residents in the Outer Annapolis Neck.

Based on Fire/EMS responses between 1998-2001 to the Outer Annapolis Neck south and east of Bay Ridge at Hillsmere Road and north and east of Bay Ridge Road at Edgewood Road, the average response time was 11½ minutes. This does not include the impact of 253 age-restricted units under construction on Edgewood Road nor the 112 age-restricted units on appeal that are proposed for development in the Outer Neck on Edgewood Road. The State of Maryland, EMS Medical Director's Office compiled information that shows in 1999 in Maryland, the number of Emergency Medical Service transports is fairly level between the ages of 16-60. However, between the ages of 60-90 the number of EMS transports increases sixfold. These new age-restricted developments will place additional demands on the already over-extended Eastport Fire Station.

The National Fire Protection Association (NFPA) 1710 recommended standards for the delivery of Fire/EMS/Rescue services in career fire departments as a tool for local policy makers to use when evaluating their own service delivery network. NFPA 1710 recommends:

- a. a 2-minute or less dispatch and turn out or reaction time,
- b. a 4-minute or less travel time for the initial arriving Basic Life Support (BLS) level of care in an EMS system,
- c. an 8-minute or less travel time for Advanced Life Support (ALS) response or for a full structure fire.

The goal should be to achieve these maximum response times of 6 minutes for EMS Basic Life Support (BLS) and 10 minutes for EMS Advanced Life Support (ALS) or for a full structure fire a minimum of 90% of the time.

In regard to Emergency Medical Service (EMS), there is no plan to move this service out of any stations. The policy of the fire department is to send the closest piece of equipment to the emergency, even if it is a ladder truck, since all trucks carry personnel that are trained in Basic Life Support (BLS). Seventy to eighty percent of all calls are now for medical emergencies.

Fire prevention efforts have helped to reduce the number of fire calls Countywide, as have inspections by the Fire Department for all commercial buildings and better fire safety

requirements for new buildings. There were only 600 structure fire calls in 1998 for the entire county.

The County has two strategies in place to provide adequate fire protection services to the areas of the County which are not served with public water. The first is a master "Water Supply Study" for serving rural areas without public water. This plan won an award from the Maryland Association of Counties. It should be noted that the Outer Annapolis Neck is urban, not rural. The second strategy in place at this time for the Outer Neck is a 3,000 gallon water supply tanker engine that was acquired by the County but is housed and maintained in the City's Forest Drive facility. A tanker engine is also located at the West Annapolis Fire Station to serve other portions of the Annapolis Neck Planning Area and as a backup for the Outer Neck. A cooperative agreement exists between the City and County for water service which permits the County to use City hydrants to refill its tankers.

There is a stark contrast in workload between the more urbanized and the more rural areas of the County. Approximately 17% of the land area of the County makes up 51% of the total emergency call workload. While the Annapolis Neck Small Planning Area only comprises 5.5% of the land area of the County, it makes up 15% of the Countywide total emergency call workload.

The Maximus Study states that Glen Burnie and Annapolis Neck have the largest population centers in the County today. The Annapolis Neck is projected to have the largest percentage increase in households in the County in the next 10 years.

A fire station has been proposed near the intersection of Bay Ridge Road and Arundel on the Bay Road since 1978. The County acquired the land for this facility in 1978. Since land for the fire station was purchased, significant growth has occurred in the County portion of the Annapolis Neck. Based on the 2000 Census, the population in this portion of the County grew in excess of 87% between 1980-2000.

The Maximus Study recommends adding five strategically located fire stations within the County without indication of priority. This recommendation includes Station 108 - Annapolis Neck for inclusion in the Capital and Operating Budget for Fiscal Years 2004 and 2005. Both the Annapolis Neck SAP Committee and the PAB recommend that development should be delayed on the Annapolis Neck until this fire station is built.

Issues

Providing adequate Fire/EMS response times and maintaining an adequate water supply to meet fire response demands are primary concerns related to the provision of public safety services on the Annapolis Neck. Traffic conditions on some parts of the Annapolis Neck can also impede emergency response times, particularly along Forest Drive. Fire/EMS/Rescue services need to be improved.

Recommendations

1. Designate, plan, and budget the Bay Ridge Road/ Arundel on the Bay Road property as a joint usage fire and police facility for City and County use.

Libraries

The Annapolis Library on West Street is one of two area libraries in the Annapolis Neck Planning Area. Annapolis is the library system's primary source for business information. In December 1986, a 2,200 square foot addition was completed, creating a total of 20,900 square feet. Between the months of June 2000 and June 2001 the Annapolis branch circulated over 666,520 materials. This represents a 1.4 percent decrease in circulation from Fiscal Year 2000.

Eastport-Annapolis Neck Library is a 12,100 square foot branch library that opened in 1979. It is located on Hillsmere Drive. This library was recently remodeled to provide an information service desk in the central portion of the branch. The Eastport branch circulated approximately 246,658 materials between June 2000 and June 2001. This figure represents a 1.5 percent increase over materials circulation statistics from Fiscal Year 2000.

The two branches have different hours of service. Annapolis is open from 9-9 on Monday through Thursday, and from 9-5 on Friday and Saturday. It is open from 1-5 on Sunday. Eastport has no Sunday hours. It is open from 1-9 on Monday, Tuesday, and Thursday; 9-5 on Wednesday and Saturday, and 1-5 on Friday.

Issues

The following library issues were identified at public forums and by committee members. The Eastport-Annapolis Neck Library does not have Sunday hours, which may be desirable to residents. Many residents with children enrolled in pre-kindergarten or kindergarten classes pick up their children at noon. Since the library does not open until 1 p.m., they must wait an hour to use the branch. The Eastport-Annapolis Neck branch has only one entrance/exit driveway into its parking lot. Pedestrians cross the lot to enter and exit the building at the same point of entrance and exit for automobiles. This is potentially dangerous to pedestrians. Local residents would like to see the Eastport-Annapolis Neck Library expanded and also maintain operating hours on Sundays, and would like a connection to the Hillsmere Shopping Center.

Recommendations

1. During the design phase for the Outer Neck activity center, work with library representatives and Hillsmere residents to determine the best location of the proposed hiker-biker trail connecting Old Annapolis Road and Hillsmere Road via the Eastport-Annapolis Neck Library property.

Community Design

Community design in the Annapolis Neck Small Area includes the image and unique features of the area, expressed in terms of the type and function of residential communities (urban, suburban enclaves, rural villages), the type and function of activity centers (shopping, employment, recreation, etc.), and the use and function of significant public spaces (government, park, open space).

Residential Communities

Residential communities on the Annapolis Neck vary in type and function. Lots range in size from quarter acre to several acres. There are waterfront homes in subdivisions along the Chesapeake Bay, Severn and South rivers and the many creeks in the planning area. Some communities, like Arundel on the Bay and Bay Ridge are older, platted in the 1920's and 1930's, on smaller, more uniform lots. Most residential communities function as single use areas, dependent upon a local network of roads and waterways for access to other uses, activities and services. There are several newer residential areas on the Neck that provide multi-family housing.

Activity Centers

Activity centers on the Annapolis Neck are areas where a variety of uses have converged in close proximity to one another or where there is an opportunity for this to occur to serve residents of nearby neighborhoods. Some of these activity centers are oriented around a grocery store, such as in the Outer Neck and South Shore centers identified in this Plan. Others are oriented along arteries such as West Street. The West Annapolis activity center is oriented around small specialty shops and businesses. The two regional activity centers on the Annapolis Neck are downtown Annapolis and Parole. These centers provide retail, office and residential uses in a concentrated area and on a much greater scale than the other activity centers.

Public Spaces

The most significant public spaces on the Annapolis Neck are located in downtown Annapolis (State House, Church Circle, Main Street, City Dock). Quiet Waters Park, the third largest in the County, is a significant public space that provides mostly passive recreation for local residents as well as for those who live elsewhere in the region. Another notable public space on the Neck is Thomas Point Park. These public spaces are used for a combination of recreation and leisure activities.

Key Opportunities and Issues

Opportunity Areas

The following areas of the Annapolis Neck were identified by the community design consultant, Alt Breeding Schwarz, as places where the application of design concepts, including streetscape treatment, landmark site identification, building facade improvements, and pedestrian

circulation improvements, could improve the overall function and appearance of the area.

Parole (US 50/301 Gateway) - Enhance the gateway into the Parole area from US 50/301

Annapolis - improve coordination of recommendations between the City of Annapolis Comprehensive Plan and Annapolis Neck Small Area Plan

Ridgely Avenue - this area functions as a service center with the existing medical offices and is a gateway to the West Annapolis area; there is concern that this area should not become more commercialized, that it is a historic community and that it is impacted by traffic.

West Street - the City and County are currently working together to revitalize West Street

Outer Neck - this area serves the eastern part of the Annapolis Neck along Forest Drive. There is an opportunity to create an active mixed use area around the intersection of Hillsmere Drive, Edgewood Road and Arundel on the Bay that would serve as an activity center for the lower part of the Annapolis Neck.

Inner West Street - the concept for this area is for more pedestrian oriented mixed use; there are also opportunities for additional parking in the inner West Street area

Transit Links - a regional transportation center at Parole and a local transit center in Annapolis, possibly near the Taylor Avenue Circle area, would support the concept of linking all parts of the Annapolis Neck with transit

The Annapolis Neck Small Area Planning Committee identified two areas of the Neck for further study. These areas were the Outer Neck and Parole.

The Outer Neck is located generally around the intersections of Hillsmere Drive, Edgewood Drive and Bay Ridge Road and includes existing commercial and nearby residential development. Issues identified by the consultant at this location include traffic congestion due to limited access from one arterial road (Bay Ridge Road). Multiple curb cuts and fragmented parking create excess vehicular movements. There is a lack of pedestrian connections between shopping locations, which also encourages excessive vehicular movements. Finally, there is no focal point or public space in the area that would serve to encourage pedestrian movements from nearby residential areas.

The Parole area includes the portion of developed commercial and office space from Riva Road to the Annapolis Mall. Issues identified by the consultant in this area were the lack of alternative transportation to get from the employment area to the retail area and back. Most trips are done by single occupant car, which adds to traffic congestion on roads in the Parole area.

Another issue is the lack of a strong identity element in the area that can knit together the major commercial nodes.

Design Consultant Recommendations

The consultant makes the following recommendations to address the issues identified in these two study areas:

Outer Neck Activity Center:

- Improve Pedestrian/Bicycle connections. Provide access to the library, separated by landscaping and trees, with crossings at or near signalized intersections, each leading to near-by neighborhoods.
- Interconnect parking lots to reduce curb cuts. Locate shared parking facilities behind commercial buildings.
- Create a public focal space which people can easily identify. This kind of space will help encourage pedestrian movements and provide a site for civic events.
- Reconnect Old Annapolis Neck Road to Hillsmere Drive at the Library, with additional access from the south into the commercial area.
- Consider a parallel road to Bay Ridge Road to provide access to new shared parking facilities and to the rear of commercial uses along Bay Ridge Road.
- Provide ample parking. Mixed use in this area should include 2-3 story buildings, not just one story structures.

Parole

- Create a Pedestrian-Tram Street running from the Annapolis Mall area to the Annapolis Science Center employment area.
- Create a Parole Transit Center to serve as a regional intermodal transportation hub for all of Annapolis Neck and the greater Annapolis-Washington-Baltimore region.

Glossary of Terms

<u>Adaptive Reuse</u>	adapting an older unused structure to accommodate a new use, such as adapting a vacant motel to a residential use or a warehouse to office/retail use
<u>Affordable Housing</u>	housing that is available and affordable to households which earn at or below 80% of the median household income for the area and for which 30% of income is spent on housing costs (example: housing affordability for median household income of \$52,400 would not exceed \$1,048 per month ($52,400 \times .80 \times .30$))
<u>Antiquated Lots</u>	lots that were created prior to 1952 that are smaller than current regulations require and which must be combined to form buildable lots
<u>Best Management Practices (BMP's)</u>	environmental protection measures applied to land development and agriculture, involving state-of-the-art techniques for maintenance of water quality through effective sediment and erosion control and stormwater management; also, practices designed to protect, manage and reduce the loss of soils, during periods of land cover disturbance from erosive forces. BMPs are generally considered as those vegetative, physical or mechanical barriers which reduce erosive impacts caused by the elements. Success of BMPs are dependent upon how management design structures incorporate soil erodibility, vegetative cover, topography and climate
<u>Brownfields</u>	contaminated or potentially contaminated and underutilized industrial and commercial sites whose cleanup costs and future liability make it unattractive to redevelop and reuse
<u>Context</u>	Context is the sum total of an environment and the relationship of each piece to the whole. The possible relationship of any piece to the whole spans a spectrum from identical through similar, different to uniquely contrasting.
<u>Continuity</u>	Continuity refers to the physical state or the perceptual quality of being connected and coherent. A sense of relatedness is critical to our ability to understand a place since we can sense our relationship to the whole by understanding the pattern. A break in the pattern of continuity and its replacement with another pattern (moving from a neighborhood of single-family detached houses to a landscape of farm fields) is readily evident and often the potential source of pleasure. The lack or loss of continuity can be very disorienting, leaving us unsure of where we are and unclear about what is expected of us.

<u>Fabric</u>	This term compares the relationships between the various physical elements of a town; building size, a setback, land uses, street network, etc. to the physical relationships of a piece of material. One area may be referred to as having a seamless fabric implying that it is uninterrupted by a contrasting or intrusive element, while another area might be described as having had its "fabric" ripped apart by such elements.
<u>General Development Plan Land Use Plan Map</u>	a map that shows proposed land use in general terms and in general locations in the County and which is used as a guide for future land use and zoning
<u>Goal</u>	the end toward which effort is directed
<u>Greenbelt</u>	an area with natural features that is targeted for rural and low density development and has limited planned public infrastructure, generally serving as a buffer between more intensively developed areas
<u>Greenway</u>	a system of contiguous open space between communities or through stream valley park land, providing for footpaths or bikeways, passive recreation and wildlife corridors
<u>Hierarchy</u>	Hierarchy is the grouping of things by order of rank. Size, importance. Etc. In urban design the principle of hierarchy is used to establish the relative importance of places within the fabric of a community. It is one of several tools used to help order the world around us. For example, cores and centers are often characterized as having large or tall buildings or buildings of greater embellishment or more expensive material - all expressions of hierarchical order that allow us to understand and gain meaning from our environment.
<u>Image</u>	Interchangeably used with sense of place and character, image refers to our perception of a place. A community can have a positive or a negative image or some of both.
<u>Infill Lots</u>	buildable lots within existing subdivisions
<u>Mass</u>	Mass refers to the volumetric size of an object such as a building. Relative mass refers to the appearance of an object such as a building in proportion with its context.
<u>Mixed Use</u>	a flexible approach to land use planning, combining a variety of uses, including housing, employment, commercial and open space uses on a single development site or on adjacent sites within a designated area in accordance with a unified design

<u>Moderately Priced</u>	housing units developed under governmental programs or private
<u>Dwelling Units</u>	initiatives to assist families of low or moderate income, which are sold or rented at a cost that does not exceed a maximum price or rental established by the County
<u>Neotraditional Town Planning</u>	area planning which emphasizes more traditional layout, such as street grids, rather than curvilinear or cul-de-sac streets, with activity focused in common areas
<u>Overlay Zone</u>	a superimposed zone with special options, standards and guidelines applied to a given area, over and above requirements of the underlying zoning district(s); provides additional control over the type and quality of new development or redevelopment, administrative flexibility and special incentives to achieve defined objectives (as in Town Center Growth Management areas, commercial corridor revitalization projects, historic preservation districts, and the Critical Area environmental overlay zone)
<u>Pattern</u>	Similar to rhythm, pattern refers to the aggregate effect of the repetition of similar objects, similarly placed as in a pattern of development. Developing, preserving and enriching pattern is a primary design function of urban design.
<u>Planned Unit Development</u>	large area planning that allows mix of uses, with flexible lot size and setbacks and integrated network of roads and pathways for easy access
<u>Policy</u>	a definite course of action
<u>Proportion</u>	Proportion is the relationship in size, quantity or degree of one part of an object or system to another. It expresses the relationship between elements, one to another, and of each to the whole. Buildings of similar proportions harmonize more readily with one another, essential to generating a common fabric for the community. Whole developments can and should be judged for their proportional fit with their surroundings.
<u>Residential Cluster Development</u>	large area planning which encourages grouping of dwelling units in clusters in order to preserve sensitive areas and open space
<u>Rhythm</u>	Rhythm refers to the regular reoccurrence of similar elements through time and space. An arcade is a classic example of a rhythmic architectural element as is the experience of walking down a street lined with large shade trees spaced 30 feet apart. Rhythm is a powerful organizing tool and is useful in developing and maintaining a sense of place.

<u>Scale</u>	Scale is used interchangeably with proportion. The term human scale refers the proportions of building and places to the size and proportions of the human body. Traditional architecture, even monumentally large buildings, always referenced the scale of the individual both in its materials and in its proportions. Modern technology allowed the creation of scaleless buildings leading in turn to scaleless places. Understanding and creating places that respond to human scale is not surprisingly proving to be critical to building successful communities.
<u>Sequencing</u>	Sequencing refers to the various stages of movement and our perception of that movement through space. Included in sequencing are events such as: Approach, Boundary/Border, Gateway/Entrance, and Exit.
<u>Sensitive Areas</u>	streams and their buffers, 100-year floodplains, habitats of threatened and endangered species, steep slopes, tidal and nontidal wetlands
<u>Small Area Plans</u>	plans that are prepared for areas smaller than the entire County that may encompass defined areas such as communities or special planning areas
<u>Space</u>	The space we live in can be numbing undifferentiated or richly imbued with variation and detail. Urban design is concerned with the presence and quality of public spaces in particular including public streets, squares, plazas and parks. The care we expend on creating and maintaining public spaces directly effects our image of a place.
<u>Streetscape</u>	Streetscape refers to our image of the entire space that starts at the front facade of the abutting buildings (often referred to as the street wall) and moves forward to include front yards, landscaping, street trees, signs, public utilities, sidewalks, curbs, parked and moving vehicles and finally, the street bed itself. The arrangement and maintenance of each is critical to creating an overall sense of order and harmony.
<u>Style</u>	Architectural style is the total effect of mass, rhythm, scale materials, textures and decorative details. Neighborhoods of compatible, though not necessarily absolutely identical architecture styles, typically provide significant opportunity for sustaining a strong sense of community identity and place.
<u>Transferable Development Rights</u>	development credits, usually for residential dwelling units, that may be purchased from a willing seller (usually on rural or agricultural property) to be transferred by the buyer to a designated and appropriate property for development, usually at a slightly higher density
<u>Town Centers</u>	the three designated areas of the County, Glen Burnie, Odenton and Parole, first shown on the 1968 General Development Plan and shown on

each successive General Development Plan in 1978 and 1986, to serve as regional centers to provide a variety of uses and services to surrounding areas

Town Center Zoning A special zoning category found in the County’s three designated Town Centers that permits a variety of commercial, residential, office and other uses at higher levels of intensity than other zoning categories

Town Center Growth Defined boundary areas in central Odenton and Parole for which plans

Management Area have been adopted and policies set forth for future development

Traditional Neighborhood Design similar to Neotraditional Town Planning, however applied at the scale of the residential neighborhood, or within individual subdivisions; generally based on grid pattern of streets with smaller lots and mix of housing types, with convenient commercial uses and orientation to public space and facilities

Transit-Oriented Development new development, infill or redevelopment of land in the vicinity of commuter stations or light rail service, intended to provide an appropriate combination of commercial, employment and residential uses at sufficient density to support public transit usage

Upland Forested Area woodlands located on dry ground outside floodplains and tidal or non-tidal wetland areas

Watershed Management Plan A plan studying the natural environment of a watershed with a focus on improving and preserving the water resources including, but not limited to, water quality, water quantity, groundwater recharge, stormwater management and habitat

Zoning a set of land use regulations that govern how real property is used and developed

Zoning Map a map that shows how real property is zoned and which is used as a legal basis for how land can be developed

APPENDIX A

POPULATION, HOUSEHOLDS, AND EMPLOYMENT, 2000

by Small Planning Area
Anne Arundel County, Maryland

Small Planning Area	Population	Households	Employment
Annapolis Neck	62,568	25,462	63,235
Broadneck	40,480	14,352	9,862
Brooklyn Park	13,642	5,081	3,694
Crofton	26,538	9,816	8,693
Crownsville	16,070	5,845	10,669
Deale/Shadyside	11,287	4,203	2,589
Edegwater/Mayo	16,884	6,389	4,272
Glen Burnie	74,478	29,342	37,308
Jessup/Maryland City	20,569	5,710	10,518
Lake Shore	26,073	9,269	4,676
Linthicum	17,072	6,490	56,679
Odenton	37,916	12,714	52,977
Pasadena/Marley Neck	33,203	11,916	9,328
Severn	36,463	12,496	5,527
Severna Park	35,367	12,045	11,520
South County	21,046	7,540	5,454
COUNTY TOTAL	489,656	178,670	297,000

Source: Anne Arundel County Office of Planning and Zoning, January 2003.

Note: Demographic estimates for Planning Areas were compiled based on transportation analysis zones. Estimates for the Annapolis Neck presented in the Demographics Chapter were based on census blocks.

Appendix B

Establishing a Natural Area Network
on the Annapolis Neck

A Report Prepared by the Environmental Subcommittee
of the Annapolis Neck Small Area Planning Committee with the
assistance of Earl Bradley

January 2003



Protecting and Enhancing the Environmental Resources of the Annapolis Neck Through Establishment of a Natural Area Network

Introduction

Identifying, protecting, restoring and linking together in a natural area network the significant natural resources remaining on the Annapolis Neck is a major goal of the Annapolis Neck Small Area Planning Committee. Among such significant natural resources are tidal and non-tidal wetlands; streams and their riparian buffers; plant and wildlife habitat, particularly that of rare, threatened and endangered species; and significant forested areas. Particular attention has been focused on forested areas because they are presently provided less protection than the other types of resources and the variety of benefits they provide is only now becoming recognized, as noted in Attachment A. While existing County regulations provide for mitigation of the impacts of development on these resources, the purpose of this report is to identify those areas containing significant natural resources which are key components for establishing a natural area network throughout the Annapolis Neck and to show how such areas can be linked together to form a network.

Approach

Using the digital information provided by the State's Technology Toolbox (files on the location of significant natural resources and digital orthophoto quarterquads produced by the Maryland Department of Natural Resources and information on property ownership produced by the Maryland Office of Planning), the areas listed in Table B-1 were identified as deserving of particular attention. Because of the benefits noted in Attachment A, particular attention was focused on identifying forested areas 10 acres or greater not in public ownership.

There are a number of public parks located on the Annapolis Neck which are listed in Table B-3. There are a number of other areas in public ownership on the Annapolis Neck which are listed in Table B-2.

Areas under community ownership as recreation and open space areas can also serve as valuable components of a natural area network. Their locations are noted on the maps produced as part of this report along with the areas noted above.

The remainder of this report is devoted to depicting, on a subregion by subregion basis, the location of the above types of areas which, if retained in their present state and linked together with reforested areas, could provide a natural area network throughout the Annapolis Neck Region. Their locations on the maps have been indicated by their numbers and letters noted in Tables B-1, B-2, and B-3. Because the City of Annapolis is so heavily developed an attempt has not been made at this time to propose a natural area network within the City boundaries. It is important to note that, besides protecting the areas listed in Table B-1, attention

needs to be focused on ensuring reforestation efforts are undertaken on the properties located between them to establish a complete network. Existing and potential connections between the Areas To Be Protected, Parkland and Public Lands needed to complete the Natural Area Network are also shown on the maps. In many cases, such connections are provided some protection by their location in Community Open Space Areas or the 100-foot buffer of the Chesapeake Bay Critical Area.

Attachment A

Environmental Values of Forested Areas

The environmental significance of forested areas has been documented in the report **Conserving the Forests of the Chesapeake** produced by the U. S. Forest Service for the EPA Chesapeake Bay Program:

“Acre for acre, forests are the most beneficial land use in terms of water quality. Acting as a living filter, forests capture rainfall, regulate stormwater and streamflow, filter nutrients and sediment, and stabilize soils. When streams are buffered by surrounding forests, the amount of nitrogen in runoff washing into streams is reduced by 2.5 to 4 times while phosphorus drops by 1.5 to 3 times. The Maryland Tributary Strategy Overview states, “ Any loss of forest or wetland represents an increase in nutrients entering the Bay.”

“ Forests typically retain 70% to 80% of atmospherically deposited nitrogen. The Bay airshed is three times larger than the basin and the air is contributing an increasing proportion of nitrogen loads to the Bay. Loss of forests, therefore, results in more nitrogen entering the Bay. Forests in urban areas can exert significant control over the local and regional climates while improving air quality. Cities with adequate urban forest can save 4% on heating costs and an additional 10% on cooling. Trees absorb carbon dioxide; one acre of trees can remove 40 tons of carbon annually. This same acre produced enough oxygen to sustain over 1,000 people during the year.”

“Forest habitats are essential for much of the watershed’s animal, bird, and plant life. Riparian forests along streams, rivers, and shorelines provide critical habitat for over half the terrestrial wildlife species. They also influence the quality of adjacent water, buffering the flow of nutrients, supplying organic detritus, and providing shade. Forests serve human values - people enjoy wooded areas for their aesthetic qualities and recreational opportunities - but they also serve human needs for food, building materials, and sustaining the environmental integrity of a region.”

Table B-1
Areas Deserving Protection as Components of a Natural Area Network

- A. Chase Pond
- B. Heron Lake
- C. Annapolis Roads Woods
- D. Bay Ridge Woods
- E. South River Manor
- F. Sandpiper Lane Woods
- G. Hunt Meadows Woods
- H. Masque Farm/ Crystal Spring Farm
- I. Skipper Property Woods
- J. Crisland Property Woods
- K. Church Creek Headwaters
- L. Johnston Property
- M. Camp Aberdeen
- N. Pyles Property
- O. Plattner Trust RCA area
- P. Brilliant Property Woods/ Carr Property
- Q. Severn Grove (Belle Grove) Woods
- R. Priest Point

Note: The above letters correspond to the location of the areas shown on the following maps.

Table B-2
Public Properties in the Annapolis Neck

0. Inholding
1. Sewage Treatment Plant
2. Peninsula Park
3. Hillsmere Elementary School
4. U. S. Coast Guard Station
5. Annapolis Middle School
6. Annapolis High School
7. Heritage Office Complex
8. Anne Arundel County Board of Education
9. Farmer's Market
10. Park and Ride lower area
11. Park and Ride Lot
12. MVA
13. Maryland Dept. of Agriculture
14. Anne Arundel County Health Dept, Public Works, etc.
15. Bestgate Park

Note: The above letters correspond to the location of the areas shown on the following maps. Numbers 16-19 have not been presently used but are reserved for future delineations.

Table B-3
Parklands on The Annapolis Neck

- 20. Back Creek Nature Park
- 21. Quiet Waters Park
- 22. Augusta Park
- 23. Aldridge Park
- 24. Broad Creek Park
- 25. Annapolis Waterworks
- 26. Hock Property
- 27. Thomas Point Park

Note: The above numbers correspond to the location of the areas shown on the following maps.

Table B-4
Potential Areas for Reforestation

In addition to the open areas shown on the maps between the areas indicated as components of the Natural Area Network, public properties in the Annapolis Neck and areas along the streams, creeks and rivers located in the Annapolis Neck were examined through use of GIS information to identify additional potential reforestation areas. Information from the stream file and the Maryland Property view files developed by the Maryland Office of Planning were overlaid over the Digital Orthophoto Quarter Quads developed by the Maryland Department of Natural Resources to identify unforested areas that may have potential for afforestation.

The principal unforested shoreline areas were found on small lots located in the communities of Arundel On the Bay, Highland Beach, and Hillsmere. Selected other areas were found in the following areas beginning in the Annapolis Roads area:

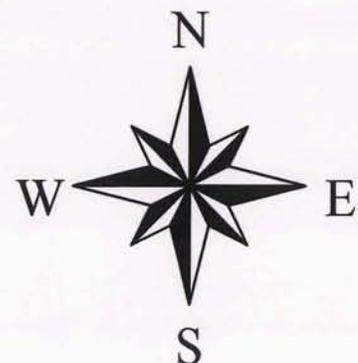
1. Back Creek Park owned by the City of Annapolis.
2. The Sewage Treatment plant property.
3. The shorelines of a small stream flowing from Heron Lake to the Chesapeake Bay.
4. Selected properties along the shorelines of Lake Ogleton.
5. The recently purchased Chesapeake Bay Foundation property in Bay Ridge.
6. The eastern shoreline of Fishing Creek west of Gordon Cove Road.
7. The U. S. Coast Guard Station located on Fishing Creek.
8. The peninsula located between Cherrystone Cove and Duvall Creek.
9. The shorelines of Smith Creek (which is located off of Duvall Creek) west of Arundel On The Bay Road.
10. The edges of Peninsula Park, particularly the shoreline of a tributary flowing across Bay Ridge Road into Lake Ogleton.
11. Selected properties along the western shore of Harness Creek across from Quiet Waters Park.
12. Shoreline south of mouth of Aberdeen Creek along western shore of Harness Creek peninsula.
13. Shorelines of tributary to Aberdeen Creek located in western part of Hunt Meadows Community.
14. Area at end of Romar Drive at headwaters of Aberdeen Creek.
15. Area at end of Rundelac Drive along northwestern shoreline of Aberdeen Creek.
16. Area along southwestern shoreline of Aberdeen Creek.
17. Shorelines of Aberdeen creek and Little Aberdeen Creek north of Melvin Point.
18. Shorelines of headwaters of Little Aberdeen Creek east of Ferry Point Road.
19. Shorelines of properties in Wild Rose Shores northwest of Ferry Point.
20. Area west of end of Crystal Spring Farm Road at headwaters of Crab Creek.
21. Shorelines of properties north of Eaton's Landing Road along northwest shore of Crab Creek.

22. Property at end of Crab Creek Lane along western shore of Crab Creek.
23. Properties along southwestern shore of Crab Creek near end of Bywater Road.
24. Shorelines of property located at Poplar Point west of mouth of Church Creek.
25. Southeastern edge of marina located east of South River Bridge.
26. Shoreline of property located just east of South Point in Cape St. John.
27. Shoreline of property located just east of Riva Bridge.
28. Property located at Addison Point west of Riva Bridge.
29. Property located along southwestern shoreline of Broad Creek east of end of Broadview Terrace Road.
30. Headwaters of tributary to Broad Creek located north of Park and Ride Lot.
31. Shoreline of Open Space property located north of end of Broadview Lane along southeastern shoreline of Broad Creek.
32. Shoreline of tributary to Broad Creek near end of Coover Road in Heritage Harbour area.
33. Property northeast of end of Poplar Drive along southwestern shoreline of Broad Creek.
34. Property near end of Post Oak Drive along southwestern shore of Broad Creek.
35. Properties located east of South Haven Road Loop along southwestern shore of Broad Creek.
36. Selected properties along the South River shoreline between Porter Point and the end of Bon Haven Road.
37. Properties along southern shoreline of Saltworks Creek east of Severn Grove Road in Severn Grove Community.
38. Properties at the end of Dellwood Road along southern shore of Saltworks Creek.
39. Property at the end of Ridgely Ave. at head of Howard Creek.
40. Property along tributary to Howard Creek southwest of end of Dubois Road.
41. Enhance buffer on shoreline of property at mouth of Luce Creek in Dreams Landing Community.
42. Shoreline of the Severn River either side of the end of Dreams Landing Way.
43. Property at mouth of Cove of Cork on northern side.
44. Properties along western shore of Weems Creek south of Priest Point.
45. Properties along western shore of Weems Creek north of the Weems Creek Bridge.
46. Properties along western shore of Weems Creek south of the Weems Creek Bridge.
47. Shorelines of tributary flowing north into Weems Creek north of Jennifer Road across from Harbor Gates Community.

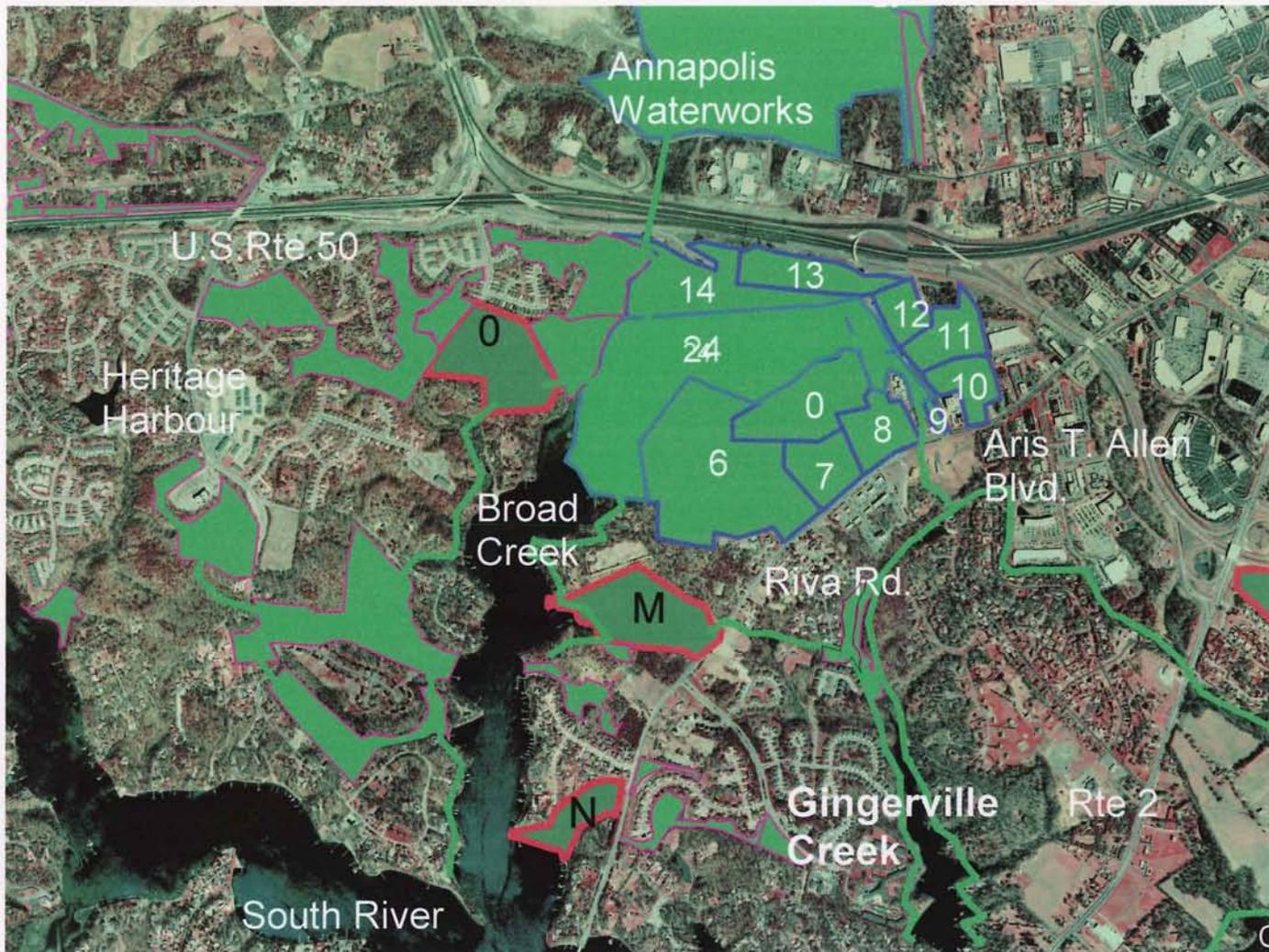
Mall - Bestgate Road Area



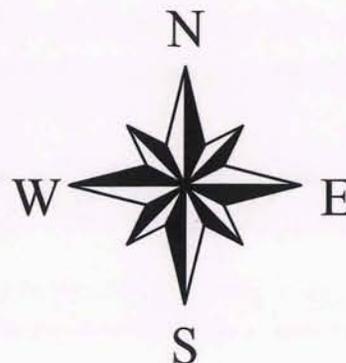
-  Potential Connections
-  Open space areas
-  Parkland
-  Public Lands
-  Areas To be Protected



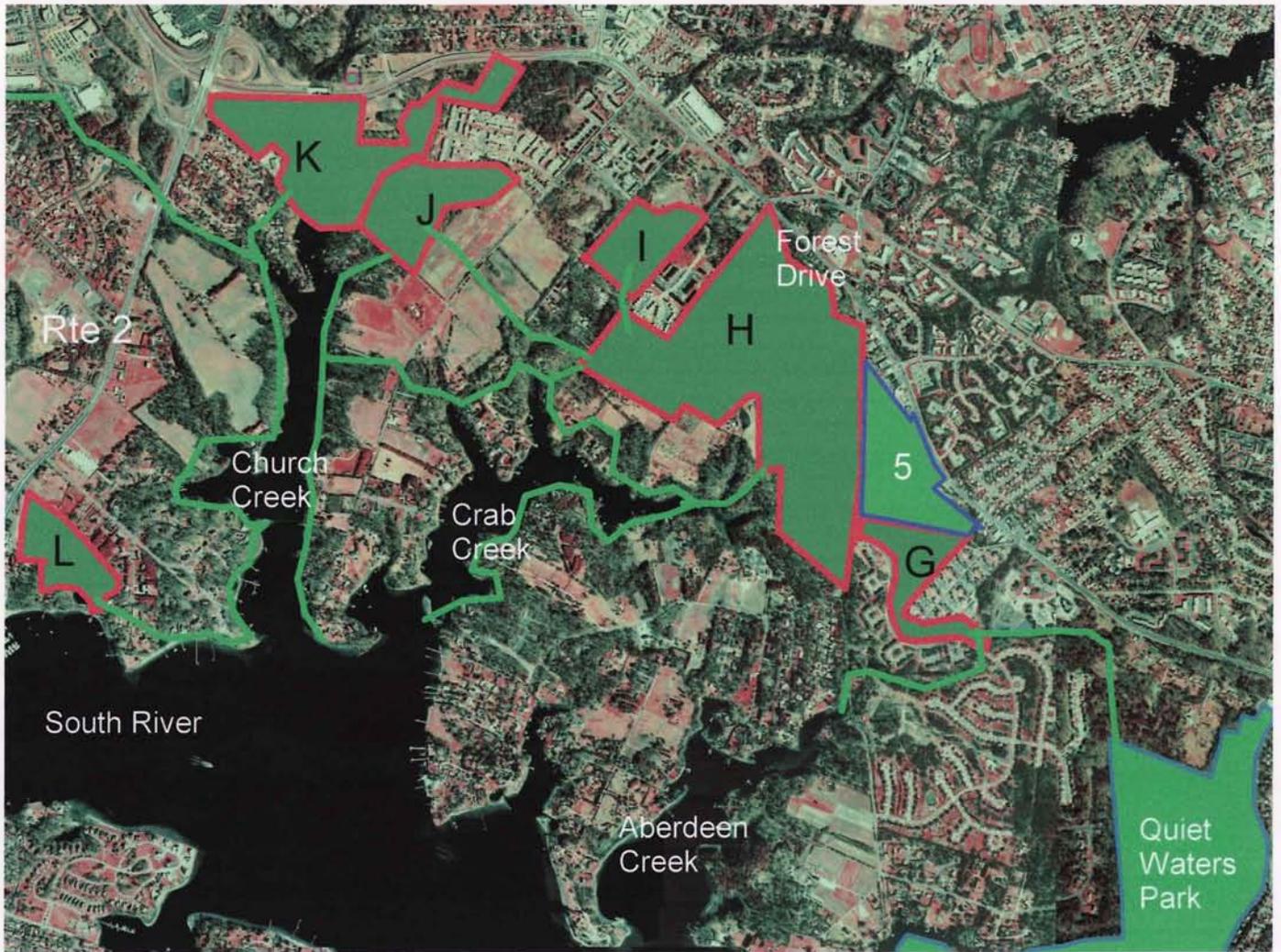
Riva Road - Heritage Harbor



-  Potential Connections
-  Open space areas
-  Parkland
-  Public Lands
-  Areas To be Protected



Middle Annapolis Neck

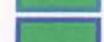


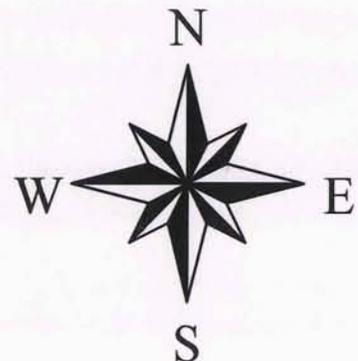
-  Potential Connections
-  Open space areas
-  Parkland
-  Public Lands
-  Areas To be Protected



Annapolis Roads - Bay Ridge



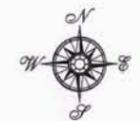
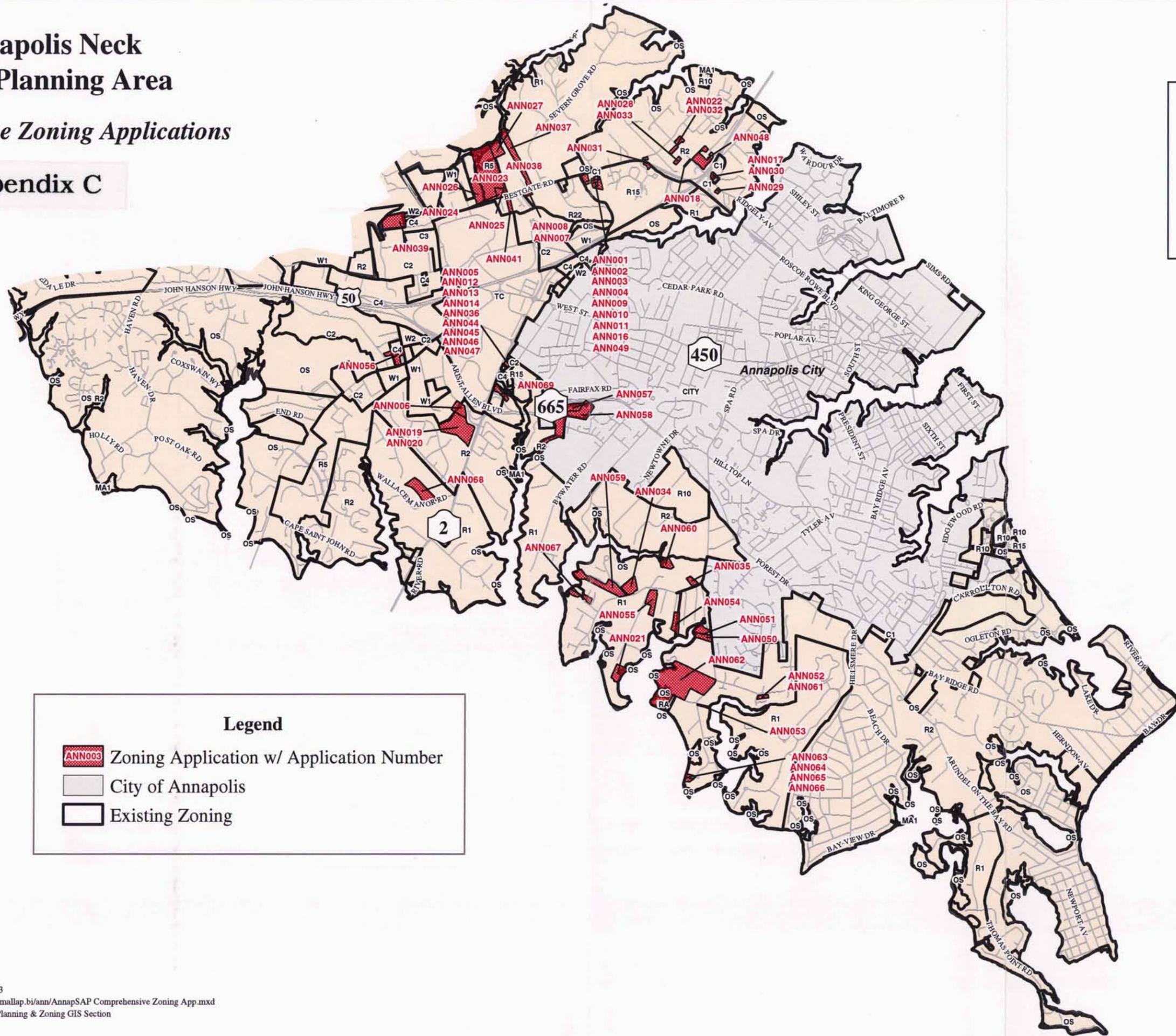
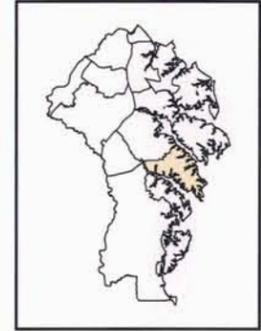
-  Potential Connections
-  Open space areas
-  Parkland
-  Public Lands
-  Areas To be Protected



Annapolis Neck Small Planning Area

Comprehensive Zoning Applications

Appendix C



Legend

- Zoning Application w/ Application Number
- City of Annapolis
- Existing Zoning



APPENDIX C

Comprehensive Zoning Applications Annapolis Neck Small Area Plan

File #	Owner's Name	Applicant's Name	Property Address	Parcel # / Lot #	Acres	Current Zoning	Requested Zoning	Land Use Map Designation	OPZ Rec	PAB Rec	Plan Rec
Group 1: Bestgate West											
ANN015	Annapolis Lodge #296	Annapolis Lodge #296	2570 Housley Rd	340	10	R2	C4	PGMA	R22	Application Withdrawn	
ANN023	Bestgate Road LLC	Bestgate Road LLC	830 Bestgate Road	300	55	R1/R5/OS	C3, C2, & R15	Low and Low-Medium Residential	R1/R5/OS	R1/R5/OS	R1/R5/OS
ANN024	820 Bestgate Rd Prtshp	Annapolis Marketplace	820-24 Bestgate Road	302	2.26	R5	C3	Low-Medium Residential	R5	R5	R5
ANN025	Annapolis Marketplace	Annapolis Marketplace	Annapolis Marketplace	303	1	R5	C3	Low-Medium Residential	R5	R5	R5
ANN026	Places, Inc.	Places, Inc.	2025 Commerce Park Dr.	784 / C	7.94	W1	C3	PGMA	W1	W1	To be determined by Parole Growth Management Plan
ANN027	Southstar Lmted Prtshp	Southstar Lmted Prtshp	Bestgate Road	p/o 668	7	R1	R5	Low Residential	R1	R1	R1
ANN039	Annapolis Lodge #296	Donatelli & Klein	2570 Housley Rd	340	10	R2	R20-R40	PGMA	R22	R22	To be determined by Parole Growth Management Plan
	Bestgate Road, LLC Annapolis Marketplace, LLC	Chase, Beryl and Citizens for Responsible Parole Planning	830 Bestgate Rd 820 Bestgate Rd 818 Bestgate Rd	300, 302, 303	55.0, 2.3, 1.1	R1/R5/OS	R5/R1/OS	Low and Low-Medium Residential	R5/R1/OS	R1/R5/OS	R1/R5/OS
Group 2: Bestgate Road											
ANN007	Blackstone	Blackstone	811 Bestgate Rd	334	0.77	R22	C3	High Residential	R22	R22	R22
ANN008	Cully	Cully	811 Bestgate Rd	334	0.77	R22	C3	High Residential	R22	R22	R22
ANN016	Chancellor Holdings	Holdings	711 Bestgate Rd	267	1.7	R15	C2	High Residential	R15	R15	R15
ANN037	Smith	2 Dudes LLC	2083 Ashley Dr	376, 377	0.13	R1	C3	Low Residential	R1	R1	R1
ANN038	2 Dudes LLC	2 Dudes LLC	808 Bestgate Rd	308 / 1	10	R1	C3	Low Residential	R1	R1	R1
ANN041	Holland	Renfor	825 Bestgate Rd	479	1.9	R5	C2	Low-Medium Residential	R5	R5	R5

APPENDIX C
Comprehensive Zoning Applications
Annapolis Neck Small Area Plan

File #	Owner's Name	Applicant's Name	Property Address	Parcel # / Lot #	Acres	Current Zoning	Requested Zoning	Land Use Map Designation	OPZ Rec	PAB Rec	Plan Rec
Group 3: Bestgate / Boardley Road											
ANN001	Edwards	Edwards	2051 Boardley Road	366	2.6	R15	R15	High Residential	R15	Application Withdrawn	
ANN002	Rice	Rice	2050 Boardley Road	288	0.74	R15	R15	High Residential	R15	Application Withdrawn	
ANN003	Larkins	Larkins	703 Bestgate Road	274 / 2	0.12	R15	R15	High Residential	R15	Application Withdrawn	
ANN004	Pindell	Pindell	2047 Boardley Avenue	696	0.23	R15	R15	High Residential	R15	Application Withdrawn	
ANN009	Hall	Hall	701 Bestgate Road	275	0.17	R15	R15	High Residential	R15	Application Withdrawn	
ANN010	Harris	Harris	2046 Boardley Road	312	0.74	R15	R15	High Residential	R15	Application Withdrawn	
ANN011	Harris	Harris	2048 Boardley Road	679	0.56	R15	R15	High Residential	R15	Application Withdrawn	
ANN049	Turk & Forrester	Turk & Forrester	2051 Old Admiral Court	266	0.46	R15	R15	High Residential	R15	Application Withdrawn	
Group 4: Ridgely Ave.											
ANN017	English	English	5 Riverview	187	0.65	R2	Commercial	Low Residential	R2	R2	R2
ANN018	Rudd	Desmarais	617 Ridgely Ave	155 / 14	0.42	R2	Unspecified	Low Residential	R2	R2	R2
ANN022	Bloom	Bloom	640 Ridgely Ave	499 / 20	0.7	R2	Commercial	Low Residential	R2	R2	R2
ANN028	Ellsworth	Ellsworth	627 Ridgely Ave	545	0.56	R2	C3	Low Residential	R2	R2	R2
ANN029	Johnson	Johnson	513 Ridgely & 515 Ridgely Ave	580, 606	0.45	R2	Commercial	Low Residential	R2	R2	R2
ANN030	Heroes Tavern/Restaurant	Johnson	513-15 Ridgely Ave	186	0.79	C1	R2	Low Residential	C1	C1	C1
ANN031	Sfakyanudis	Wayson	627 Bestgate Rd	224, 228	0.5	R2	C1	Low Residential	R2	R2	R2
ANN032	Harrison	Harrison	635 Ridgely Ave	146 / 20	0.37	R2	C4 or back to R15	Low Residential	R2	R2	R2

APPENDIX C
Comprehensive Zoning Applications
Annapolis Neck Small Area Plan

File #	Owner's Name	Applicant's Name	Property Address	Parcel # / Lot #	Acres	Current Zoning	Requested Zoning	Land Use Map Designation	OPZ Rec	PAB Rec	Plan Rec
ANN033	Erickson	Erickson	627 Ridgely Ave	546 / 4, 5	0.42	R2	C2	Low Residential	R2	R2	R2
ANN048	Weems Cr Med Ctr Condo	Weems Cr Med Ctr Condo	Ridgely Ave & Acorn Rd	114		R2	C2	Low Residential	R2	R2	R2
	Sturbridge Development Company	Sturbridge Development Company	2001 Tidewater Colony Drive	446	0.66	R15	C2	High Residential	R15	R15	R15
Group 5: Riva Road / Admiral Cochrane / Aris T. Allen											
ANN006	Spruill	Spruill	2 Womack Road	244	9.26	W1 & R2	Change R2 to W1	PGMA	W1	W1/R2	To be determined by Parole Growth Management Plan
ANN019	Annap. Rt.2 LLC	Montag	Rt.2-West Side	90, 92	18.3	R2	RLD	PGMA	W1	R2	To be determined by Parole Growth Management Plan
ANN020	Annap Rte. 2 LLC	Hyatt	SW corner of Rte.2 & 665	90, 92	18.3	R2	W1	PGMA	W1	R2	To be determined by Parole Growth Management Plan
ANN056	Bowen	Bowen	Riva Road-MD Assoc. of Realtors	456 / part of 5A	7.3	C4	C4 or C3	PGMA	C2	C2	To be determined by Parole Growth Management Plan
ANN057	Arundel Land Development Co.	Arundel Land Development Co.	Aris T. Allen Blvd across from Vineyard Road	375	4.1	R2	C4	Low Residential	R2	R2	R2
ANN058	Bowen	Bowen	Vineyard Rd. (Between Bywater & Forest Drive.	163, 335	17.6	R2	C3	Low Residential	R2	R2	R2
ANN068	McNew	Wayson, Jr.	40 Wallace Manor Rd.	374 / A	10.6	R1	R2	Low Residential	R1	R1	R1

APPENDIX C
Comprehensive Zoning Applications
Annapolis Neck Small Area Plan

File #	Owner's Name	Applicant's Name	Property Address	Parcel # / Lot #	Acres	Current Zoning	Requested Zoning	Land Use Map Designation	OPZ Rec	PAB Rec	Plan Rec
Group 6: Solomons Island Road / Neal Street											
ANN005	Hain, Jr.	Hain, Jr.	1 Neal Street	214, 385	0.23	TC	TC	PGMA	TC	Application Withdrawn	
ANN012	Brown	Brown	132 Solomons Island Road	282	0.78	TC	TC	PGMA	TC	Application Withdrawn	
ANN013	Brown	Brown	132 Solomons Island Road	282	0.78	TC	TC	PGMA	TC	Application Withdrawn	
ANN014	Turner	Turner	132 Solomons Island Road	282	0.78	TC	TC	PGMA	TC	Application Withdrawn	
ANN036	Coffman	Autumn Associates	2431 Solomons Island	66 / 140B	0.85	TC	TC	PGMA	TC	Application Withdrawn	
ANN044	Wilson	Wilson	11 Neal Street	394	0.14	TC	TC	PGMA	TC	Application Withdrawn	
ANN045	Anderson	Anderson	5 Neal Street	404 / 3	0.11	TC	TC	PGMA	TC	Application Withdrawn	
ANN046	Brown	Brown	134 Old Solomons Island Rd	63	0.11	TC	TC	PGMA	TC	Application Withdrawn	
ANN047	Brown	Brown	7 Neal Street	393 / 4	0.11	TC	TC	PGMA	TC	Application Withdrawn	
ANN069	Gray	Gray	2473 Solomons Island Rd.	136 / 4	2.1	C4/R15	C4/R15	Commercial / Low Residential	C2 / R2	R2	C2 / R2
Group 7: Ferry Point Road / Harness Creek Road											
ANN021	Melvin	Melvin	989 Melvin Rd	27	4.95	R1	R1	Rural	RLD	RLD	RLD
ANN034	Taylor	Taylor	934 Arbutus Dr	207 / part of 18	7.08	R1	R1	Rural	RLD	RLD	RLD
ANN035	Beck	Beck	556 Ferry Point Rd	205	1.84	R1	R1	Rural	RLD	RLD	RLD
ANN050	Garner	Garner	3136 Harness Creek Rd	31	3	R2	R2	Rural	RLD	RLD	RLD
ANN051	Garner	Garner	3136 Harness Creek Rd	30	4.3	R2	R2	Rural	RLD	RLD	RLD

APPENDIX C
Comprehensive Zoning Applications
Annapolis Neck Small Area Plan

File #	Owner's Name	Applicant's Name	Property Address	Parcel # / Lot #	Acres	Current Zoning	Requested Zoning	Land Use Map Designation	OPZ Rec	PAB Rec	Plan Rec
ANN052	Rivera	Rivera	751 Harness Creek View Dr.	261 / 11	0.69	R2	R2	Rural	RLD	RLD	R2
ANN053	Leonard	Leonard	3243 Harness Creek Rd	40 / 4, 5	0.54	R2	R2	Rural	RLD	RLD	RLD
ANN054	Rogers	Rogers	3057 Rundelac Road	284 / 4R	4	R1	R1	Rural	RLD	RLD	R1
ANN055	Messenheimer	Messenheimer	913 Melvin Road	18	7.54	R1	R1	Rural	RLD	RLD	RLD
ANN059	Steele	Steele	470 Ferry Point Rd.	209	10	R1	R1	Rural	RLD	RLD	RLD
ANN060	Barkanic	Barkanic	522 Ferry Point Rd	308 / C	3.4	R1	R1	Rural	RLD	RLD	RLD
ANN061	Asher	Asher	753 Harness Creek View Dr.	285 / 12	0.57	R2	R2	Rural	RLD	RLD	R2
ANN062	Segal	Johnson Assoc.	3230 Harness Creek Road	372, 151, 260	53	R2, RA	R2	Rural and Natural Features	RLD, RA	RLD / RA	RLD / RA
ANN063	Govatos	Trustees of Paul Norris	3366 Harness Creek Road	232 / 12	0.74	R2	R2	Rural	RLD	RLD	RLD
ANN064	Woodward/Govatos	Trustees of Paul Norris	3360 Harness Creek Road	232 / 13	0.89	R2	R2	Rural	RLD	RLD	RLD
ANN065	Govatos	Govatos	3360 Harness Creek Rd	232 / 13	0.89	R2	R2	Rural	RLD	RLD	RLD
ANN066	Govatos	Govatos	3366 Harness Creek Rd	232 / 12	0.74	R2	R2	Rural	RLD	RLD	RLD
ANN067	Hayes	Hayes	6 & 11 Saunders Pt. Lane	3 / 3, 5		R1	R1	Rural	RLD	RLD	RLD

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2002, Legislative Day No. 37

Bill No. 83-02

Introduced by Ms. Vitale, Chairman
(by request of the County Executive)

By the County Council, December 16, 2002

Introduced and first read on December 16, 2002
Public Hearing set for and held on January 21, 2003
Amended February 24, 2003
Public Hearing on AMENDED BILL set for and held on March 3, 2003
Public Hearing on SECOND AMENDED BILL set for and held on March 17, 2003

By Order: Judy C. Holmes, Administrative Officer

A BILL ENTITLED

1 AN ORDINANCE concerning: The General Development Plan - Annapolis Neck Small
2 Area Plan

3
4 FOR the purpose of adding the Annapolis Neck Small Area Plan to the documents used
5 to guide the future development of land and the location of public services and
6 facilities in the County; and amending the General Development Plan by the
7 Annapolis Neck Small Area Plan.

8
9 BY repealing and reenacting, with amendments: Article 24, §1-102(1) (As amended by
10 Bill Nos. 42-02 and 67-02)
11 Anne Arundel County Code (1985, as amended)

12
13 WHEREAS, the 1997 General Development Plan recommended that the County
14 be divided into 16 Small Planning Areas, and that plans for those areas be
15 developed after considering the recommendations of Small Area Plan Committees
16 with memberships representing cross-sections of the citizens affected by the
17 plans; and

18
19 WHEREAS, upon adoption by ordinance of the County Council, a Small Area
20 Plan will constitute an amendment to the 1997 General Development Plan, and
21 will supersede the provisions of the General Development Plan applicable to the
22 Small Planning Area to the extent of any conflict; and

EXPLANATION: CAPITALS indicate new matter added to existing law.
[Brackets] indicate matter stricken from existing law.

1 WHEREAS, the Office of Planning and Zoning, after considering the
2 recommendations of the Annapolis Neck Small Area Plan Committee and the
3 Planning Advisory Board, has prepared the Annapolis Neck Small Area Plan
4 dated December, 2002; now, therefore,
5

6 SECTION 1. *Be it enacted by the County Council of Anne Arundel County,*
7 *Maryland,* That Section(s) of the Anne Arundel County Code (1985, as amended) read as
8 follows:
9

10 ARTICLE 24 PLANNING AND DEVELOPMENT

11 Title 1. General Provisions

12
13 1-102. Planning for future development.

14
15 The following documents shall be used as a guide in the future development of land
16 in and the location of public services and facilities by the County:
17

18 (1) the General Development Plan for Anne Arundel County prepared by the
19 Department of Planning and Code Enforcement dated June, 1997, as amended by Bill No.
20 51-99 and by the following:
21

22 (i) the Crownsville Small Area Plan dated April, 2000, as adopted by Bill No.
23 22-00;

24 (ii) the Crofton Small Area Plan dated July, 2000, as adopted by Bill No. 69-
25 00;

26 (iii) the Deale/Shady Side Small Area Plan dated April, 2001, as adopted by
27 Bill No. 25-01;

28 (iv) the Annapolis, London Town, and South County Heritage Area
29 Management Plan dated April, 2001, as adopted by Bill No. 33-01;

30 (v) the South County Small Area Plan dated September 4, 2001, as adopted by
31 Bill No. 68-01;

32 (vi) the Broadneck Small Area Plan dated September 2001, as adopted by Bill
33 No. 77-01;

34 (vii) the Edgewater/Mayo Small Area Plan dated February 2002, as adopted
35 by Bill No. 92-01;

36 (viii) the Severna Park Small Area Plan dated January 2002, as adopted by
37 Bill No. 5-02;

38 (ix) the Severn Small Area Plan dated May 2002, as adopted by Bill No. 42-
39 02; [and]

40
41
42
43
44
45
46
47
48

1 (x) the Greenways Master Plan dated March 2002, as adopted by Bill No. 67-
2 02; AND

3
4 (XI) THE ANNAPOLIS NECK SMALL AREA PLAN DATED DECEMBER, 2002, AS
5 ADOPTED BY BILL NO. 83-02.

6
7 SECTION 2. And be it further enacted, That the Annapolis Neck Small Area Plan is
8 hereby amended as follows:

9
10 1. Delete pages 14 through 16 of the Plan which is the section entitled
11 “Demographics” and substitute a new section entitled “Demographics” as revised by
12 attached Exhibit 1; and revise Appendix A entitled “Small Area Plans Demographic
13 Profiles 2000” accordingly. (Amendment No. 2)

14
15 2. Delete pages 18 through 23 of the Plan which is the section entitled “Plan
16 Concept” and substitute a new section entitled “Plan Concept” as revised by attached
17 Exhibit 2 and inclusive of any previous amendments. (Amendment No. 3)

18
19 3. Delete pages 24 and 25 of the Plan which is the section entitled “Regional
20 Planning and Interjurisdictional Cooperation” and substitute a new section entitled
21 “Regional Planning and Interjurisdictional Cooperation” as revised by attached Exhibit 3.
22 (Amendment No. 4)

23
24 4. On the first page of the Plan which is the Table of Contents, after “Appendix B
25 Comprehensive Zoning Applications”, add “Appendix C Establishing a Natural Area
26 Network System on the Annapolis Neck” and after page B-5, insert Appendix C which is
27 attached as Exhibit 4. (Amendment No. 5)

28
29 5. Delete pages 26 through 49 of the Plan which is the section entitled “Natural and
30 Historic Resources” and substitute a new section entitled “Natural and Historic
31 Resources” as revised by attached Exhibit 5. (Amendment No. 6)

32
33 6. Delete pages 102 through 106 of the Plan which is the section entitled “Utilities”;
34 after page 101 insert a new section entitled “Utilities” as revised by attached Exhibit 6;
35 and revise Map 20 entitled “Annapolis Neck Small Planning Area - Water Service Areas”
36 to accurately depict the boundaries of the City of Annapolis and those parcels within the
37 County portion of the Annapolis Neck Peninsula served by City water.
38 (Amendment No. 7)

39
40 7. Delete pages 82 through 101 of the Plan which is the section entitled
41 “Transportation” and substitute a new section entitled “Transportation” as revised by
42 attached Exhibit 8. (Amendment No. 9)

43
44 8. In the section of the Plan entitled “Natural and Historic Resources” in section III
45 entitled “Watershed Protection and Stormwater Management”, under the heading
46 “Recommendations”, delete item 4(a) and renumber 4(b) and (c) to be 4(a) and (b).
47 (Amendment No. 10)

1 9. In the section of the amended Plan entitled “Plan Concept” on Map 5 entitled
2 “Annapolis Neck Concept Plan - Local Transportation Network” and Map 6 entitled
3 “Annapolis Neck Concept Plan Regional Transportation Network”, in both instances,
4 delete the ‘Greenway’ designation and remove the Greenways line from the maps.
5 (Amendment No. 11)

6
7 10. In the amended Plan, delete the section entitled “Land Use and Zoning”;
8 substitute a new section entitled “Land Use and Zoning” as revised by attached Exhibit
9 9. (Amendment No. 12)

10
11 11. In the section of the amended Plan entitled “Community Facilities” in the
12 subsection entitled “Recreation and Parks”, delete the second recommendation and
13 substitute the following:

- 14
15 • Fund the design and engineering necessary to expand Peninsula Park to the
16 adjacent acquired property in order to build needed ball fields and parking
17 facilities.

18 (Amendment No. 14)

19
20 12. In the amended Plan, delete the second page which is the “List of Maps” and
21 substitute the attached Exhibit 13 which is a new “List of Maps and Explanation of
22 Maps” and add appropriate map location page numbers to the list.

23
24 Renumber Maps 17 through 22 in the amended Plan, exclusive of previous
25 amendments, to be Maps 19 through 24, inclusive and renumber map references in the
26 appropriate sections of the amended Plan.

27 (Amendment No. 17)

28
29 13. In the section of the amended Plan entitled “Community Facilities”, delete the
30 subsection entitled “Fire/EMS/Rescue Services” and substitute a new subsection entitled
31 “Fire/EMS/Rescue Services” as revised by attached Exhibit 14.

32 (Amendment No. 18)

33
34 14. In the amended Plan, delete the section entitled “Summary of Key
35 Recommendations”; after the section entitled “Plan Concept”, insert a new section
36 entitled “Summary of Key Recommendations” as revised by attached Exhibit 15.

37 (Amendment No. 19)

38
39 SECTION 2 3. *And be it further enacted*, That the Annapolis Neck Small Area Plan,
40 dated December, 2002, is incorporated herein by reference as if fully set forth. A copy of
41 the Annapolis Neck Small Area Plan, as amended by this Ordinance, shall be
42 permanently kept on file with the Administrative Officer to the County Council and the
43 Office of Planning and Zoning.

44
45 SECTION 3-4. *And be it further enacted*, That this Ordinance shall take effect 45
46 days from the date it becomes law.

READ AND PASSED this 17th day of March, 2003

By Order:


Judy C. Holmes
Administrative Officer

PRESENTED to the County Executive for her approval this 18th day of March, 2003


Judy C. Holmes
Administrative Officer

APPROVED AND ENACTED this 24th day of March, 2003


Janet S. Owens
County Executive

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO. 83-02, THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE COUNTY COUNCIL.


Judy C. Holmes
Administrative Officer

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2007, Legislative Day No. 5

Bill No. 13-07

Introduced by Mr. Dillon, Chairman
(by request of the County Executive)
and by Mr. Cohen

By the County Council, March 5, 2007

Introduced and first read on March 5, 2007
Public Hearing set for and held on April 3, 2007
Bill AMENDED May 21, 2007
Public Hearing on AMENDED BILL set for and held on June 4, 2007
Bill Expires June 8, 2007

By Order: Judy C. Holmes, Administrative Officer

A BILL ENTITLED

1 AN ORDINANCE concerning: Comprehensive Zoning – Annapolis Neck
2
3 FOR the purpose of adopting new comprehensive zoning maps for the area shown on the
4 Annapolis Neck Small Area Plan that is located in the Second Assessment District of
5 Anne Arundel County; repealing certain comprehensive zoning maps; ~~and~~ repealing a
6 certain moratorium on zoning reclassifications; and providing for the application of this
7 bill.
8
9 WHEREAS, by Bill No. 51-97, the County Council adopted the Anne Arundel
10 County General Development Plan that divided the County into 16 geographic areas
11 in which separate small area plans and zoning maps were to be developed; and
12
13 WHEREAS, by Bill No. 83-02, the County Council adopted the Annapolis Neck
14 Small Area Plan, which included recommendations for land use planning and zoning
15 of the area covered by the Plan; now, therefore,
16
17 SECTION 1. *Be it enacted by the County Council of Anne Arundel County, Maryland,*
18 That the Comprehensive Zoning Maps dated March 5, 2007, as set forth below for the
19 Annapolis Neck Small Area in the Second Assessment District of Anne Arundel County
20

EXPLANATION: CAPITALS indicate new matter added to existing law.
[Brackets] indicate matter stricken from existing law.
Underlining indicates amendments to bill.
~~Strikeover~~ indicates matter stricken from bill by amendment.

1 prepared by the Office of Planning and Zoning, on 200 scale topographic maps, are hereby
2 approved and adopted as follows:

3
4 Annapolis Neck 200 Scale Zoning Maps:

5 Part of U21, p/oV21

6 Part of T22, p/oU22, V22, p/oW22

7 Part of S23, p/oT23, p/oU23, p/oV23, p/oW23

8 Part of Q24, p/oR24, p/oS24, p/oT24, p/oU24

9 Part of Q25, R25, S25, T25, p/oU25, p/oV25

10 Part of Q26, p/oR26, p/oS26, T26, p/oU26, p/oV26, p/oW26, p/oX26, p/oY26

11 Part of T27, p/oU27, p/oV27, p/oW27, p/oX27, p/oY27, Z27

12 V28, W28, X28, Y28, Z28

13 Part of W29, X29, Y29, Z29

14 Part of X30, Y30, Z30

15 Y31, Z31
16

17
18 SECTION 2. *And be it further enacted*, That all those maps and portions of maps that are
19 described in Section 1 of this Ordinance are incorporated herein by reference as if fully set
20 forth. A certified copy of the Comprehensive Zoning Maps shall be permanently kept on file
21 by the Administrative Officer to the County Council and the Office of Planning and Zoning.
22

23 SECTION 3. *And be it further enacted*, That the Comprehensive Zoning Maps for the
24 area of the Second Assessment District of Anne Arundel County covering the area described
25 in Section 1 of this Ordinance, adopted by Bill No. 71-85 and Bill No. 76-88 are hereby
26 repealed.
27

28 SECTION 4. *And be it further enacted*, That the moratorium on zoning reclassifications
29 in the portions of the Second Assessment District of Anne Arundel County covering the area
30 described in Section 1 of this Ordinance, adopted by Bill No. 4-99, is hereby repealed.
31

32 SECTION 5. *And be it further enacted*, That the maps approved, enacted, and
33 incorporated by reference under Section 1 of this Ordinance are hereby amended as follows:
34

35 1. On Map U26, change the hatched area from RLD to R1, shown on the attached Exhibit
36 U26-A incorporated herein by reference, being an area of 7.9 acres more or less, and
37 encompassing Parcels 166, 168, 216, 466, and 473 on Tax Map 51H.

38 (Amendment No. 2)

39
40 2. On Map U25, change the hatched area from R2 to C3, shown on the attached Exhibit
41 U25-A incorporated herein by reference, being an area of 0.25 acres more or less, and
42 encompassing part of Parcel 136, Lot 4 on Tax Map 51D.

43 (Amendment No. 3)

44 3. On Map T23, change the hatched area from C2 to C3, shown on the attached Exhibit
45 T23-A incorporated herein by reference, being an area of 4 acres more or less, and
46 encompassing Parcel 344, Lots A, B, and C on Tax Map 45.

(Amendment No. 5)

1 4. On Map U23, change the hatched area from R5 to C2, shown on the attached Exhibit
2 U23-C incorporated herein by reference, being an area of 3.7 acres more or less, and
3 encompassing Parcels 331 and 479 on Tax Map 45. (Amendment No. 6)
4

5 5. On Map V22, change the hatched area from R2 to C2, shown on the attached Exhibit
6 V22-A incorporated herein by reference, being an area of 0.43 acres more or less, and
7 encompassing Parcel 228 on Tax Map 45. (Amendment No. 7)
8

9 6. On Map U23, change the hatched area from R1 to C2, shown on the attached Exhibit
10 U23-A incorporated herein by reference, being an area of 1.1 acres more or less, and
11 encompassing Parcel 309, Lot 1 on Tax Map 45. (Amendment No. 8)
12

13 7. On Map X27, change the hatched area from R2 to C1, shown on the attached Exhibit
14 X27-A incorporated herein by reference, being an area of 1.5 acres more or less, and
15 encompassing Parcel 868 and part of Parcels 765, 864 and 867 on Tax Map 57A.
16 (Amendment No. 9)
17

18 SECTION 6. And be it further enacted, That this Ordinance shall be applied
19 prospectively, as follows:
20

21 1. An application for subdivision in that portion of the Annapolis Neck Small Area
22 shown on the attached Exhibits 1A and 1B filed on or before the date this Ordinance
23 becomes law shall be governed by the Comprehensive Zoning Maps that were adopted and in
24 effect (and that are repealed by Section 3 of this Ordinance) prior to the effective date of this
25 Ordinance; and an application for a building or grading permit related to any subdivision as
26 described in this subsection and filed within two years of the date of the subdivision record
27 plat approval shall also be governed by the Comprehensive Zoning Maps that were adopted
28 and in effect prior to the effective date of this Ordinance; and
29

30 2. An application for a building or grading permit in that portion of the Annapolis Neck
31 Small Area shown on the attached Exhibits 1A and 1B filed on or before the date this
32 Ordinance becomes law shall be governed by the Comprehensive Zoning maps that were
33 adopted and in effect (and that are repealed by Section 3 of this Ordinance) prior to the
34 effective date of this Ordinance.
35

36 SECTION 5-7. And be it further enacted, That this Ordinance shall take effect 45 days
37 from the date it becomes law.

AMENDMENTS ADOPTED: May 21 and June4, 2007

READ AND PASSED this 4th day of June, 2007

By Order:



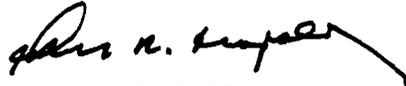
Judy C. Holmes
Administrative Officer

PRESENTED to the County Executive for his approval this 5th day of June, 2007



Judy C. Holmes
Administrative Officer

APPROVED AND ENACTED this 6th day of June, 2007



JOHN R. LEOPOLD
County Executive

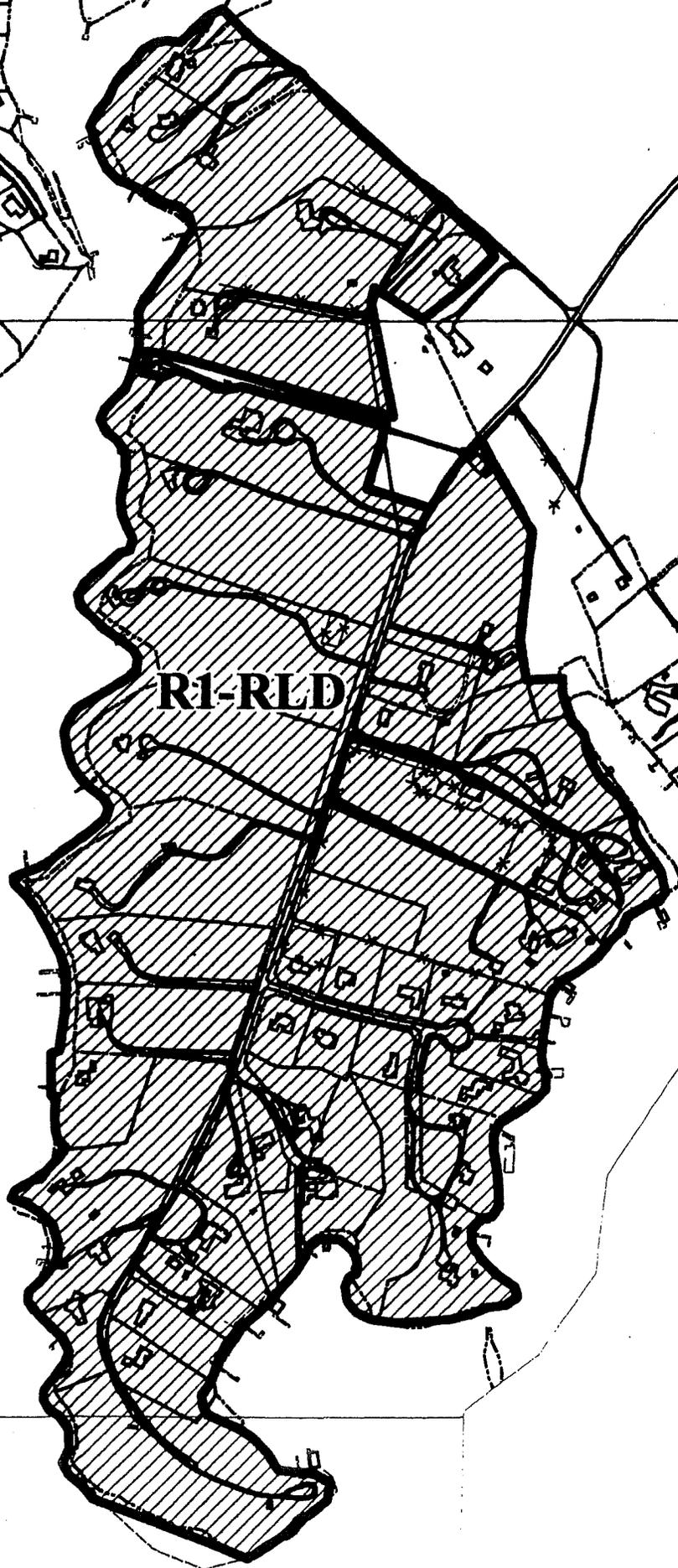
EFFECTIVE DATE: July 21, 2007

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO. 13-07, THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE COUNTY COUNCIL.



Judy C. Holmes
Administrative Officer

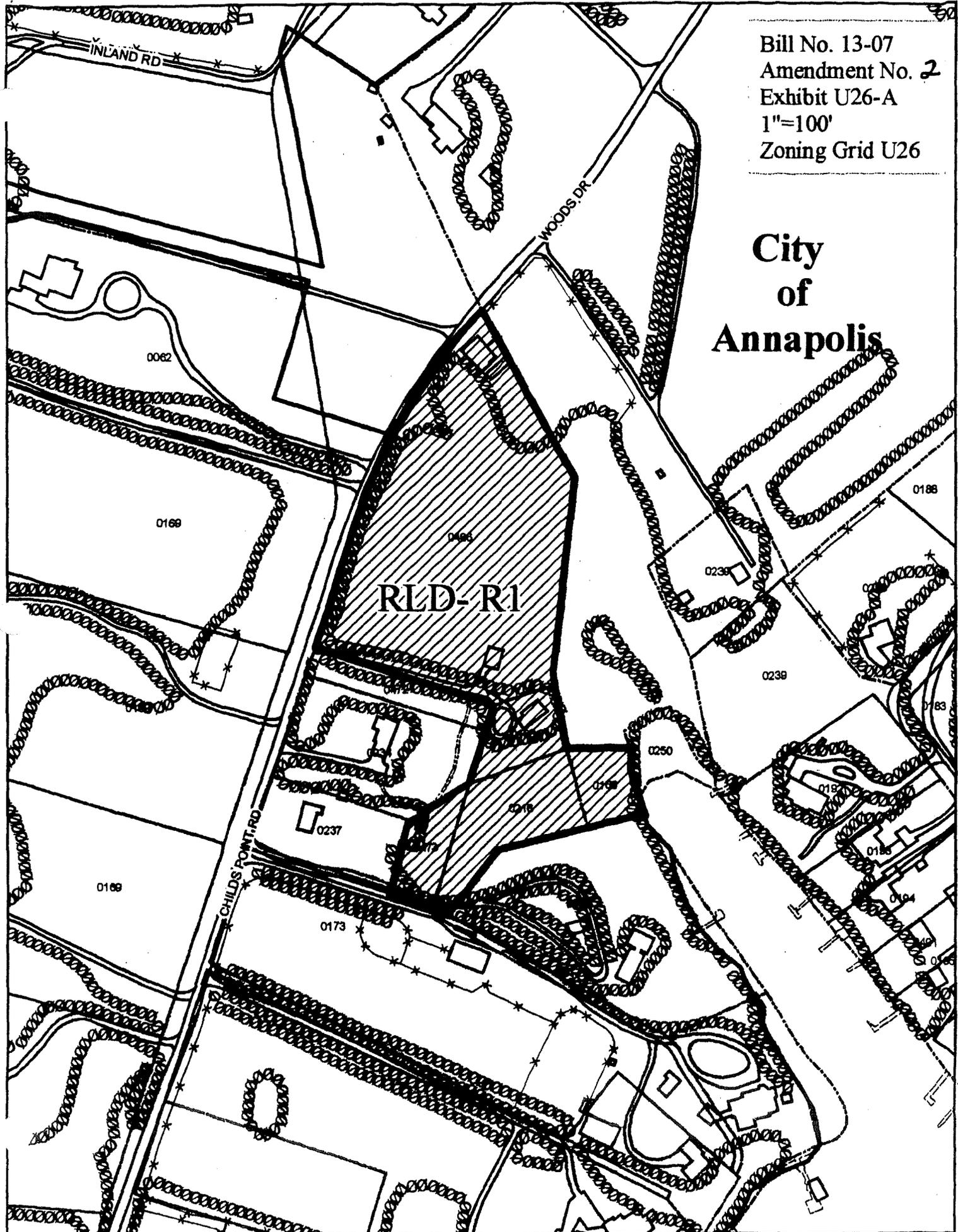
Bill No. 13-07
Amendment No. 1
Exhibit 1A
1"=400'
Zoning Grid:
U25,U26,U27



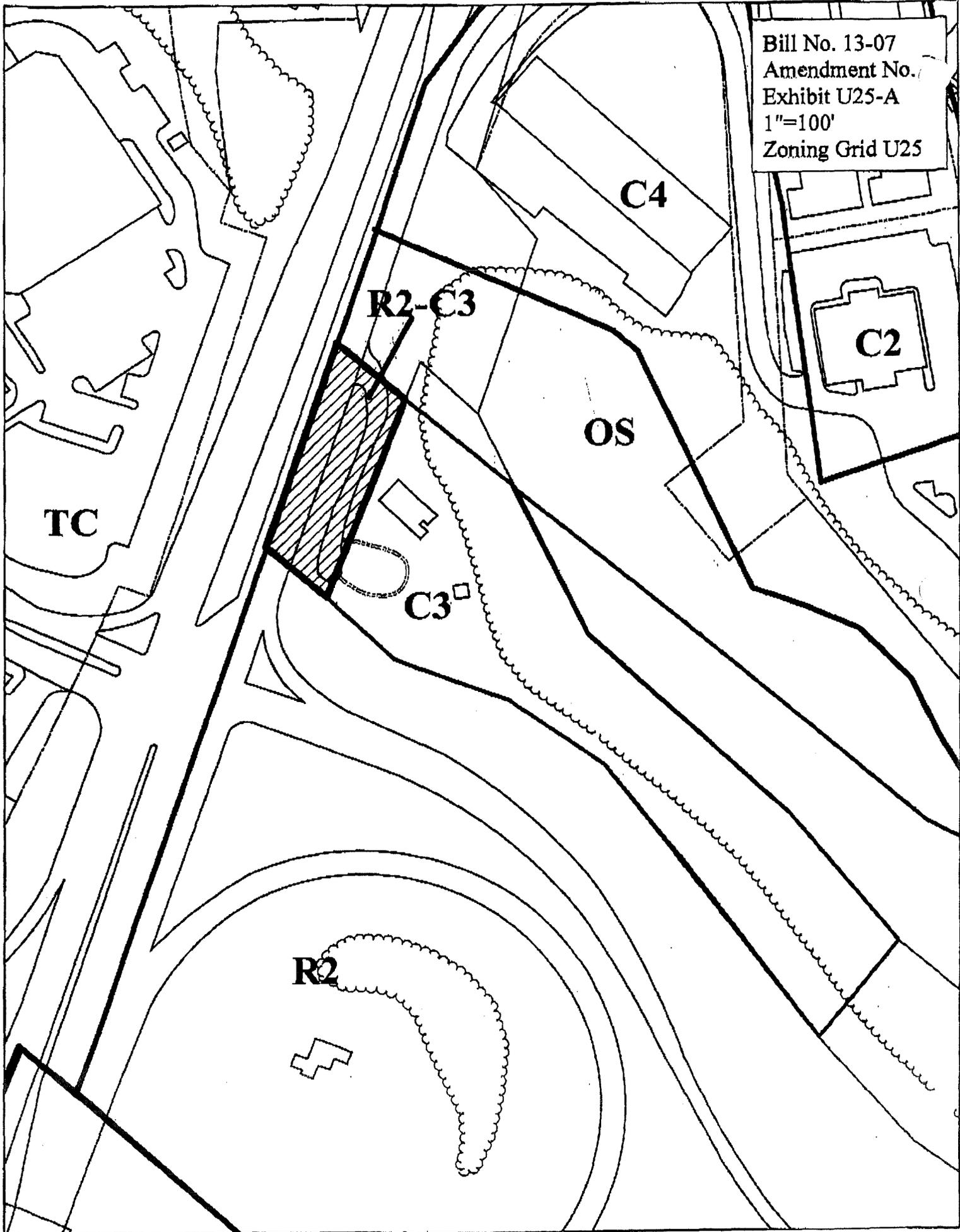
R1-RLD

Bill No. 13-07
Amendment No. 2
Exhibit U26-A
1"=100'
Zoning Grid U26

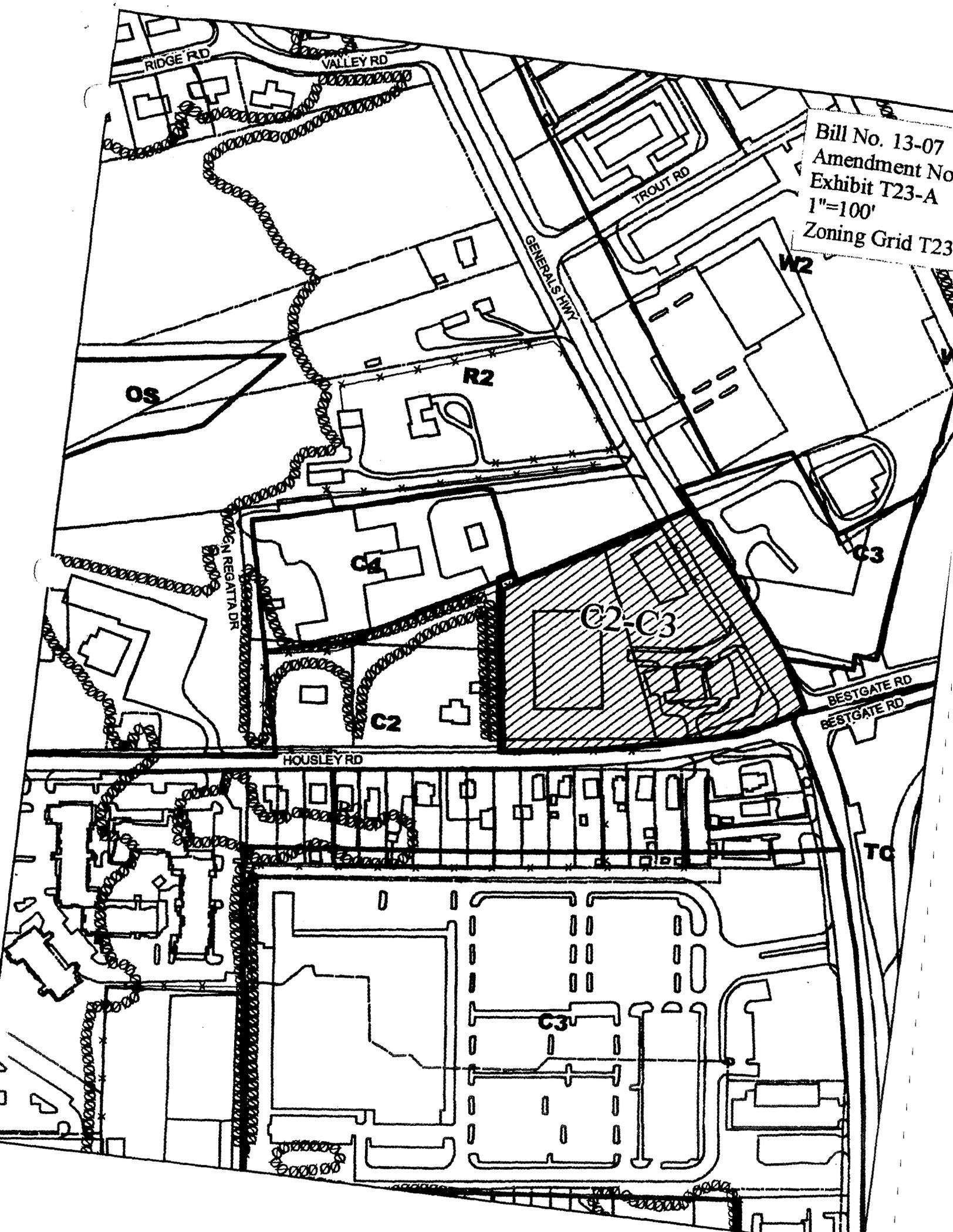
City of Annapolis



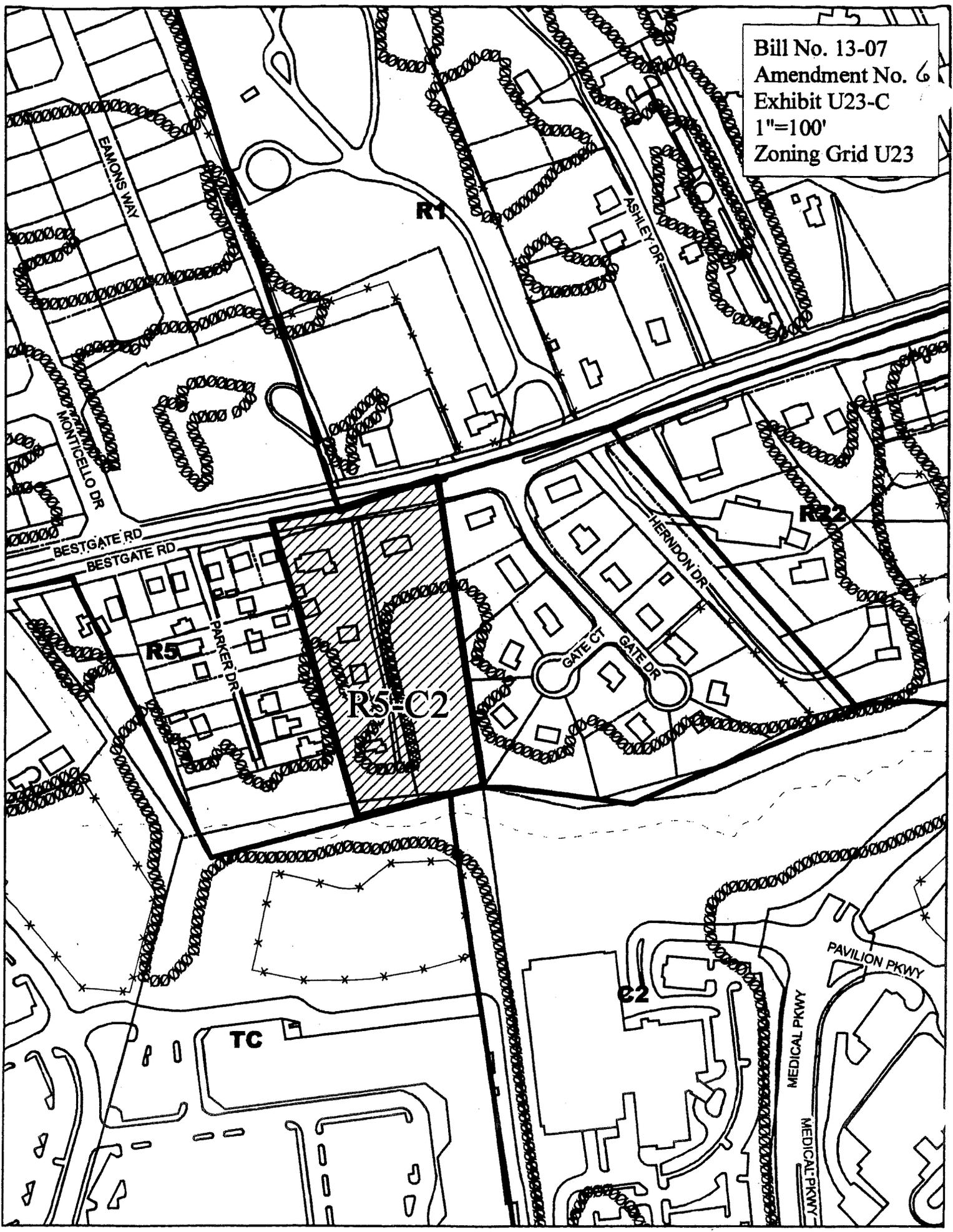
Bill No. 13-07
Amendment No.
Exhibit U25-A
1"=100'
Zoning Grid U25



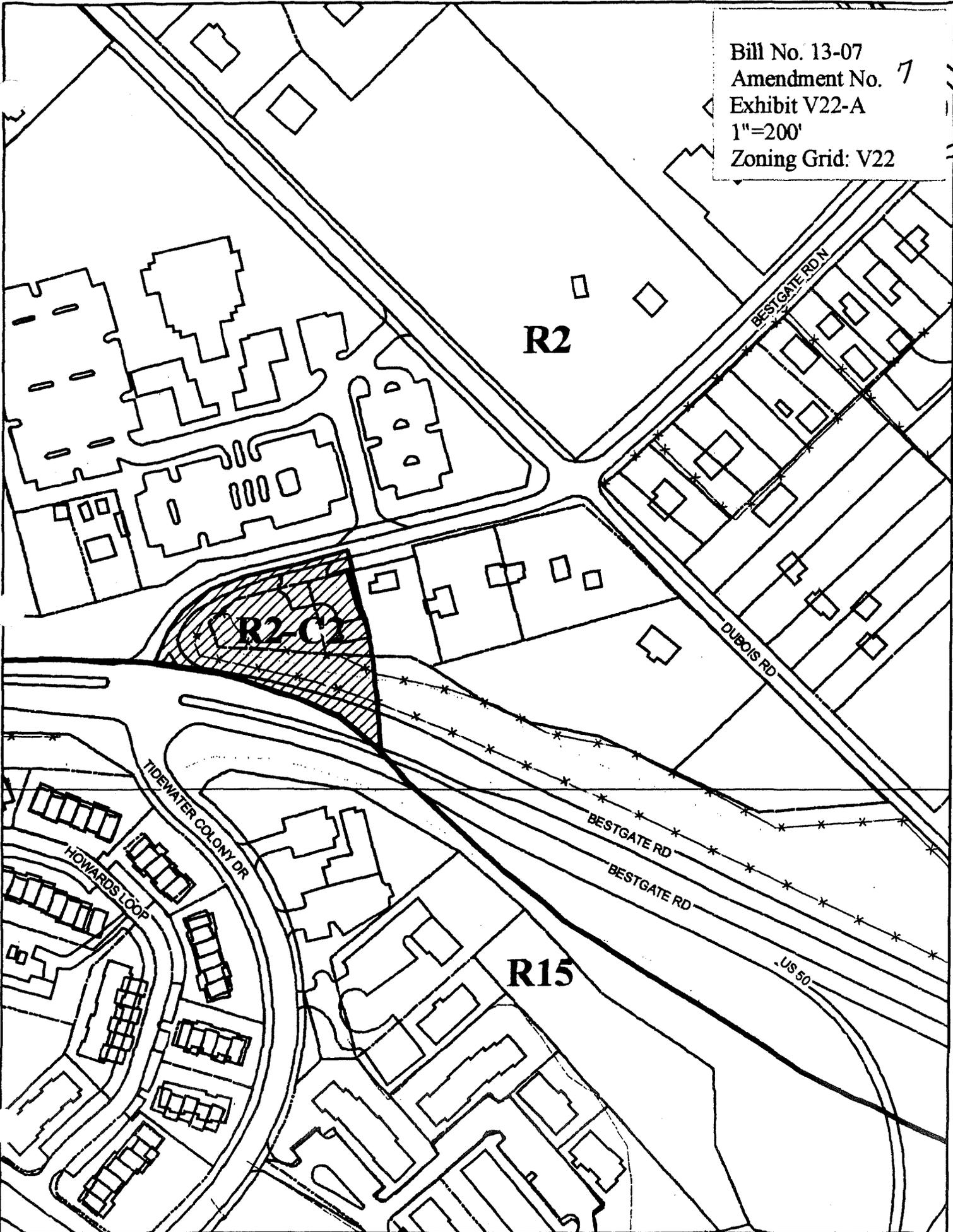
Bill No. 13-07
Amendment No
Exhibit T23-A
1"=100'
Zoning Grid T23



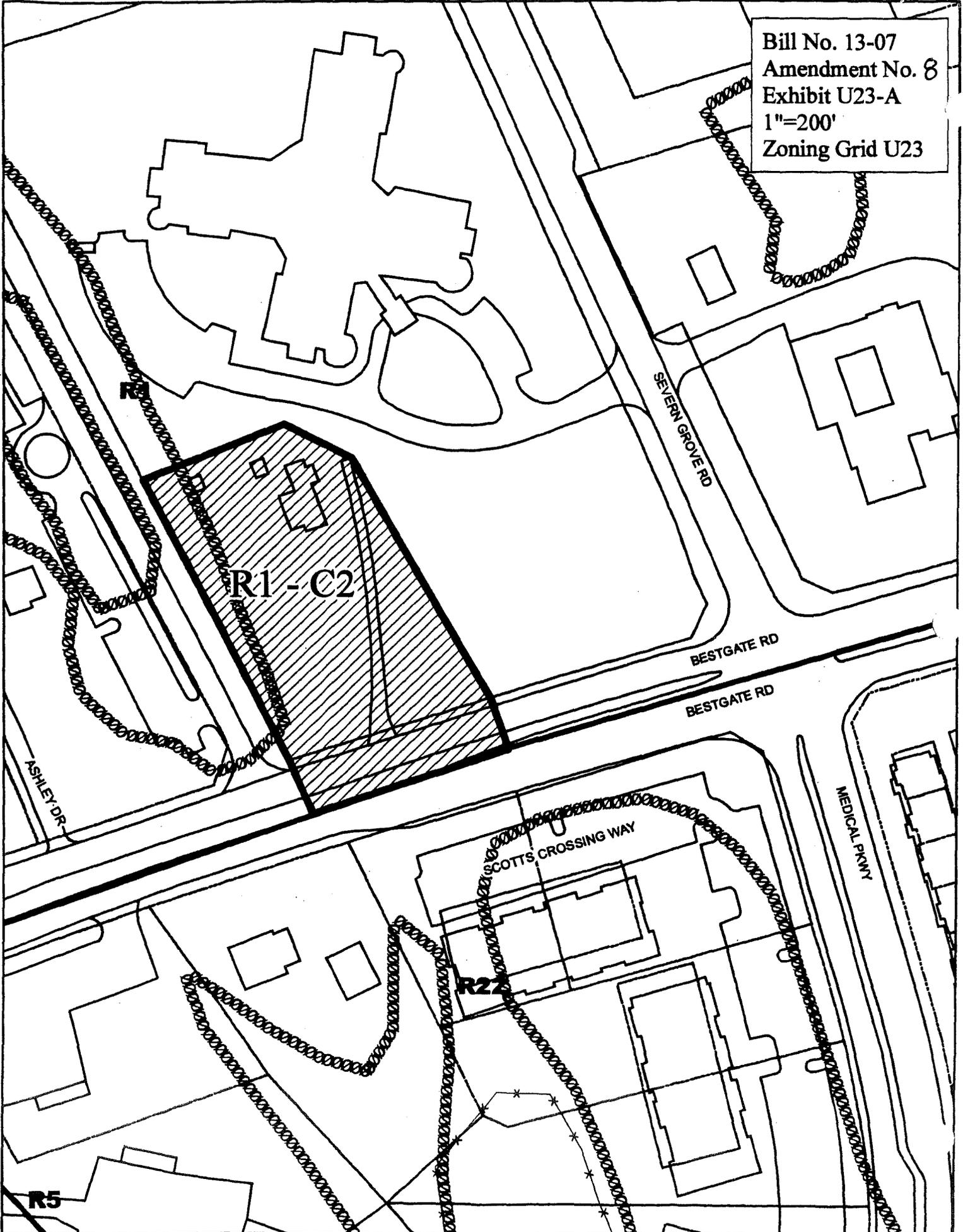
Bill No. 13-07
Amendment No. 6
Exhibit U23-C
1"=100'
Zoning Grid U23



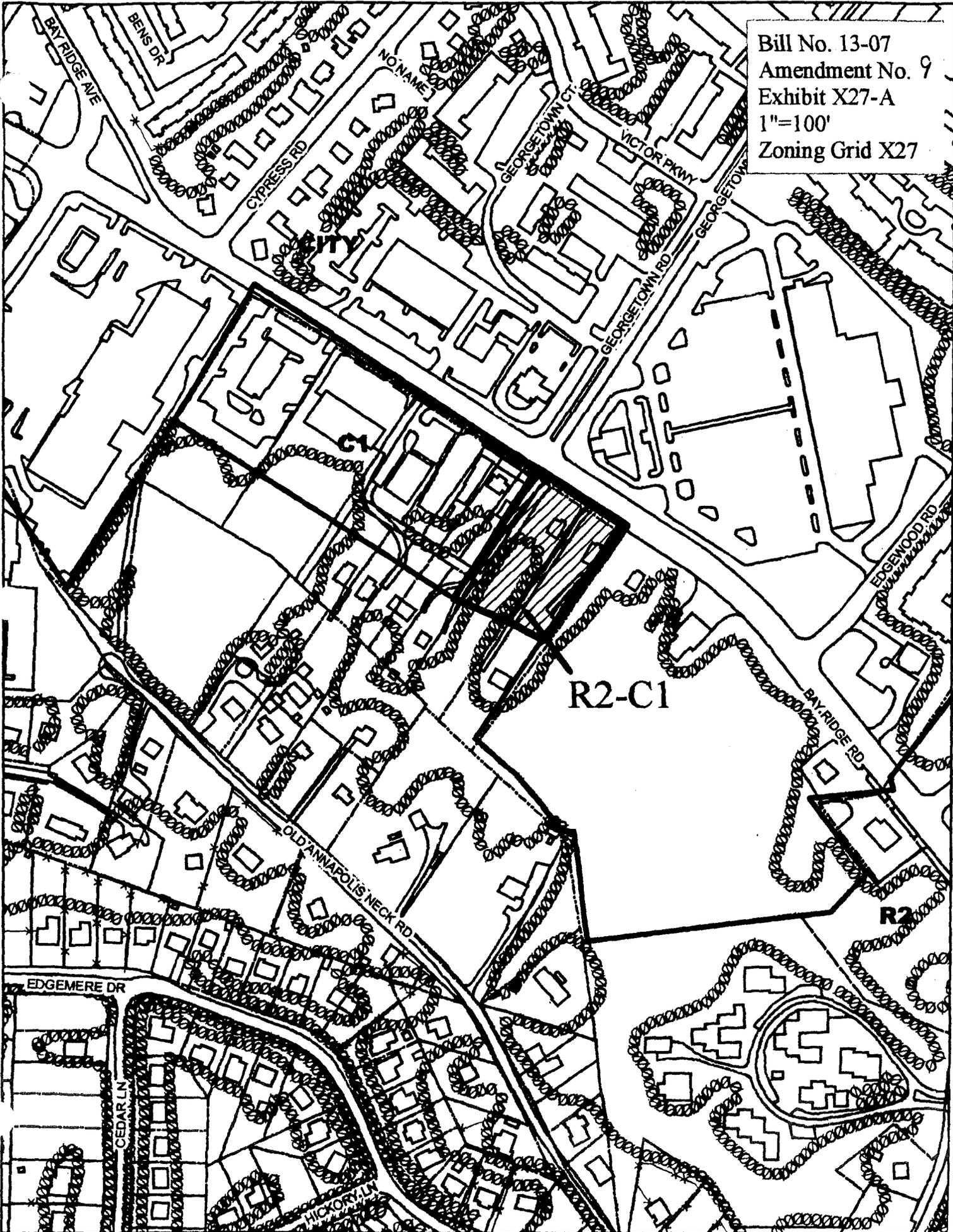
Bill No. 13-07
Amendment No. 7
Exhibit V22-A
1"=200'
Zoning Grid: V22



Bill No. 13-07
Amendment No. 8
Exhibit U23-A
1"=200'
Zoning Grid U23



Bill No. 13-07
Amendment No. 9
Exhibit X27-A
1"=100'
Zoning Grid X27



R2-C1

R2

Appendix F. Adopted Comprehensive Zoning Changes in Annapolis Neck Small Area
Bill 13-07 Effective July 21, 2007

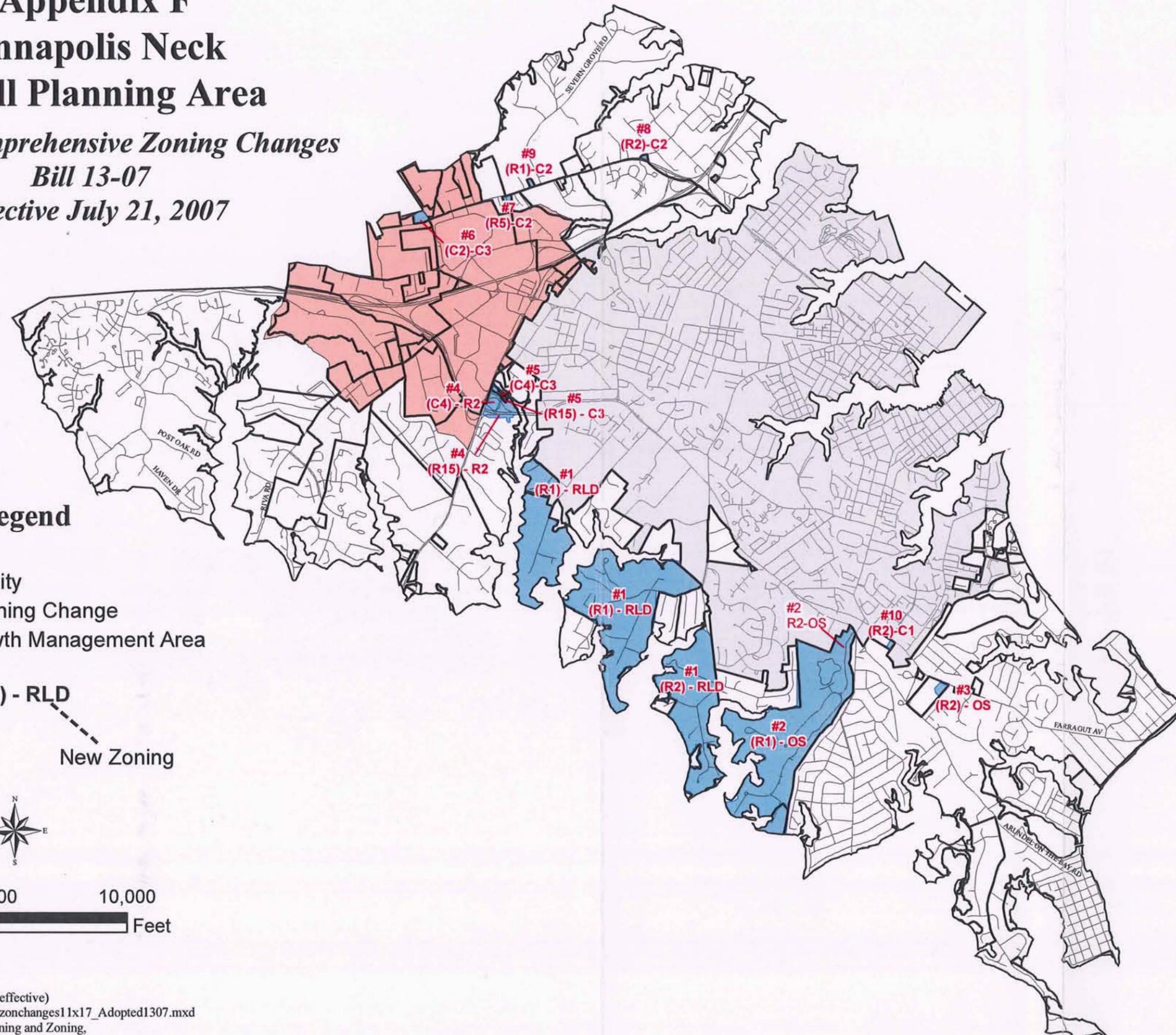
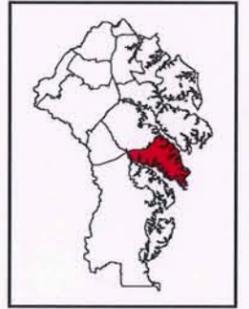
Reference Number	Location	Tax Map & Parcels	Acreage	SAP Land Use	Adopted Zoning Changes	Reason for Change
1	Childs Point, Ferry Point, Melvin Point, and Persimmon Point Peninsulas	Map 51 - Parcels 2, 13, 34, 62, 127, 169-171, 173-176, 205, 207, 209, 237, 275, 297, 300, 303, 308, 324, 344, 356, 366, 367, 396-400, 458, 460, 472, 1969, 2003, 2071, 2347 Map 56 - Parcels 2-4, 7-14, 16-18, 21, 23-27, 34-34, 37-44, 46-50, 53, 55-67, 72, 90, 128, 138, 150, 151, 183, 187, 189, 193, 194, 195, 201-203, 217, 224, 226, 232-235, 237, 247, 249, 253, 256, 263, 265, 276, 277, 279, 287, 347, 348, 355, 360, 365, 371, 729-733, 1332, 1346, 1352, 1369, 1908, 1954, 1958, 1990, Part of Parcel 260	Childs Point Peninsula – 152.9 acres Ferry Point / Melvin Point Peninsulas – 278.5 acres Persimmon Point – 190.9 acres Total – 622.3 acres	Rural	R1 & R2 to RLD	RLD zoning is more consistent with the Rural land use designation; maintain low development densities on these peninsulas that are in the Critical Area and are not planned for public utility service.
2	Quiet Waters Park	Map 56 - Parcel 88	336.1 acres	Natural Features	R1 & R2 to OS	Open Space zoning is consistent with the County's long-term intention to preserve this property as parkland.

Reference Number	Location	Tax Map & Parcels	Acreage	SAP Land Use	Adopted Zoning Changes	Reason for Change
3	Property adjacent to Peninsula Park	Map 57 - Parcel 2233	3.5 acres	Natural Features	R2 to OS	This property has been acquired by the County and is intended to be used as an expansion of Peninsula Park.
4	Interchange at MD 2 / MD 665	Map 51 - Parcel 139, part of Parcels 67, 141, 160 and 423, and the State Highway Administration right-of-way	16.1 acres	Low Residential	C4 & R15 to R2	This property is SHA right-of-way or is immediately abutting a highway interchange, and is not suitable for commercial or high-density residential use.
5	Northeast side of interchange of MD 2 / MD 665	Map 51 – Part of Parcel 136	2.1 acres	Commercial	C4 & R15 to C3	The parcel's location between the interchange ramp and floodplain is not suitable for highway commercial use. A carwash is operating on this site and is permitted in the C3 Zone.
6	Generals Highway and Housley Road	Map 45 – Parcel 344, Lots A, B, and C	4.0 acres	Parole Growth Management Area	C2 to C3	Council amendment. Owner wishes to redevelopment site with retail uses consistent with the Parole Urban Design Plan.
7	823-825 Bestgate Road	Map 45 – Parcels 331 & 479	3.7 acres	Low-Medium Density Residential	R5 to C2	Council amendment. Allow properties to be developed with commercial uses.

Reference Number	Location	Tax Map & Parcels	Acreage	SAP Land Use	Adopted Zoning Changes	Reason for Change
8	627 N. Bestgate Road	Map 45 – Parcel 228	0.4 acre	Low Density Residential	R2 to C2	Council amendment. Allow property to be developed with commercial uses.
9	802 Bestgate Road	Map 45 – Parcel 309, Lot 1	1.1 acres	Low Density Residential	R1 to C2	Council amendment. Permit construction of a dental clinic that was granted special exception approval.
10	900 block of Bay Ridge Road	Map 57A – Parcel 868 and part of Parcels 765, 864, and 867	1.5 acres	Commercial	R2 to C1	Council amendment. Owner wishes to redevelop the adjacent commercial area and expand the commercial site.

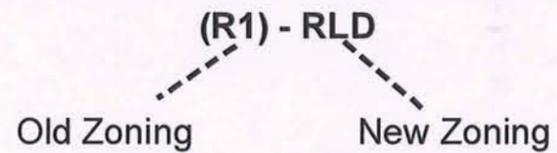
Appendix F Annapolis Neck Small Planning Area

*Adopted Comprehensive Zoning Changes
Bill 13-07
Effective July 21, 2007*



Legend

- Zoning
- Annapolis City
- Adopted Zoning Change
- Parole Growth Management Area



Date : Bill 13-07 July 21, 2007 (effective)
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 Map Production: Office of Planning and Zoning,
 Research and GIS Division
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