

The Bay Breeze

Winter 2004

www.annapolisroads.net

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PRESIDENT'S LETTER

Well, spring is here and summer is knocking on the door.

Where is the cicada invasion?

I am really looking forward to seeing everyone at the annual ARPOA Picnic on June 5th. We will continue with the same successful food and drink setup, italian ice, horseshoes and activities for the younger set.

We are on track to be able to begin the major Isabel restoration work towards the end of the year, after we receive our funds disbursements from the county.

The new security service has started and is much more visible and hopefully much more effective.

Thanks for your support, see ya'round and about.

Walter Bigelow, President

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This is your community newsletter,
we welcome and encourage your input!!!!

The Bay Breeze is published by: Annapolis Roads Property Owners Association, P.O. Box 4934, Annapolis, Maryland 21403-4934			
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Editors reserve the right to print and/or edit all text.			

EDITOR'S GREETING

HAPPY SPRING!

This spring is particularly welcome and particularly gorgeous after our long, cold winter. We are, once again, stunned by the over-the-top generosity of Nature: bright blossoms and new leaves, grass heaving high, birds singing raucously and sweetly. That's the silver lining, of course. The cloud is the hard work that comes with spring — the grass that needs mowing, the leaves to be raked, and the weeds to be pulled. And working in our gardens, we become more aware of — here we go again — the speed at which many drivers careen through our community. Why not slow down and look around? It's gorgeous here. Travelling at 25 m.p.h. gives you the opportunity to enjoy the neighborhood, it lowers your blood pressure, and it gives you a chance to reflect and change gears (literally and metaphorically). So as you enter the community or leave your home, take a deep breath, breathe out, relax, and ease up on the gas pedal.

We have recently spent a week in Venice, admiring that gorgeous city and having a wonderful time, but it made our appreciation for Annapolis Roads all the greater. Venice is a city of canals and stone with precious little greenery — a few gardens with potted tulips, a tuft of grass, a wandering wistaria.

The alleys are narrow, stony on three sides with a slit of sky above.

Trash, which is sometimes lowered in baskets from upper storeys, is picked up every day, but there is reckless abandon about dog shit. There seem to be no leash laws and no "Scoop the Poop" ethic. Negotiating an alley between dumps can feel like a treacherous slalom course. "Cave canem" is good advice in Venice.

But in Annapolis Roads, our pavement is clean! Thanks to all of you who clean up after your pets.

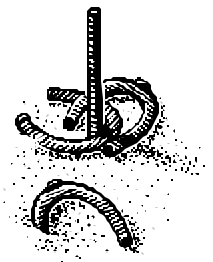
Looking forward to seeing you on June 5th at the annual picnic. Stay tuned for details.

ANNUAL ARPOA BEACH PICNIC

Come enjoy the day with Neighbors and Friends

Food Served 3-5pm

followed by the
Annual Horseshoe Competition



This is an ARPOA sponsored event.

Non-resident guests are
welcome if accompanied by an
Annapolis Roads resident.

Each guest will be charged \$10 to offset the
cost of additional food and drink.

If you would like to bring guests,
Please RSVP by June 2nd
with the number of guests attending to:

Steve Stroetzel 410-268-1154

or

Chris Humphreys 410-268-5112



LAND USE COMMITTEE

What's Happening with Land Preservation?

Residents of Annapolis Roads, in response to the recent questionnaire, clearly voiced an interest in preserving the wooded properties on Ogleton Rd. (33 acres) and at Green Willow Dr.(5 acres). The ARPOA Board of Directors will soon authorize several well-qualified neighbors to initiate discussions with the property owners to seek ways of preserving the land or minimizing the impact of development.

Annapolis Roads residents were briefed on the status of the preservation efforts at the annual meeting in December. A community meeting on the future of the woods will be scheduled once there have been initial discussions with the landowners.

ARPOA is guided in this effort by the Bay Ridge Trust, which was instrumental in the preserving undeveloped land in Bay Ridge. As reported in the winter Bay Breeze, the Bay Ridge Trust was granted \$26,000 from the County Conservation Trust Fund to survey and appraise the land. That work was successfully completed just this month.

Last week, the County Conservation Trust Fund approved a second grant to the Bay Ridge Trust of \$20,000 to further support land preservation efforts in Annapolis Roads. ARPOA is very fortunate that the County values these woods, too, and has very generously bolstered our community's efforts. Many "*Thank You's!*" to the Bay Ridge Trust and the County Conservation Trust Fund.

The Green Willow property changed ownership in early January 2004. The new owner is Barrow Building LLC, a residential builder who paid \$435,000. The new owner has been named in ARPOA's legal action. ARPOA is defending ownership of Harbor Dr. and Green Willow against the County's designation of those roads as "public access".

Thanks to all of you who sent in your survey questionnaires. Our fellow residents have a great desire to preserve the sylvan qualities of Annapolis Roads. Our community is a refuge from the hussle and bustle of crowded streets. We'll continue to make every effort to maintain the the character and design of Annapolis Roads.

Anastasia Hopkinson, Land Use Committee
ahopkinson@comcast.net

Community Clean Up -- DUMPSTER DAYS!

We have a dumpster date for this year. June 8-10th
(Tuesday, Wednesday, Thursday)

Please mark this on you calendar. The Dumpster will be delivered between 8:00 am and noon on the 6th and removed on the 10th between 8:00 am and noon.

Gates will be locked when we are not using dumpster, with a different lock.

Please look at the list of items that the county **WILL NOT ACCEPT** in the dumpster.

- | | |
|----------------------------|------------------------|
| 1. Junk Autos | 8. Boats (even cut up) |
| 2. Trailers | 9. Tires |
| 3. Gas and Propane tanks | 10. Batteries |
| 4. TreeTrunks or Stumps | 11. Logs |
| 5. Oil Containers or Tanks | 12. Paint |
| 6. Any Liquids | 13. Refrigerators or |
| 7. Hazardous Materials | Air Conditioners |

If any of these items are found in the dumpster, the county will immediately remove the dumpster from our community.

Nuts About Squirrels

by Valerie Lester

In Annapolis Roads in early March, when winter seemed inclined to go on for ever, the only sign of spring was the rapturous courtship chases of gray squirrels. Up and down trees they hurtled, now leaping; now diving, always at top speed. They tore along split-rail fences, timing their leaps over the uprights with split second precision; they traveled along the underside of utility wires, and then down the poles head first at top speed. My favorite individual took to jumping from our upstairs balcony over to the nearest tree. He would spring up and hold himself in the air, a very Nijinsky, before allowing himself to complete the leap by landing way down on the tree. It was the most brazen display of exuberance I have ever seen.

Like most people, I have a love/hate relationship with squirrels. It is hard not to love such a cute animal, but if birds are higher on your love list, the squirrel can become the enemy. To tilt the food balance in favor of birds, I invested in ever more expensive squirrel-proof bird feeders, but the squirrels always outwitted them. Finally, in a desperate "if you can't beat 'em, join 'em" manoeuvre; I bought the squirrels their own feeding station — a feeder in the shape of a miniature table and chair. The table had a hole in the center, designed to accommodate a dry ear of corn. Delighted with my purchase and proud of my ability to negotiate with the enemy, I nailed the feeder to a tree, inserted the corn, sat down on the porch with a cup of tea, and waited for the first squirrel to come and dine. A couple of minutes later, a large crow swooped down, grasped the entire ear in its talons, and flapped heavily away. That was that.

Since then I have figured out that bird feeders hung under the eaves of the house work quite well, especially for small birds, and I scatter seed on the porch for the squirrels, whose behavior I continue to find fascinating. I once had the unforgettable privilege of holding a baby squirrel that had fallen from a nest. Never in my life have I felt such tense energy; the little creature was the proverbial coiled spring. Its feet were glued to my hand even as the rest of its body trembled frantically and its eyes flicked hither and thither. The boy who found it tried to care for it, but it soon escaped, and I'm convinced those sticky feet quickly found their way to safety.

Gray squirrels (*sciurus carolinensis*) are diurnal and arboreal, which means they spend their nights sleeping in trees, either in raffish nests of leaves and twigs or in convenient holes, often left by woodpeckers, with whom they wage occasional war. (I once saw a woodpecker ascend a pole and goose a squirrel at a feeder!) Nuts are their favorite food, but they also eat fungi, fruit, insects, and the occasional egg or nestling. In the fall, they spend a lot of time burying nuts, which they forget — or find again by sniffing the ground. If you find a bulb flowering in the middle of your lawn, chances are that a squirrel gardener has been at work.

The amorous activity in late winter produces a litter of 1-7 young in early spring, and another burst of enthusiasm in early summer produces a litter in late summer. The young are the prey of foxes, owls, hawks, raccoons, and snakes, but if they survive they grow to between 1 and 1 1/2 lbs. They become both social and territorial; that is, they tolerate living near each other, but they stake out a range which can be as large as 8 acres. If you come too close to their nests they curse you with a hoarse, barking sound.

Their bushy tails, whose most important purpose is balance, serve other purposes: they can be parasols or umbrellas, blankets, or even rudders, because it turns out that squirrels are rather good swimmers and in times of poor nut harvests may migrate to other districts by swimming across bodies of water.

The fur on their heads and the upper side of their bodies is mixed brown, white, and black which looks gray from a distance, while the fur on their bellies and the tips of their tails is white. However, some gray squirrels are black! This is actually a phase, and not all gray squirrels are subject to it. I can't remember ever seeing a black squirrel in Annapolis, but have seen many in Washington, D.C., where several attend George Washington University.

I'm envious of the Bigelows. They have a couple of bob-tailed squirrels in their neck of Annapolis Roads. Candy is convinced that the bob-tails are genetic not acquired because she has seen the squirrels over a period of 7 years. As their lifespan is only 5 years, this indicates that Candy has witnessed more than one generation of bob-tails. She also points out that the tips of their tails are white, which would not be the case if they had been unnaturally bobbed.

See how lucky we are in Annapolis Roads!

Sean Sweeney is pedaling for the Bay Ridge Trust... and he wants your help.

Sean, an Annapolis Neck neighbor, will be following the path of the Lewis and Clark Corps of Discovery, pedaling his bicycle across the country from St. Louis to Oregon. To support his challenge and honor the Lewis and Clark legacy, Sean is asking that you make a contribution to the Bay Ridge Trust.

Two hundred years ago, Lewis and Clark set out to discover a route for commerce through the West to the Pacific Ocean. During their three year journey, they discovered magnificent wilderness areas, and they documented a rich variety of new species of wildlife; 122 animals and birds and 178 plants never seen before.

This summer, Sean will follow in the footsteps of Lewis and Clark ... across 8 states and 3,000 miles in all. Riding an average of 75 miles each day, it will take him six weeks to reach his goal. For \$1.00 per mile, you can commemorate a section of this historic trip. For example:

- Share the excitement of the first 150 miles across Missouri on the Katy Trail.
- Highlight the 104 miles from Arrow Rock, MO to Kansas City when the Corps emerged from the forest onto the plains and saw their first buffalo.
- Sponsor the 37 miles from the branch of the Cannonball River to Fort Mandan, ND where Lewis and Clark spent their first winter with the Indians.
- Applaud the 18 mile, 5 day portage around the Great Falls of Montana.
- Honor the 77 miles of the Nez Perce Indian trail over the 5200 foot Lolo Pass.
- Follow Sacajawea the 65 miles from the Missouri River headwaters to her tribal home at Beaverhead Rock.
- Celebrate the final 250 miles down the Columbia River to the Pacific Ocean.

Your support will enable the Trust to fulfill its commitment to preserve the remaining open spaces on the Annapolis Neck Peninsula and to protect wildlife habitat and the Chesapeake Bay. By holding conservation easements, the Trust ensures that the last "wild places" in our community are saved for future generations.

We hope you will join us in commemorating the historic achievement of Lewis and Clark and the personal accomplishment of Sean's ride with a donation to the Bay Ridge Trust.

Yes, I want to help Sean Sweeney reach his goal and support the Bay Ridge Trust with a contribution of _____

Name _____
Street _____
City _____ State _____ Zip _____
Phone _____

Please make your check payable to the Bay Ridge Trust and send it to:
Bay Ridge Trust, P.O. Box 4096, Annapolis, MD 21403
Your support is tax deductible.

Annapolis Roads Development, 1926-2003

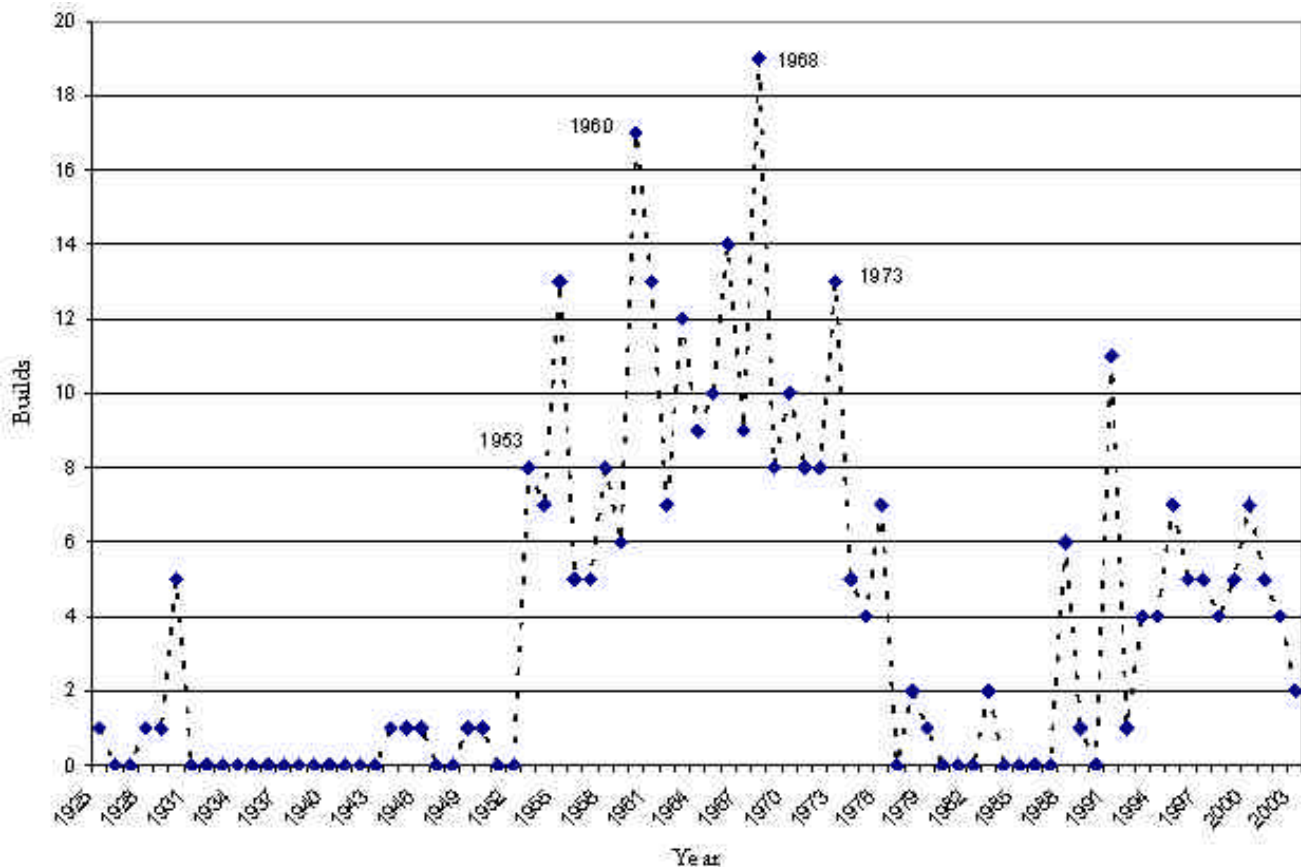
by James G. Gibb

New York City has its brownstones, Levittown its Cape Cods, and northwest Washington its turreted and pinnacled Queen Annes. Why doesn't Annapolis Roads have a signature architectural style? It does, or rather it has several, and those styles represent the episodic growth of our community. Unlike the Levittowns that sprouted along the East Coast after World War II and the development of entire city blocks over the course of a few years, Annapolis Roads grew in four distinct spurts over nearly 80 years. Here is a brief account of those building booms and of their characteristic building styles.

The graph below charts the number of new houses built each year from the community's inception in 1926 until the end of 2003, for a total of 328 dwellings. I have taken the dates from tax records that are available on the website for the State Department of Assessments & Taxation: <http://sdatcert3.resiusa.org>. Dates after 1950 appear to be accurate; earlier dates are less certain, but probably approximate the true dates of construction. (Tax records, for example, date the Spalding house on

Eden Lane to 1925, but J. Revell Carr didn't survey the land until the following year.) The graph illustrates two early periods of development, with eight houses constructed at the end of Carrollton, on Eden Lane, and on Claibourne between 1926 and 1930, and five houses built on Carrollton, the corner of Ogleton and Old Bay Ridge, Claibourne, and Paca between 1944 and 1950. Between the years 1953 and 1973, Annapolis Roads experienced sustained growth with 209 new houses, an average of ten per year. The latest growth spurt occurred between 1988 and 2003, with 65 new builds averaging five per year.

With the exception of one house on Ogleton, all of the pre-1950 houses were built near the Annapolis Roads Beach Club house, which burned in 1953. Claibourne and the "Land's End" portions of the community were the first sections platted; developer Rella Abell Armstrong intended the proceeds from lot sales to support construction of a hotel (the Beach Club house) and golf course. She needed the money: Armstrong had contracted the prestigious Olmsted Brothers of Brookline, Massachusetts, to develop plans for turning her 341-acre Belmont Farm into a resort, and the inter-



Annapolis Roads Development, 1926-2003 *cont.*

nationally renowned architectural firm of John Russell Pope to review architectural plans for all proposed buildings. Perhaps reflecting the conservative aesthetic of Pope, and certainly the historical interests of Armstrong (she named all of the streets after prominent Colonial Marylanders), the earliest houses had a decidedly Colonial look, as did the gambrel-roofed golf clubhouse and the gatehouse, both razed in the early 1970s. (pictures below)



Most, if not all, of those Colonial Revival houses have been modified over the years. Slow sales, expensive design consultants, inadequate capital, and the Great Depression bankrupted Armstrong's Annapolis Roads Company in 1934.

The lingering depression and World War II rationing effectively stalled further development until the late 1940s. It wasn't until after 1950, when Roy and Ray Shields, and Paul S. Anderson, purchased the unsold lots and clubhouses (forming the Club Estates, Inc.), that the building boom began in earnest. Lot development occurred mostly along Carrollton Road until 1960, at which point Ogleton Road rapidly developed. Between 1960 and 1973, almost twice as many houses were built along Ogleton (59) as opposed to Carrollton (31). Lot purchasers on the smaller streets built houses on their properties during this same period. Most of the houses on Jenniper were built between 1953 and 1963. The newer portion of the community (Section F), south of Old Bay Ridge, was not part of the original Olmsted plan, which accounts for its rigid grid layout of streets, rather than the curving roads and cul-de-sacs favored by the Olmsteds. Platted in 1952, Section F grew steadily throughout the 1960s and 1970s.

Small, single-story ranches epitomize the style built during the 1950s and 1960s, and they may constitute the predominant architectural style of the community. Beginning in the 1970s, two-story ranches became more popular. Little construction occurred during the late 1970s and 1980s, possibly due in part to the protracted law suit between the Annapolis Roads Property Owners Association and developer Stanley Rosensweig (1974-1987). The last wave of development began upon settlement of the suit, continuing the trend of two-story ranches and, in the late 1990s, introducing to the community what might best be described as the northern Virginia suburban tract house. These two-story houses have a prominent central gable and larger volume to footprint ratios than their predecessors. Construction of these recent houses has completed infilling along most of the streets.



While some individual lots remain undeveloped, most of the undeveloped land lies between Ogleton Road and the golf course, and between the rear lot lines along Harbor Drive and Bay Ridge Road.

The correlation between architectural styles and development periods is not perfect. Some Colonial Revival houses were built after 1950, and not all houses built between 1950 and 1973 are small one-story ranches. But there is a pattern that, in the main, holds true. Certainly the episodic character of Annapolis Roads' growth accounts for some of the diversity in style and the abandonment of what developer Armstrong had envisioned: a community of Colonial Revival houses encircling a resort constructed in the same style.

In Memory of Emory Rice

The neighborhood is missing Emory Rice Jr., who passed away (a few weeks ago). He was something of an institution in Annapolis Roads where he and his family had resided since the (1930s). He is survived by his wife Ann, and his two daughters Josephine and Ann Bowie and their families. Everyone who knew Emory has fond memories, stories to tell, and a sense of enrichment for the privilege. One person who knew him well was his cousin Dr. Robert “Bobby” Moore, of the University of Wisconsin. Bobby and Emory spent time together as youths in Baltimore, Annapolis, and on the eastern shore. He was also present for Emory’s wake and funeral, and this writer had the bittersweet pleasure of reminiscing with him during this period. Bobby made some notes about his time with Emory that comprises a loving and personal tribute to the man so many loved.

For example, Bobby remembered jumping off the high tower at the long swimming pier at the old Annapolis Roads Club with Emory. Some years later an escapade involved getting into a bit of trouble at the closed Annapolis Road Club when Bobby and Emory went through an open basement window and were “nabbed” by a vigilant security guard. No harm meant, none done. Some additional years later, Emory and Ann’s daughters were known as frequent visitors to the then-reopened pool.

It appears that at one juncture Emory stuffed Bobby into the family clothes hamper in Baltimore - much to the children’s delight - but to the chagrin of Emory’s parents Emory Rice Sr., “Skipper” and his wife Estelle. Bobby recollected Sunday visits with the Rice’s during which they would play with Lincoln Logs and run Emory’s Christmas trains. Showing ghost movies at Emory’s birthday parties was another thing that Bobby remembered for those days before the family moved to Annapolis.

Once ensconced in Land’s End, the boys sailed Lake Ogelton, camped out on “foreign shores” and enjoyed the unspoiled environment of the time, fishing, crabbing, and exploring. As young men, Bobby and Emory took a sailing tour of the Chesapeake on the family’s sloop “Estelle”, and more sailing adventures were lived during Emory’s tenure with the naval Academy’s (Sailing Club).

A final anecdote from Bobby reflected on Emory’s future as a physics major at Georgetown University, and subsequent employment with Westinghouse and the U.S. Department of Agriculture. It seems that Emory and Bobby at one point set forth diligently to make gunpowder from a chemistry set that Emory had received for Christmas. While the final product did not result in an explosion (thankfully!), it did “ignite” their imaginations and set the tone for lives of intellectual curiosity and growth.

Emory Rice will be missed by all who knew him. The community of Annapolis Roads has lost a true native son.

Ernie Bleinberger



photo courtesy of Leven Grey

In the late 50’s we moved to the Annapolis Roads area. Our near neighbors were Estelle and Emory Rice Sr. and as soon we were introduced to all their family and the long pleasurable relationship continues to this day. Ann & Emory have been our dear friends for all this time, so it is very hard for us to say farewell to this gentle man.

Peggy Jane & John Talbot

In Memory of Emory Rice *(cont.)*

Despite the fact that Betty and I have lived in Annapolis Roads for only about ten years, we have actually known Emory and Ann for more than forty years. We would see them quite often whenever we visited Betty's parents. Emory's parents were close friends of Betty's mother and dad, so in a way we always considered the Rice's as "family". One of the main reasons we moved here was because of our friendship with Ann and Emory and with others we knew in times past.

Thus, Emory's passing away is deeply felt, and our community has indeed lost one of its real champions. When one defines the meaning of the word "gentleman", Emory comes foremost to mind. He possessed all the attributes of character that defines the term. His life was marked by dedicated service and devotion to his family, to his church and to his country. We will remember him always for his genuine kindness, courageous spirit and gracious manner, but above all we will remember him for the privilege of simply having been his friend.

Betty and Bill Ochs

Parked Vehicles Belong In Driveways

You're driving home and see a car ahead, coming down the street towards you, just 50 feet away. Suddenly the street narrows to a one-car width. Both cars must quickly stop, possibly back up, and decide which one is to pass first.

Why did the street unexpectedly narrow? Streets are built to allow two cars to pass comfortably.

Often residents find their driveway filled and park cars or trucks on the street. This is a safety hazard and the street is narrowed which makes encountering another car challenging. Fire Trucks and Ambulances may be delayed or unable to respond in an emergency situation. Children or animals may dart unexpectedly from behind a car parked on the roadside.

Please always park your car or truck in your driveway. On those occasions when many guests' cars need parking, please make arrangements to borrow your neighbors extra driveway space. If you or your guests must park in the street, please park as far off the road surface onto the road's shoulder as possible, with the right-side tires towards the curb-side of the roadway.

Trailers are best parked in our yards or driveways. Vehicles which are not allowed to park on our streets are: commercial vehicles, any vehicle over 3/4 ton weight (except recreational), inoperable vehicles or vehicles without current registration.

Use common sense and good neighborly practices. The principle is to avoid obstructing traffic, and to allow free travel and drivers' view. Be aware that fire trucks, ambulances and school buses, which are rather large, need access. Vehicles parked on the street also obstruct drivers' views of pedestrians, and vice-versa. Children on foot or bike and our many dog-walkers and even Annapolis Roads' wild animals may not see or hear a car or truck driving towards them.

Please do not park on community circles. The circles are community property and are not for private use. NEVER for long-term storage of boats, cars or trucks. All of our circles will be improved and beautified as time and the budget allow. *(If you, or a group of neighbors, would like to take charge of a circle in your area, please contact the Board for approval and possible funds.)*

Drive Safely! Thank you for helping to keep our community safe for all.

Mosquito Control

courtesy of Maryland Dept of Agriculture Webpage

The Mosquito Control Section of the Maryland Department of Agriculture provides a direct service to approximately 2,000 communities in 22 Maryland counties and Baltimore City. The primary goal of this program is to prevent the occurrence of mosquito-borne disease in humans, pets and livestock. Mosquito control is an economic necessity in parts of Maryland dependent on outdoor tourism during the summer. The program relies on surveys and monitoring of the larval and adult mosquito populations to coordinate control activities. Control techniques include breeding source reduction, public education, biological control and insecticide applications from aircraft or ground equipment.

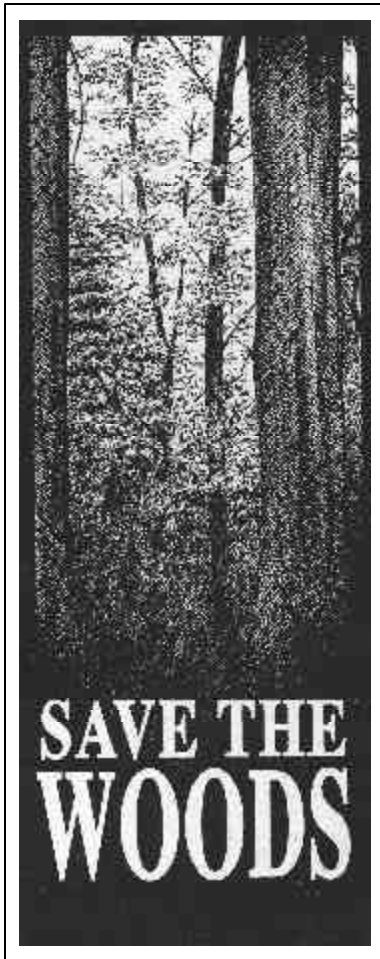
Tips to Help Rid Our Community of Mosquito Breeding Sites

1. Clean rain gutters to allow water to flow freely.
2. Remove old tires or drill drainage holes in tires used for playground equipment.
3. Store plastic wading pools inside or turn them upside down when not in use.
4. Turn over or remove clay pots and plastic containers.
5. Dispose of all empty beverage containers, plastic wrappers, discarded toys, etc.
6. Check for trapped water in plastic or canvas tarps used to cover boats, pools, etc. Arrange the tarp to drain the water.
7. Pump out bilges in boats. Turn canoes and small boats upside down for storage.
8. Replace water in bird baths at least twice a week.
9. Remove pet food and water dishes that are not being used.
10. Don't leave garbage can lids lying upside down. Be sure water does not collect in the bottom of garbage cans.
11. Flush water in the bottom of plant holders twice a week.
12. Fix dripping outside water faucets.
13. Turn wheelbarrows upside down when stored outside.
14. Check around construction sites or do-it-yourself improvements to ensure that proper backfilling and grading prevent drainage problems.
15. Check ornamental ponds, tree holes and water-holding low areas for mosquito larvae. Call the nearest Mosquito Control Office (see below) if you find, or suspect, mosquito larvae are present.
16. If ditches do not flow and contain stagnant water for one week or longer, they can produce large numbers of mosquitoes. Report such conditions to a Mosquito Control Office. Do not attempt to clear these ditches because they may be protected by wetland regulations.

Contact the Mosquito Control Section of the Maryland Department of Agriculture nearest you for additional assistance and advice. *410-841-5870*

Exclusions of Property from Nuisance Adult Mosquito Control Spraying

An individual may have his/her owned or leased property excluded from nuisance mosquito control. This exclusion will include a buffer of approximately 300 feet around the property. Each individual requesting this exclusion must submit the request in writing to the Department and provide a copy to the appropriate city, town, or county government. The individual must also notify ARPOA. The request must include the address of the property to be excluded from spraying and must be signed by the owner(s) or lessee(s). Annual updates are required of requests for exclusion from spraying.



Survey Results

by Angus Phillips

A few months ago, survey forms were sent to all 322 property owners in Annapolis Roads asking their opinions on the importance of protecting our remaining undeveloped woods. The results are in and it will come as no surprise that most folks who live here love trees and want to keep them.

More than half the surveys were completed and returned, an extraordinary percentage for a voluntary survey. Of 162 respondents, 75 per cent rated the abundance of trees and open space “extremely important” to them, and more than half said our community was “beginning to get crowded.”

At issue is whether residents want to work to protect 33 acres of woods alongside the golf course and five acres on Bay Ridge Road at the entrance to the community. The answer is, they do. Three-fourths of respondents rated preserving our undeveloped woods “extremely important,” and another 15 per cent said it was “very important.”

The land use committee of ARPOA is working with organizers of the Bay Ridge Trust, which protected more than 100 acres of woods there, to bring the same sort of success here. The Trust used private donations, community funding, public funding and sold some lots to pay for its program. Annapolis Roads residents were divided on how acquisition might best be financed here, but voted strongly for no development on the two tracts. Seventy-two per cent said they wanted no new houses on the five-acre Green Willow parcel and 69 per cent wanted none on the 33-acre Ogleton woods.

The message is clear. Most of us moved here by choice, because we appreciate peace and quiet and like having nature in our midst. The land use committee is now awaiting results of a land survey and appraisal to determine the market value of the parcels, which was paid for by a county grant, and will keep the community updated.

The survey form included space at the end for comments. Here are a few from your neighbors:

“This is the last chance to preserve the unique and wonderful character of our neighborhood. Let’s do the right thing for the future of Annapolis Roads.”

“Preserving the undeveloped land in Annapolis Roads will protect home values for existing residents. Let’s get organized like Bay Ridge, and keep our woods.”

“I have lived here for 33 years, and noted the increase in housing development. We’ve reached the limit. Close the gates!”

COMMUNITY ADS

**PLACE YOUR CLASSIFIED AD HERE! BUY,
SELL, GIVE AWAY, ANYTHING....**

Community Classified Ads are FREE to all Annapolis Roads residents. The ad must include your name, home address and phone number. The ad will be printed once and then discarded. Editor reserves the right to edit all text. Residents advertising businesses will be charged the business rates. Submit ads to: Bay Breeze, Annapolis Property Owners Association, P.O. Box 4934, Annapolis, MD 21403-4934, or email to walter@bigelow.com.

Jennifer Monteith

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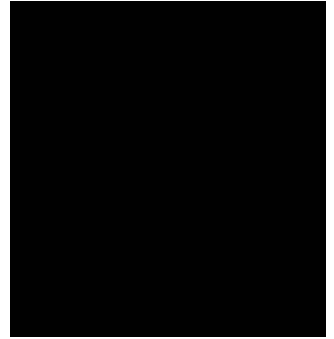
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