

Forest Drive/Eastport Sector Study

**Public meeting #4
6/20/2018**

Study Purpose

This is a high-level planning study that takes a new approach to analyze mobility and land use together and look at how we can modify travel behavior.

Ultimate Goal: Improve quality of life for everyone who lives and works in this area

Builds on 2009 Comprehensive Plan

THREE THEMES:

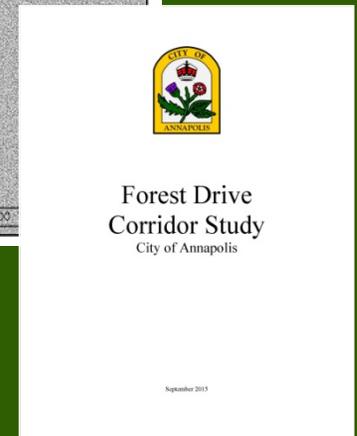
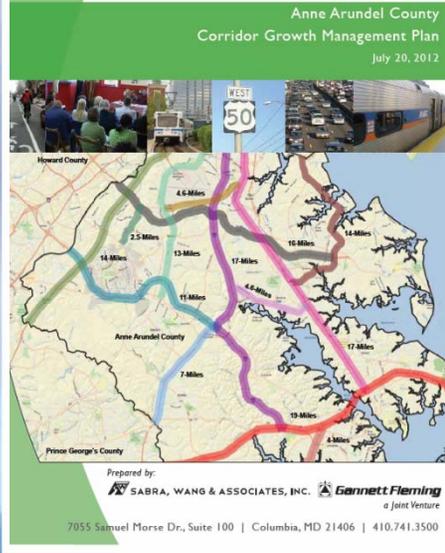
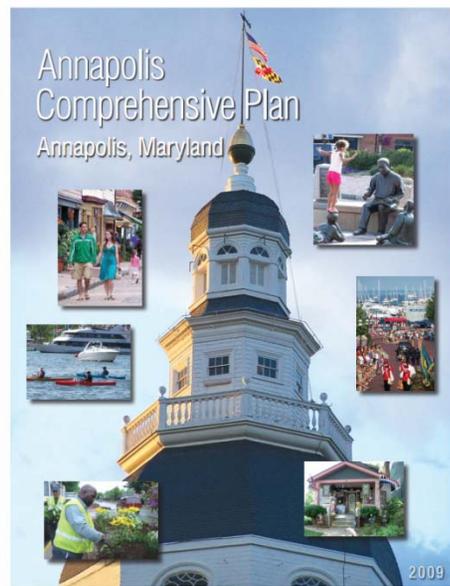
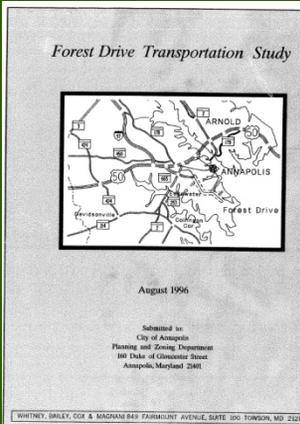
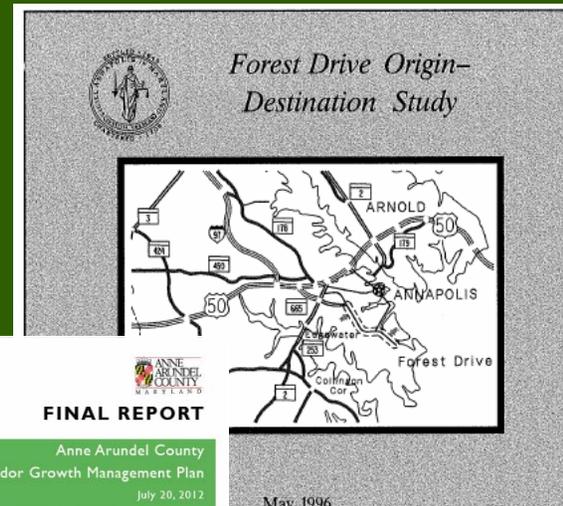
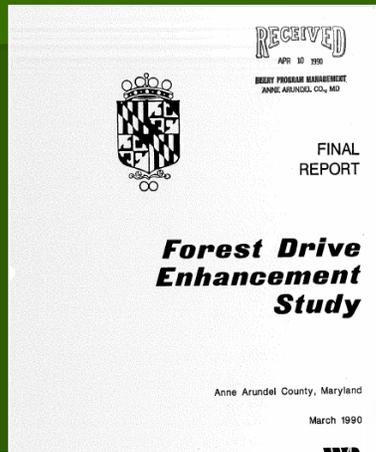
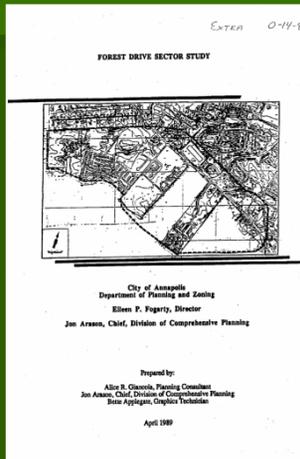
- Preserve and Enhance Community Character
- Maintain a Vibrant Economy
- Promote a “Green” Annapolis



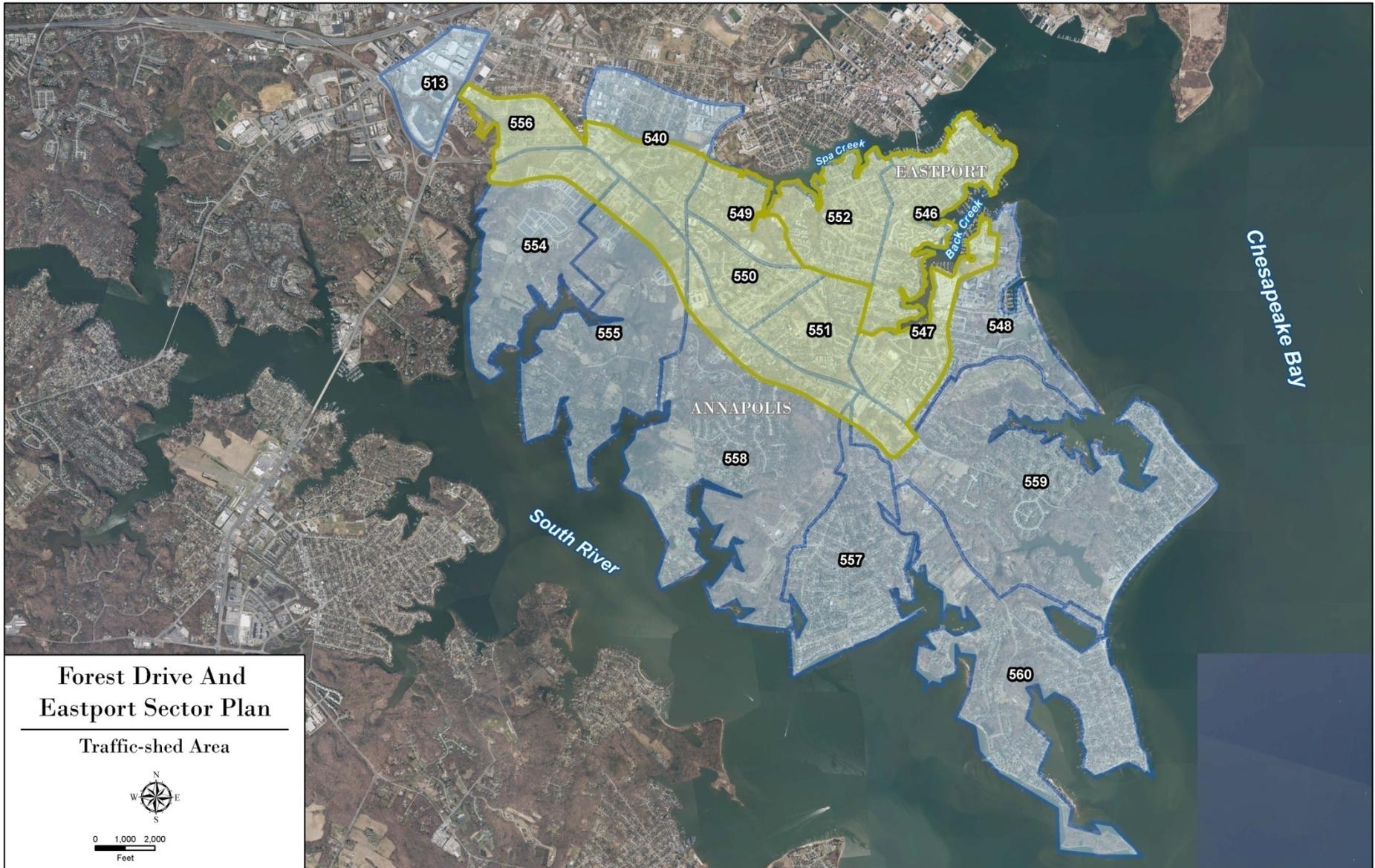
Study Background

- Study origins: 2009 Comprehensive Plan
- March 2017: Began outreach
- April 2017: First of 10 Planning Commission work sessions (through May 2018)
- 11 interviews with stakeholder groups
- Three public meetings (about 200 people)
- Three community surveys (about 2,000 people)
- Transportation Board and Environmental Matters

Previous Studies



Study Area



Five Step Process

- Step One: Identify the Issues
- Step Two: Identify Policies and Actions Based on Input
- Step Three: Confirm Policies and Possible Solutions
- **Step Four: Draft Document**
- Step Five: Plan Adoption Process

Draft Study Contents

- Introduction
- Issue Identification
- Themes
- Recommended Solutions
- Phased Implementation Action Plan
- Technical Appendices

Key Issues Identified (338+ issues)

- Traffic
- More local shops and services
- Walkable and bikable neighborhoods
- Transformative corridor beautification
- More Annapolis-style and character
- Long-term mobility with less reliance on cars
- Strong vision
- Greener Annapolis
- Implementation of existing plans
- City vitality and revenues to fund improvements



Survey Input '

“What do you wish were located along Forest Drive or in Eastport?”

- 85% want new commercial uses (grocery store, restaurants, movie theater, etc.) or public amenities (bike trails or sidewalks).
- Nearly 10% of respondents did not want anything else (nothing, no more development, no more traffic, etc.)

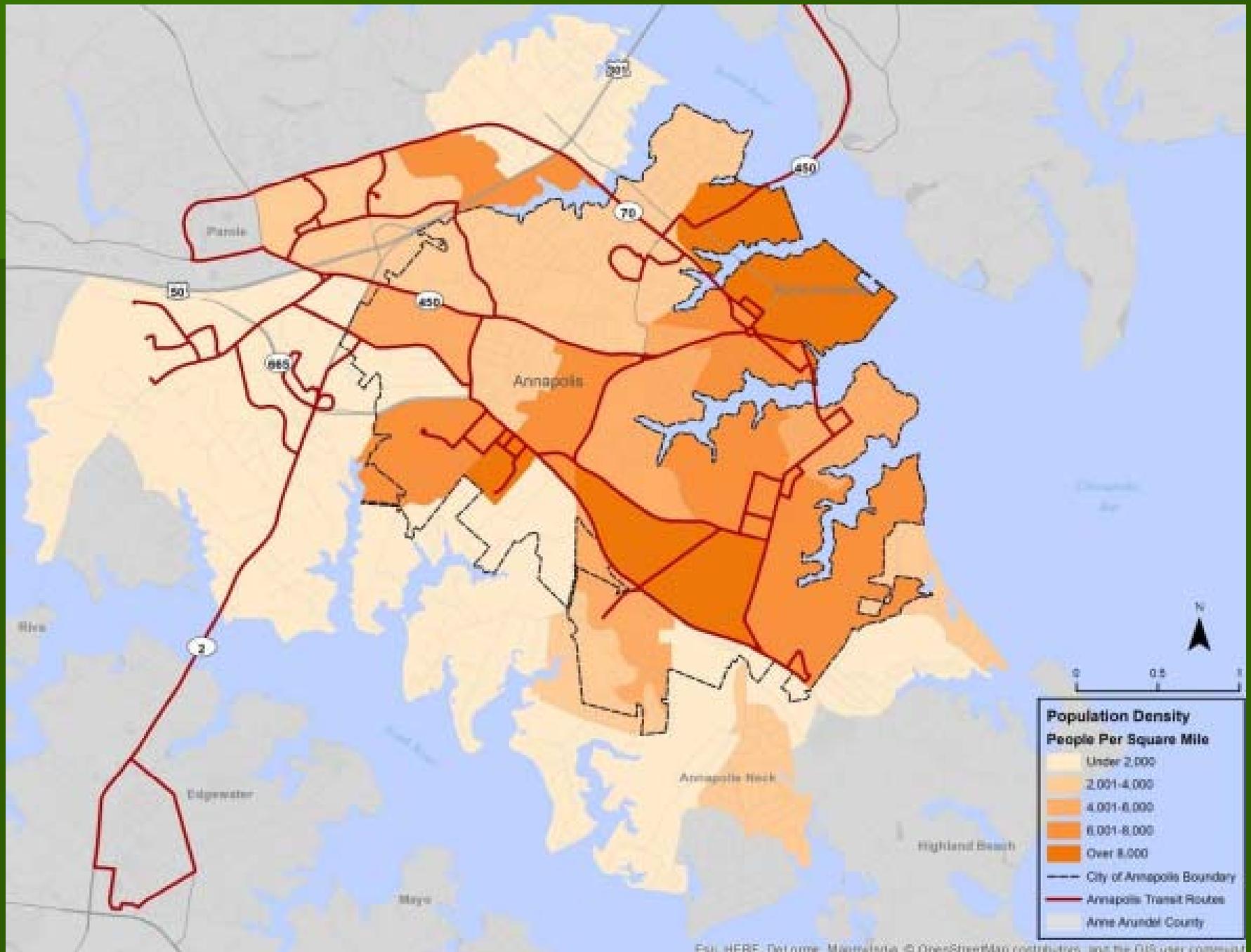
Existing Trends

- Dramatic increases in City workers commuting elsewhere
- Increases in residents shopping elsewhere
- Slowing City Res. and Non-Res Development
- Increasing imbalance between City jobs and worker skills/aspirations
- Growth through increasing household sizes
- Increasing elderly population
- Trends contribute to increasing peak hour traffic

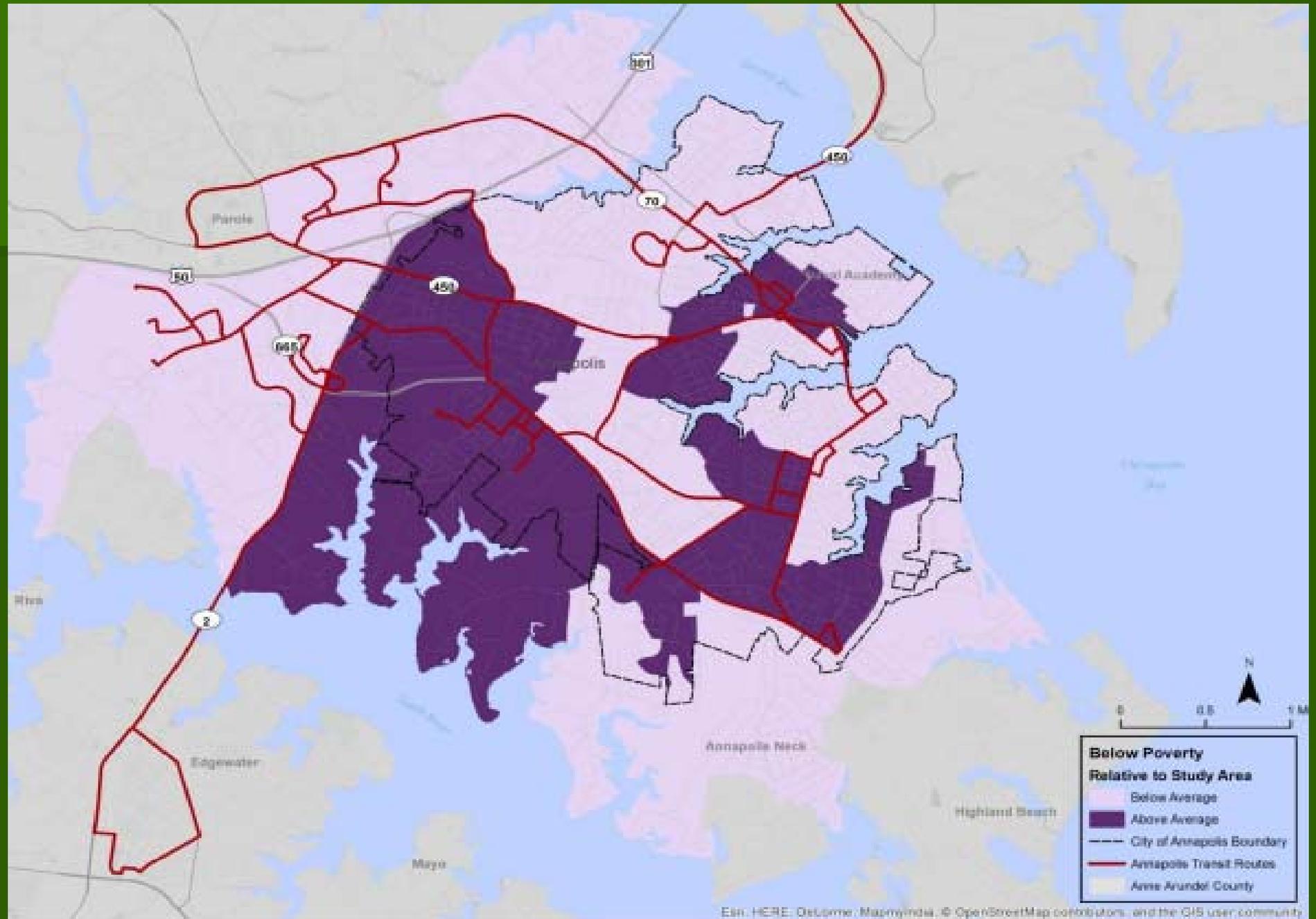
Existing Conditions

Place	2010	2015	2010-2015 % Change
City of Annapolis	38,394	38,841	1%
Anne Arundel County	537,656	555,280	3%
Maryland	5,773,552	5,930,538	3%

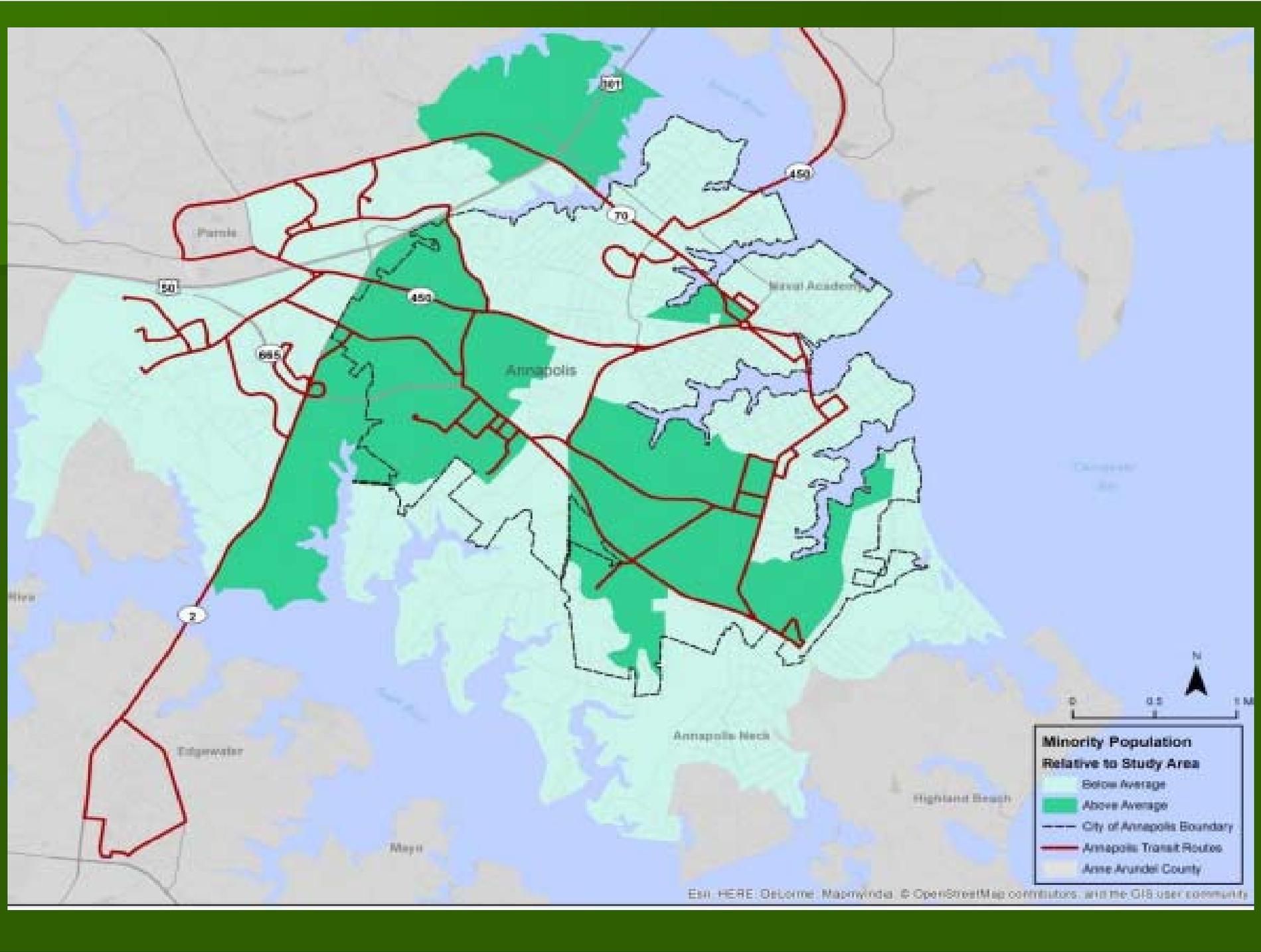
Source: 2011-2015 ACS, American Factfinder.



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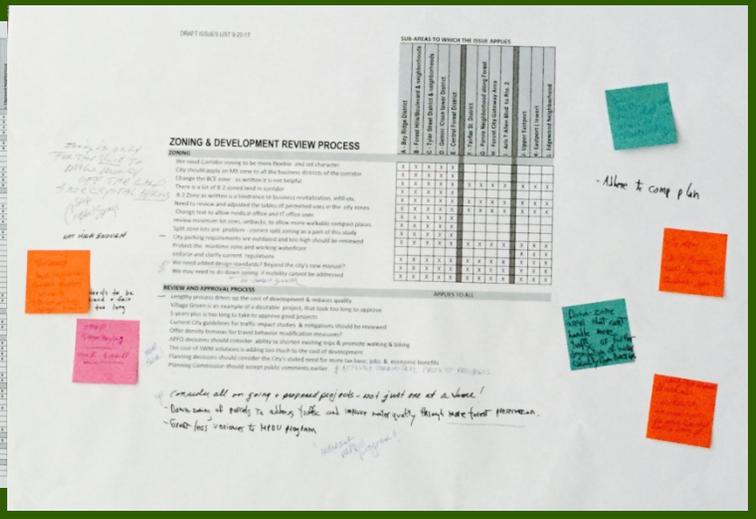
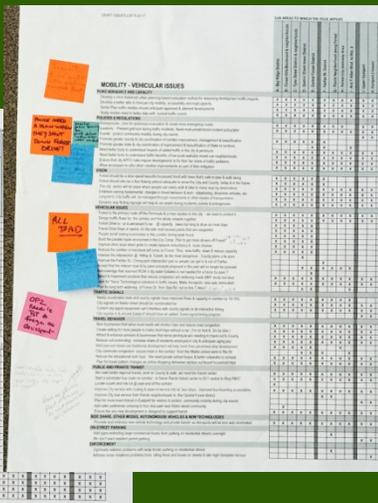


2017 Traffic Analysis

1. Forest Drive flows well for most of a typical weekday
2. In the peak hours several intersections towards the West end are at or near capacity.
3. PM Congestion at the west end creates a metering effect for the corridor.
4. Several City street experience delays while accessing Forest Drive in the peak hour.
5. Long queues occur during the weekday AM & PM peak commuter periods at several intersections,
6. Eastport street network needs management improvements to better accommodate left turns.
7. Capacity is available in the east end of the corridor.
8. Capacity is available in the non-peak direction

Six Themes

1. Land Use and General Design Character
2. Zoning and Approval Process
3. Mobility - Vehicular and Transit
4. Mobility - Pedestrians and Bikes
5. Greening of Annapolis /Environment
6. Vibrant Economy



Recommended Solutions

- Community Character Designations
- Zoning Changes
- Streetscaping and beautification
- Coordinated County & City complete street improvements
- Institute new approach to traffic impact analysis
- Promote non-residential growth to improve balance of jobs to workers



Community Character Goals

Sector

- Transform the sector over time to create complete walkable bikeable village-like neighborhoods with
 - an attractive connected street network,
 - a greenway network, and
 - destinations that offer food, shops, services, entertainment schools and jobs, within a quarter or half mile of homes

Centers

- There should be a series of compact mixed-use commercial clusters along the main streets that are
 - connected to residential areas and
 - create attractive low-scale urban and village-like places with a distinctive Annapolis character.



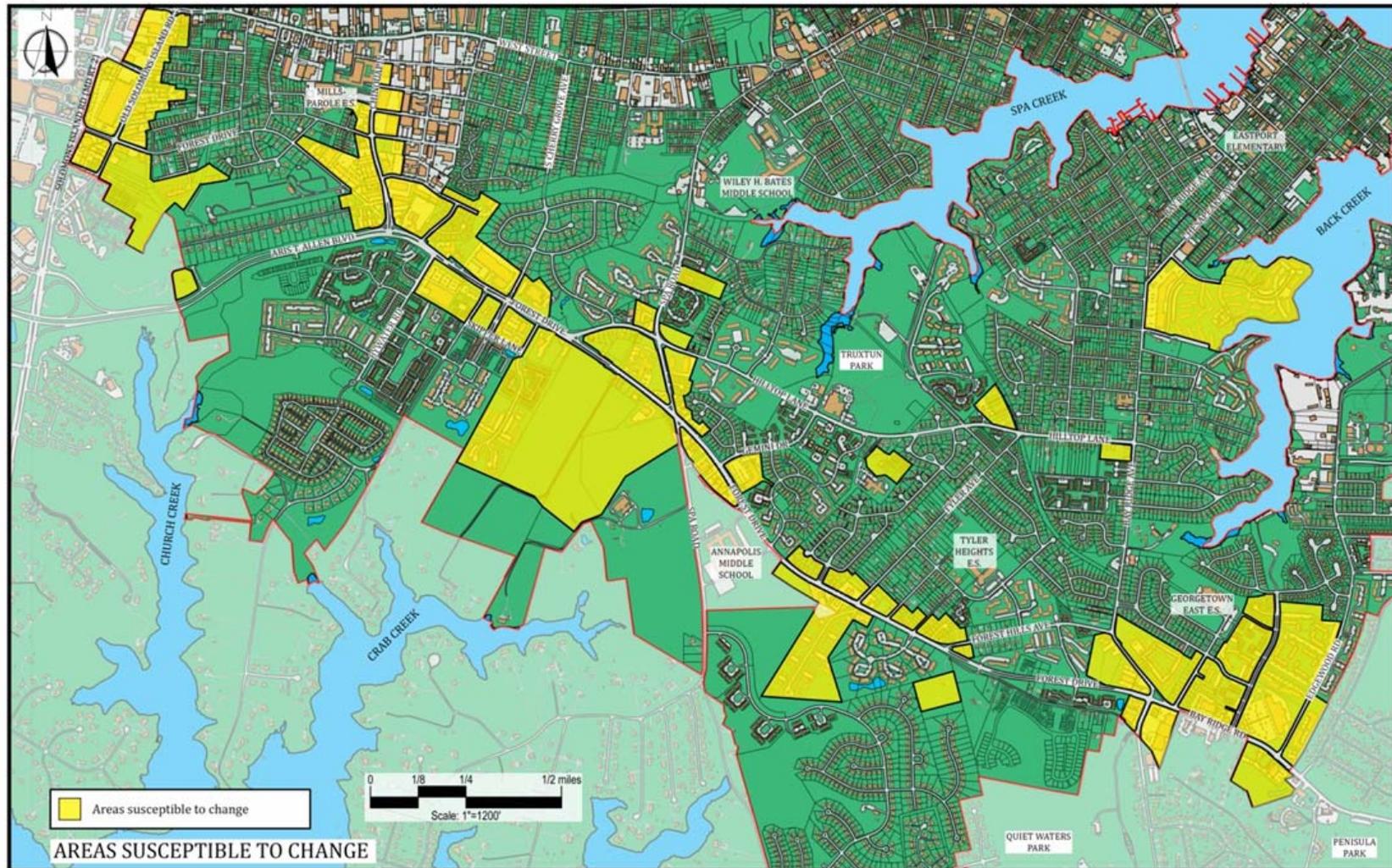
Corridor

- Transform corridor into a shady green boulevard with:
 - the capacity to serve the full range of travel modes (a complete street)
 - a beautiful distinctive Annapolis character.
 - Both local and regional transit service,
 - sections with green edges,
 - a series of attractive centers with streetscaped frontages &
 - The higher density housing placed nearest the corridor transit routes & centers.

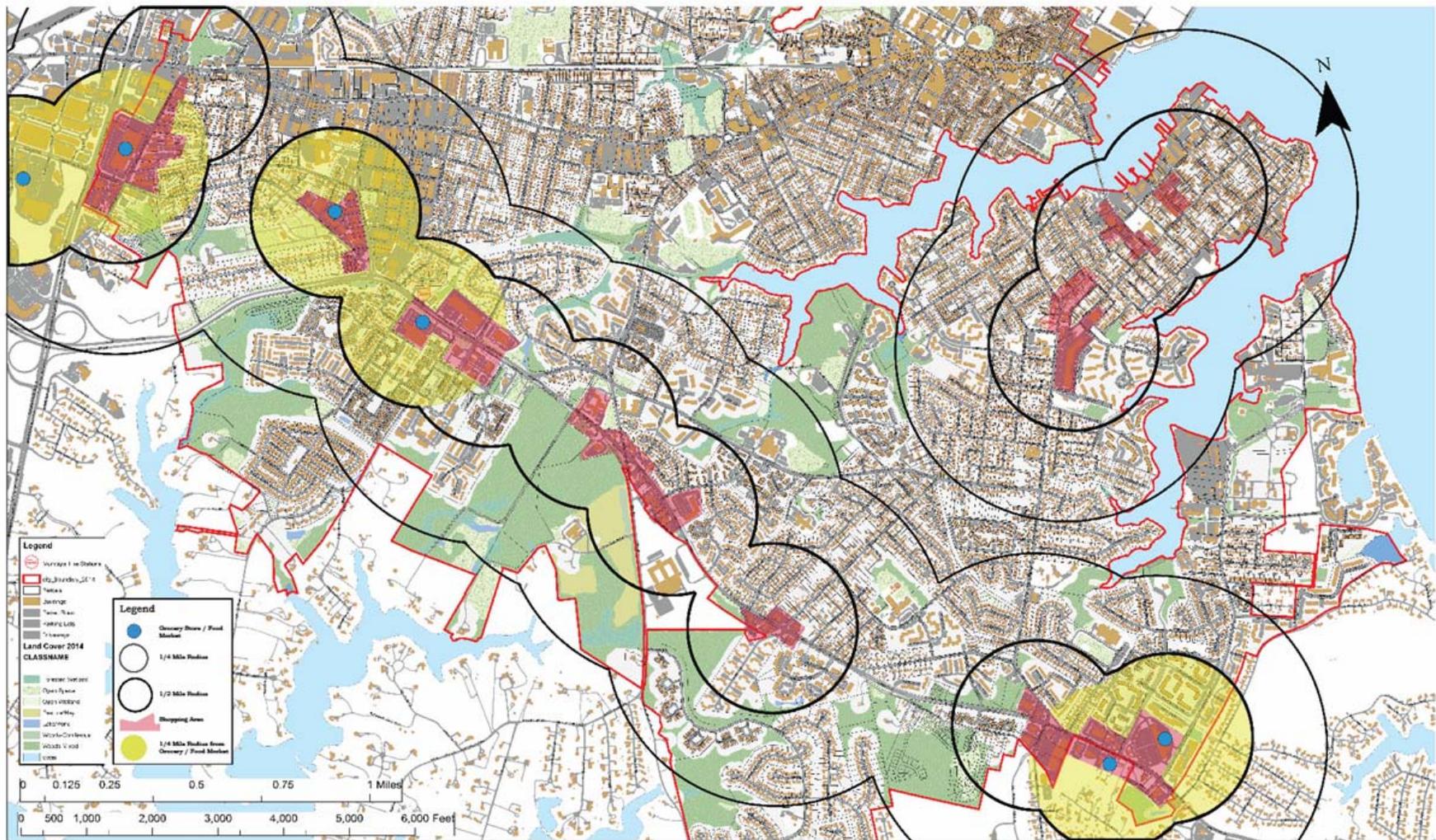
Eastport

- Preserve the character of Eastport as a vital maritime community with;
 - a beautiful distinctive Eastport character,
 - a rich history and a working waterfront
 - better access to food and other shops,
 - continued mobility,
 - better management of events and visitors,
 - enhanced vital walkable mixed-use commercial areas that serve the community.

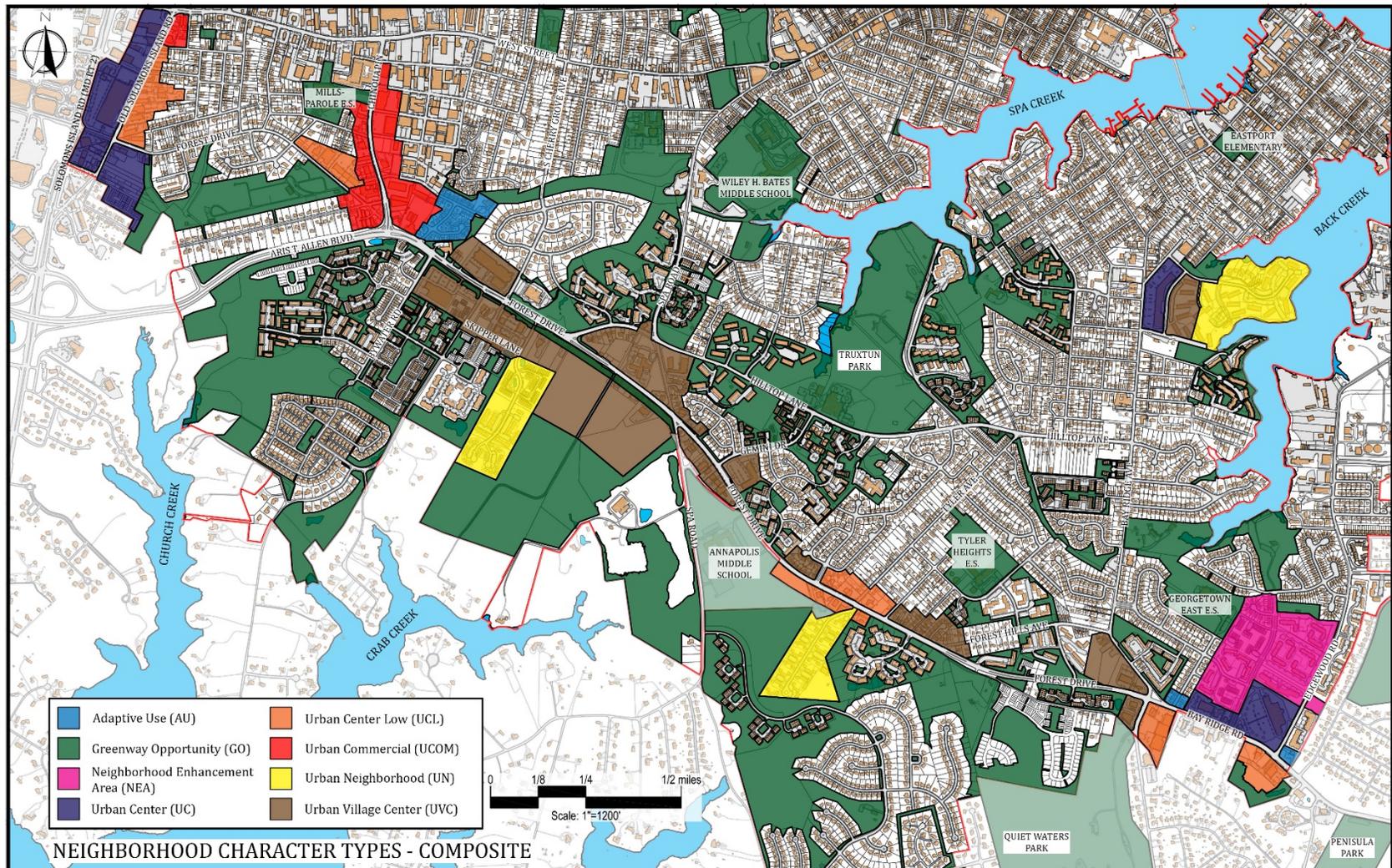
Areas Susceptible to Change



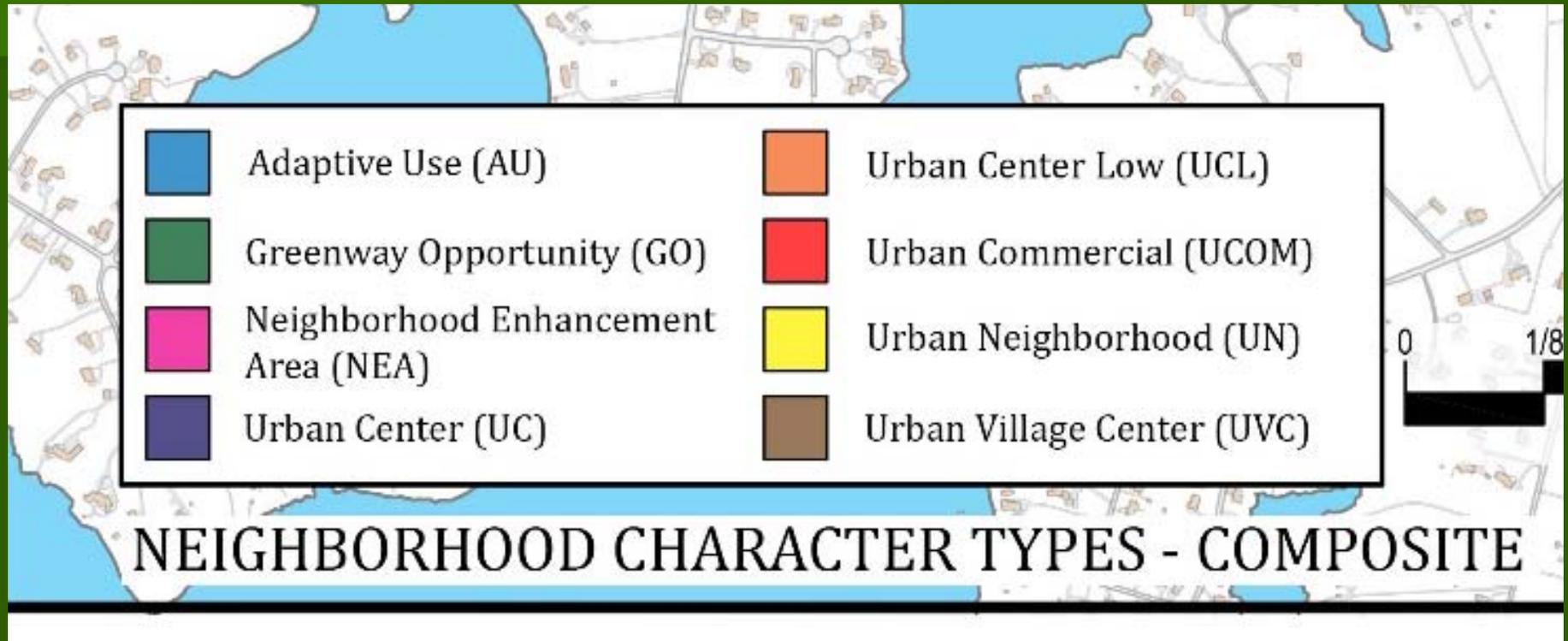
Sector Ped Shed Areas



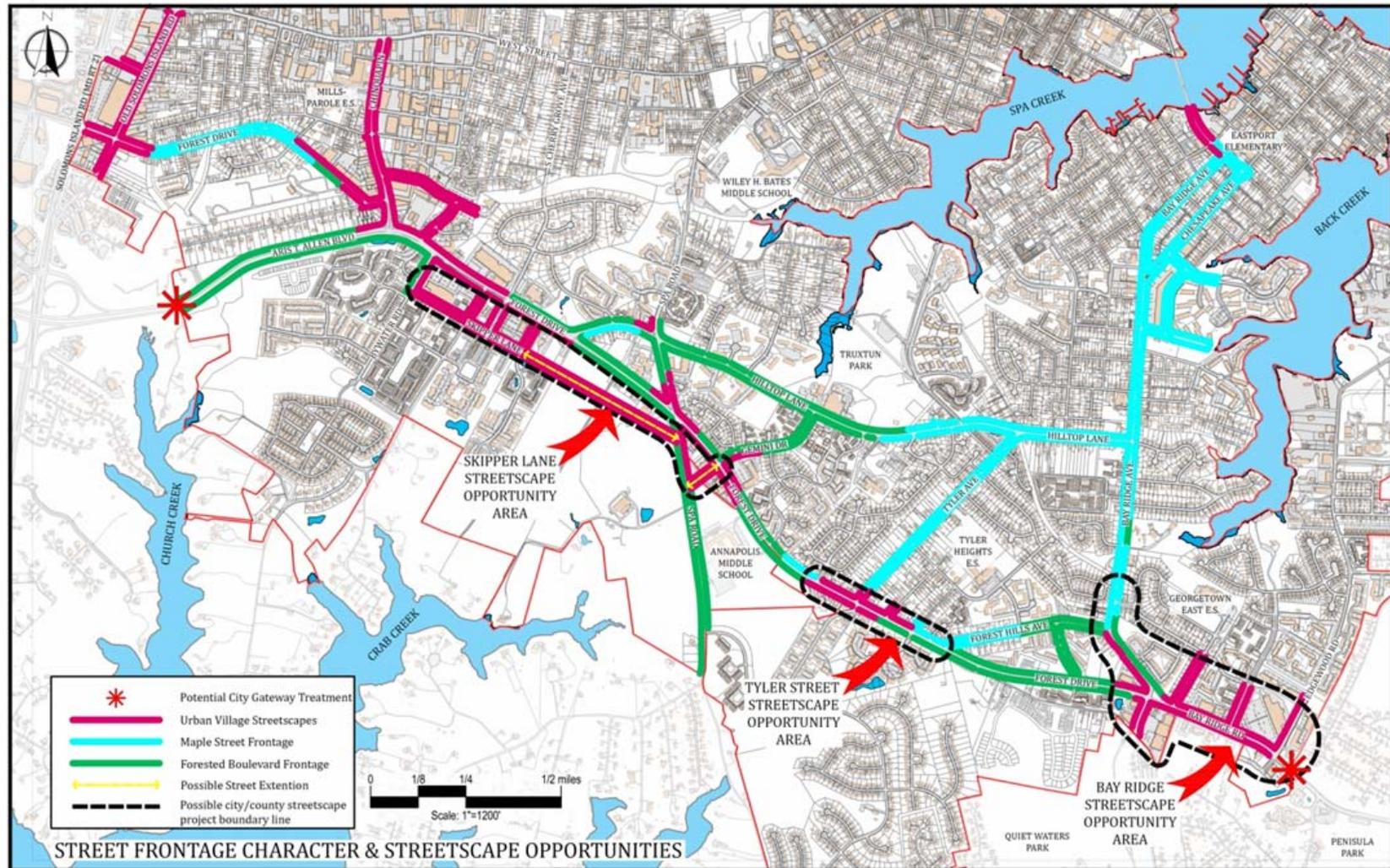
Community Character Designations



8 Types with 4 New Types



Street Frontage Designations



Urban Village Center Description

- *Community Role* – Provisions for shopping, services, employment, and housing for city residents and neighborhoods. Serves as a complete live/work/shop neighborhood. A “Ped Shed.” It shall service a quarter- to half-mile vicinity.
- *Land Use Mix* – A mix of commercial, institutional, and residential uses to include retail, office, restaurants, institutions and houses. Mixed use buildings/sites as well as live/work units are encouraged.
- *Character* – More traditionally designed with urban streetscapes and strong connections to neighborhoods. Compact lot design standards with zero- or limited building setbacks permitted on designated active streets.



Urban Village Center Description

- *Building Heights* – 1 to 4 stories (48' +/-)
- *Intensity/Density* – 7 to 24 with a FAR of 0.5 to 0.75 (excluding parking garages)
- *Parking* – A preference for on-street and structured /garage parking (with possible parking rate reductions). On-site surface parking to the side or rear relative to active streets.
- *Transportation* – It is moderately transit supportive, and it is pedestrian and bicycle oriented. It shall have a low speed connected grid.
- *Public Amenities* – Public art, public spaces, bus shelters, bike share stations, etc. shall be required for higher intensity/density.



Urban Village Center Description

■ *Examples:*

- Eastport (Annapolis)
- Annapolis Street (West Annapolis)
- Village Green (Annapolis)
- Kentlands (Gaithersburg, MD)
- Nantucket, MA



Urban Center Description

- *Community Role* – Large scale mixed use areas that provides retail, dining, office, entertainment, lodging, and housing. It serves as a destination for tourists and residents of the city and surrounding regions.
- *Land Use Mix* – A mix of commercial and residential uses to create a contained live, work, shop, and play area. Vertically mixed use buildings are encouraged.
- *Character* – The Urban Center will have urban streetscapes, limited building setbacks with zero-setback building encouraged. The Urban Center will have a traditional urban design with strong connections to surrounding neighborhoods.



Urban Center Description

- *Building Heights* – Typically 4 to 8 stories (96' +/-)
- *Intensity/Density* – 35 to 45 DUA. Intensity is determined by height (up to 3.00 FAR).
- *Parking* – Significant amounts of structured parking anticipated with the possibility of on-street parking.
- *Transportation* – Pedestrian and bicycle oriented. Highly transit supported and the least auto oriented.
- *Examples:*
 - Park Place (Annapolis)
 - Rockville Town Center (Rockville, MD)
 - City Place (Silver Spring, MD)
 - Annapolis Town Center (Annapolis)



Urban Center Description



PUBLIC PARK



SIDEWALK DINING

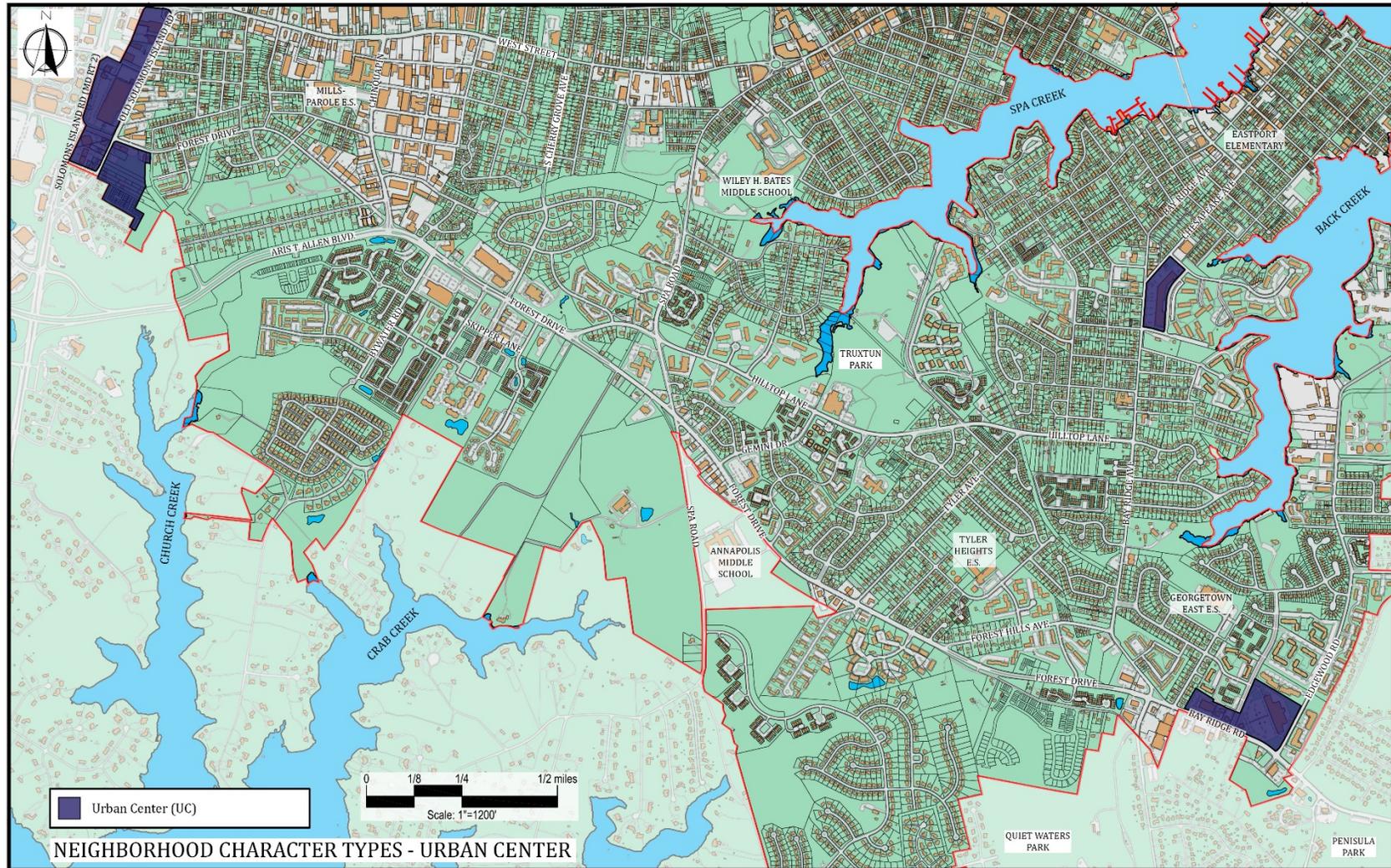


PUBLIC PLAZA W/ OUTDOOR DINING



URBAN STREETSCAPE

Urban Center Locations



Urban Center Low Description

- *Community Role* – Provisions for shopping, services, employment, and housing for city residents and neighborhoods. Serves as a walkable destination.
- *Land Use Mix* – A balanced mix of commercial and residential uses to include retail, office, restaurants and residences. Mixed Use buildings are encouraged.
- *Character* – The Urban Center Low character type will have urban streetscapes, limited building setbacks with zero setback building encouraged. It will have a traditional urban design with strong connections to surrounding neighborhoods.

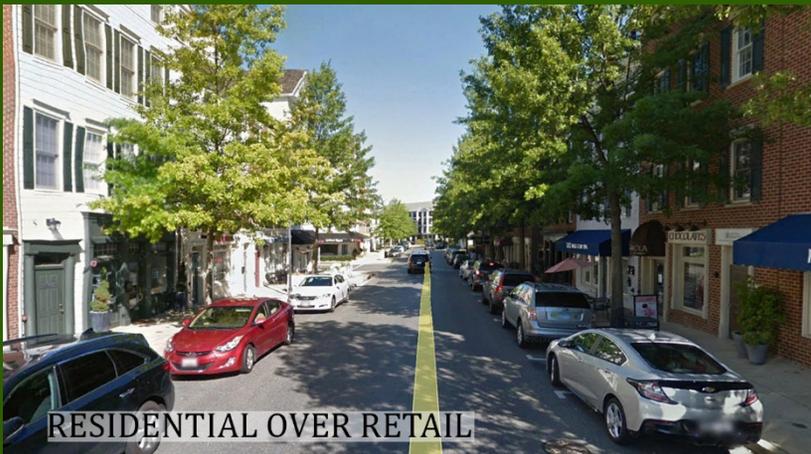


Urban Center Low Description

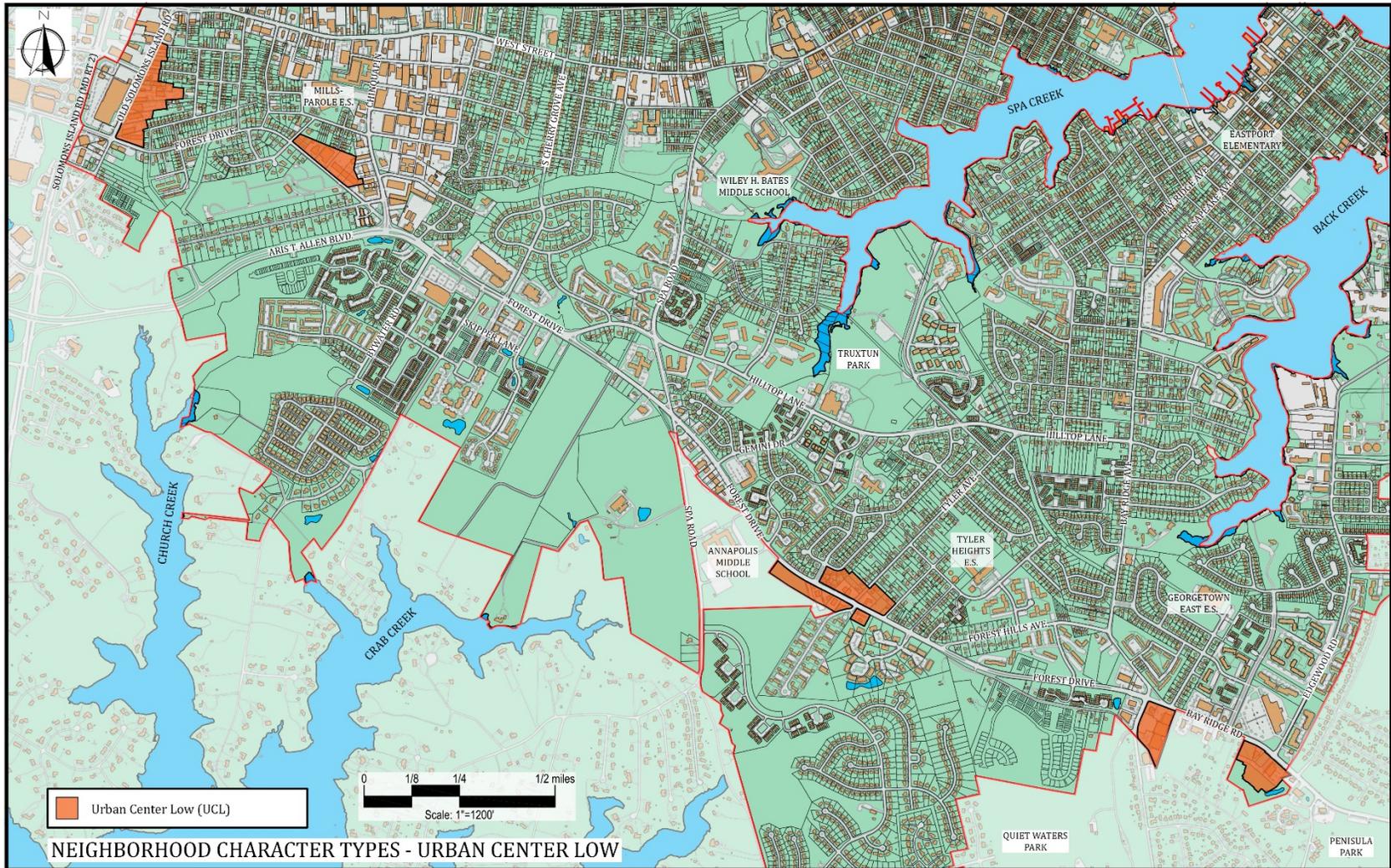
- *Building Heights* – Typically 2 to 4 stories (48' +/-)
- *Intensity/Density* – 2 to 20 DUA depending on the character. Intensity is determined by height.
- *Parking* – A preference for on-street and structured parking.
- *Transportation* – This neighborhood center is more auto-oriented than the Urban Center. It is moderately transit supportive, and it is pedestrian and bicycle oriented.
- *Examples:*
 - Washington Street (Alexandria, VA)
 - Christies Landing (Newport, RI)
 - Mashpee Commons (Mashpee, MA)
 - Pacific Avenue (Santa Cruz, CA)
 - Lakelands (Gaithersburg, MD)
 - King Farm (Rockville, MD)
 - Bethesda Row (Bethesda, MD)



Urban Center Low Description



Urban Center Low Locations



Urban Commercial Description

- *Community Role* – Provisions for shopping, services, office, entertainment, and/or lodging. It is not intended for ground floor residential use. It will serve as a destination for the city and the surrounding neighborhoods for shopping, dining, and entertainment.
- *Land Use Mix* – A mix of commercial and multifamily residential uses which will include retail, office, restaurants, apartments and condominium units.
- *Character* – The Urban Commercial type will have urban streetscapes, limited building setbacks with zero setback building encouraged. It will have traditional urban design with strong connections to surrounding neighborhoods.



Urban Commercial Description

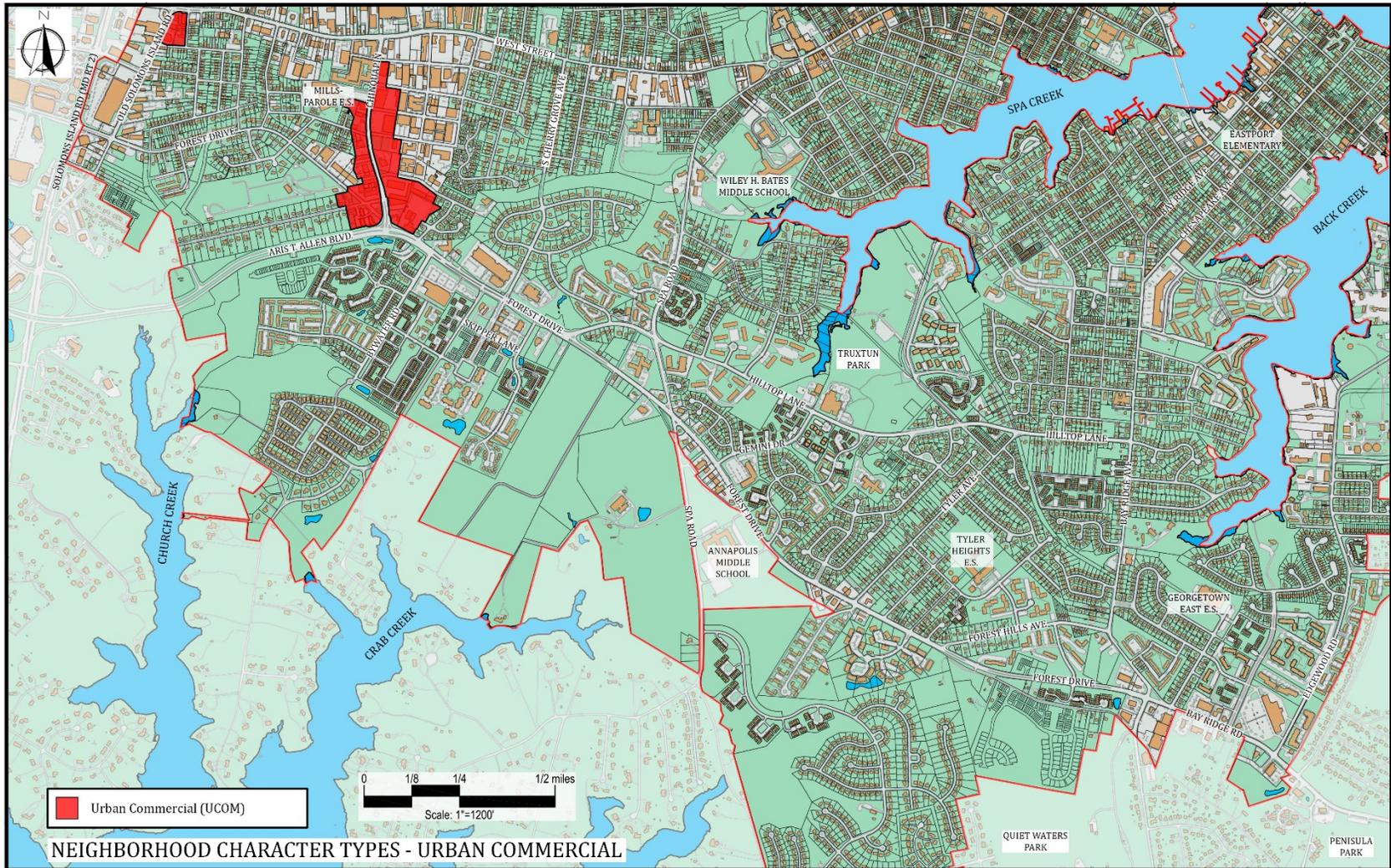
- *Building Heights* – Typically 2 to 4 stories (48' +/-)
- *Intensity* – Intensity is determined by height (up to 2.00 FAR)
- *Parking* – A preference for on-street and structured/garage parking.
- *Transportation* – This neighborhood center is more auto-oriented than the Urban Center. It is moderately transit supportive, and it is pedestrian and bicycle oriented.
- *Examples:*
 - Main Street (Annapolis)
 - Maryland Avenue (Annapolis)
 - West Street (Annapolis)



Urban Commercial Description



Urban Commercial Locations



Urban Neighborhoods Description

- *Community Role* – Largely a residential area with a mix of compact housing types at a density and design that supports walking and transit.
- *Land Use Mix* – Current residential use lists for R2, R3, and R4. Plus the ability to add granny flats, home occupation supportive designs, and live/work units.
- *Character* – More traditionally designed with compact lot design standards with common open spaces and greenway elements encouraged. Enhanced streetscapes and strong connections to centers, a compact scale with zero- and limited building setbacks from designated active streets. Cul-de-sacs and fenced enclaves are not permitted.



Urban Neighborhoods Description

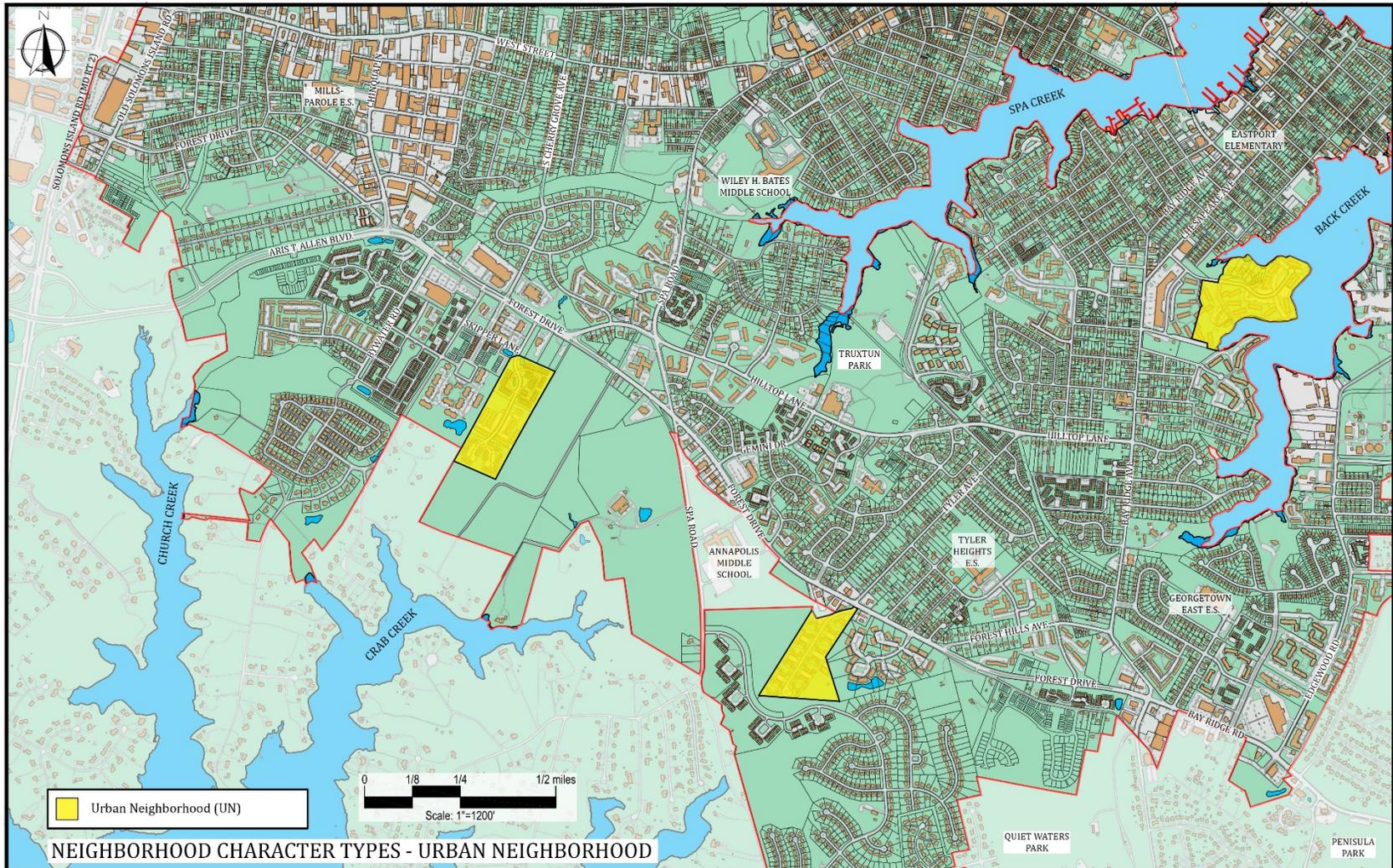
- *Building Heights* – 1 to 4 stories (48' +/-)
- *Intensity/Density* – 7 to 24 dwelling units per gross acre
- *Parking* – On-street parking where appropriate. On-site surface parking to the side or rear relative to active streets. Structured and garage parking encouraged.
- *Transportation* – It is pedestrian and bicycle oriented with a low speed connected street grid. It has a low to moderate level of transit support.
- *Housing Types:*
 - Duplexes
 - Row/townhouses
 - Live/Work units
 - Bungalows and patio homes
 - Single-family houses on standard lots (40-70 feet wide)



Urban Neighborhoods Description



Urban Neighborhood Locations



Neighborhood Enhancement Areas Description

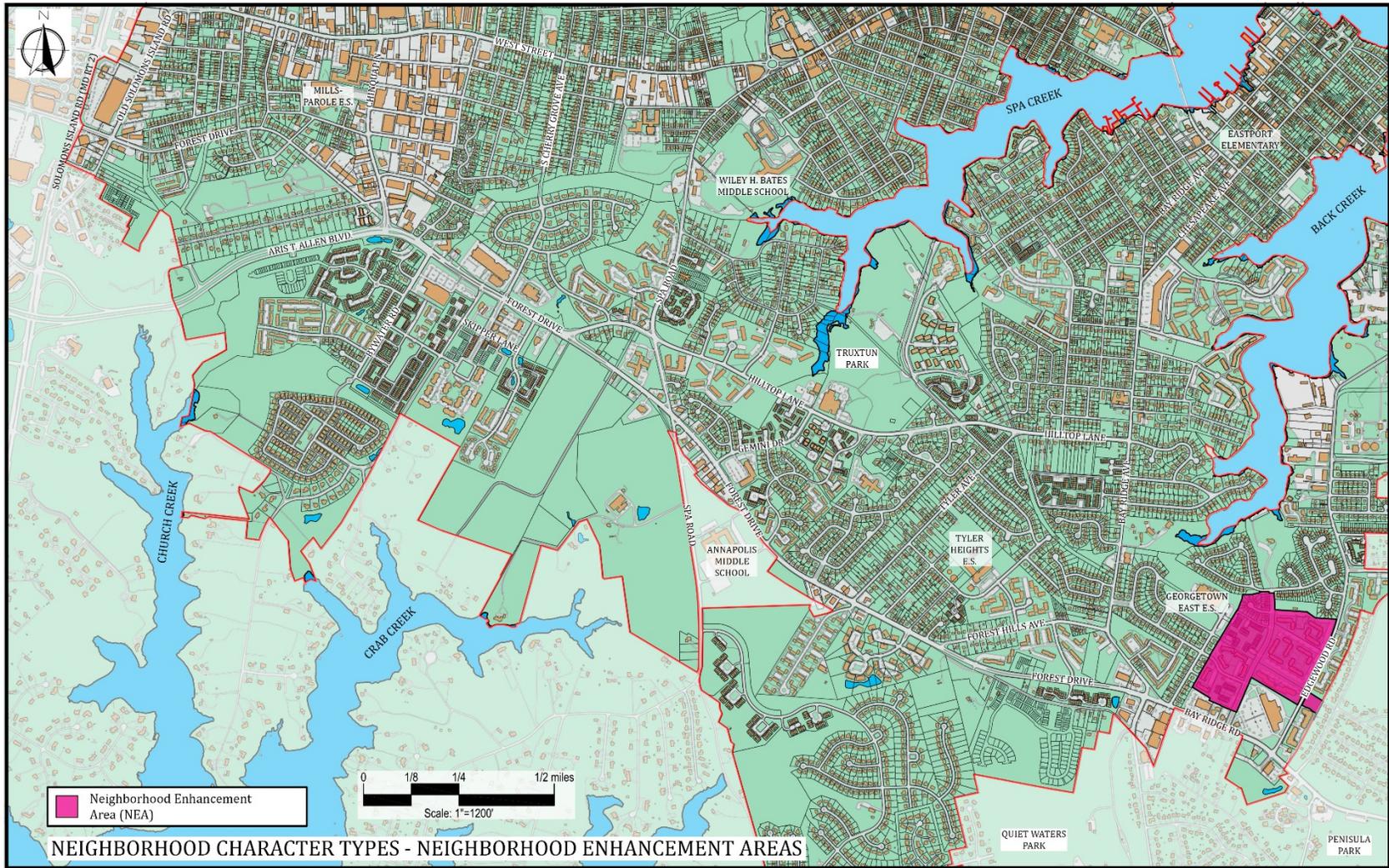
- *Community Role* – The connection and enhancement of existing residential areas in near centers and corridors.
- *Possible Enhancement Elements:*
 - Improved pedestrian and bicycle facilities (including crosswalks)
 - Improved connections to retail, employment, schools, parks, and other nearby destinations.
 - Improved street connectivity and traffic calming on alternate through routes.
 - Development of connected greenway networks.
 - Street beautification to include street trees, banners, art, pocket parks, etc.



Neighborhood Enhancement Areas Description



Neighborhood Enhancement Areas

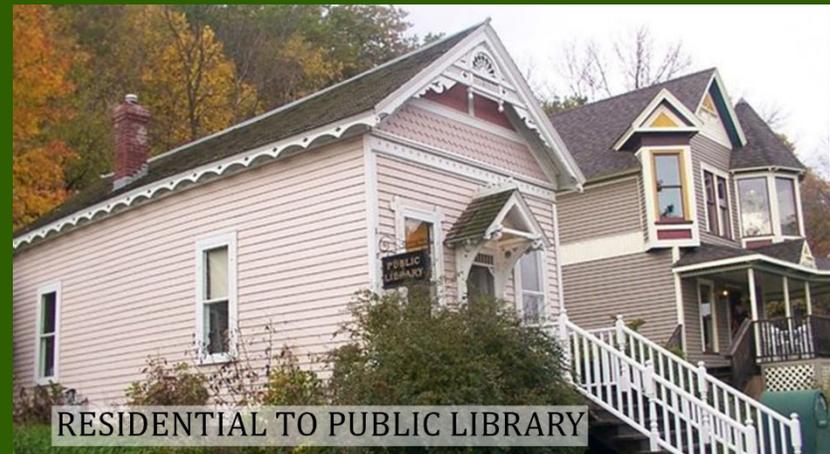
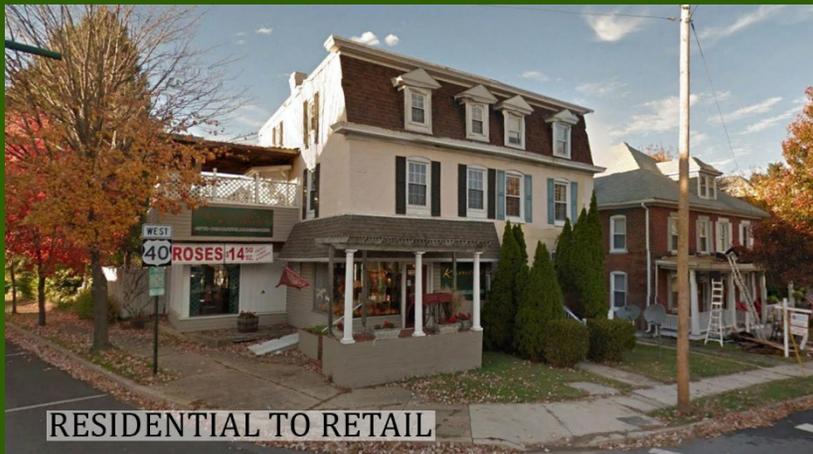
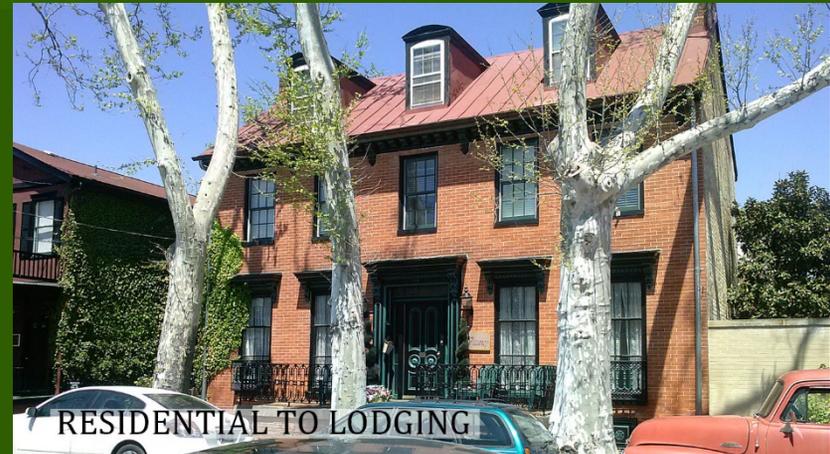


Adaptive Reuse Description

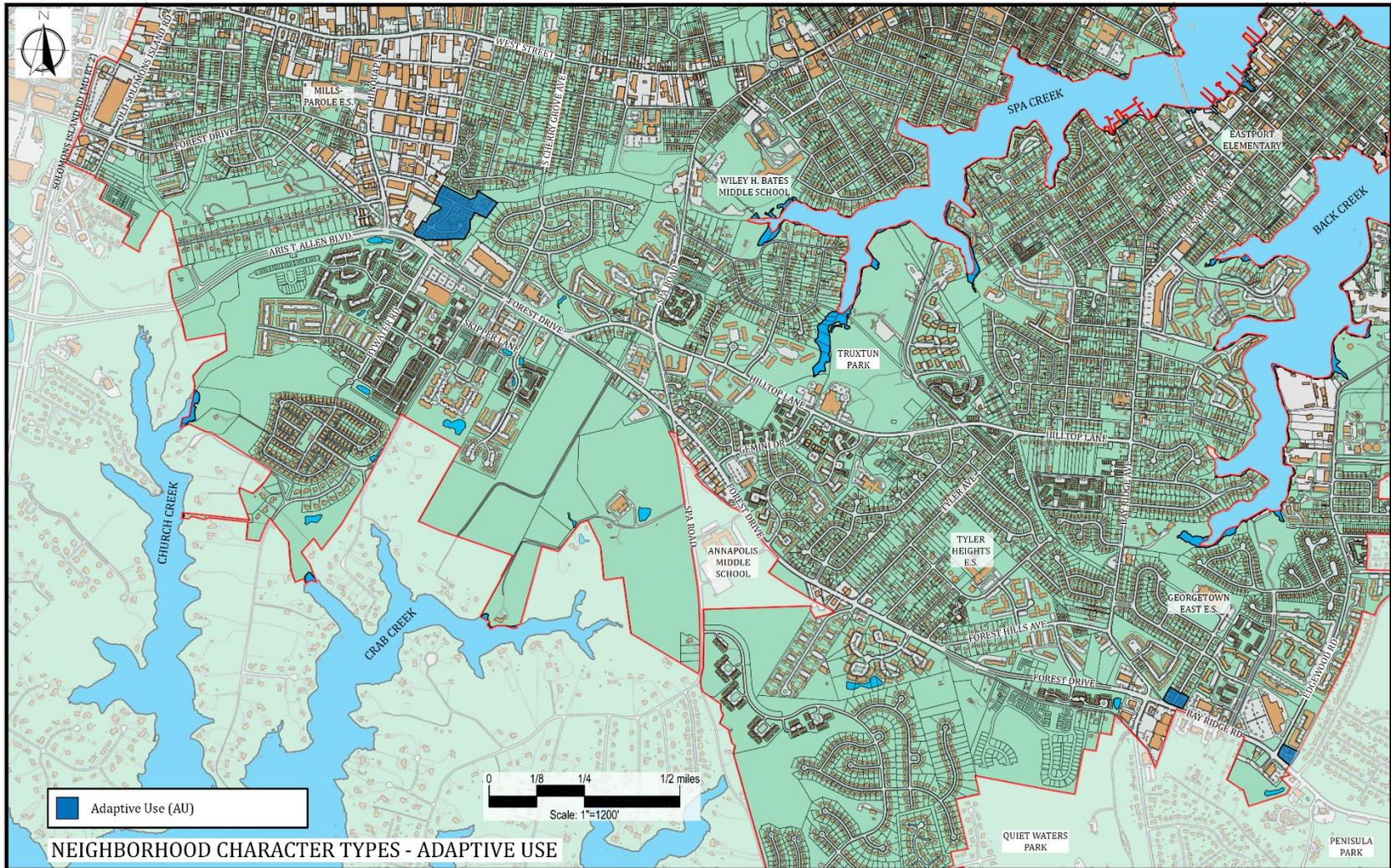
- *Community Role* – Building reuse and rehabilitation that facilitates providing needed goods and services to the local neighborhood.
- *Character* – Retains the architectural character of the neighborhood.
- *Parking* – A preference for on-street structured parking. On-site surface parking to the side or rear relative to active streets.
- *Examples:*
 - Residential to retail
 - Residential to restaurant
 - Residential to office
 - Residential to lodging
 - Residential to public institution (library, community center, etc.)



Adaptive Reuse Description



Adaptive Reuse Locations



Greenway Corridor Opportunities Description

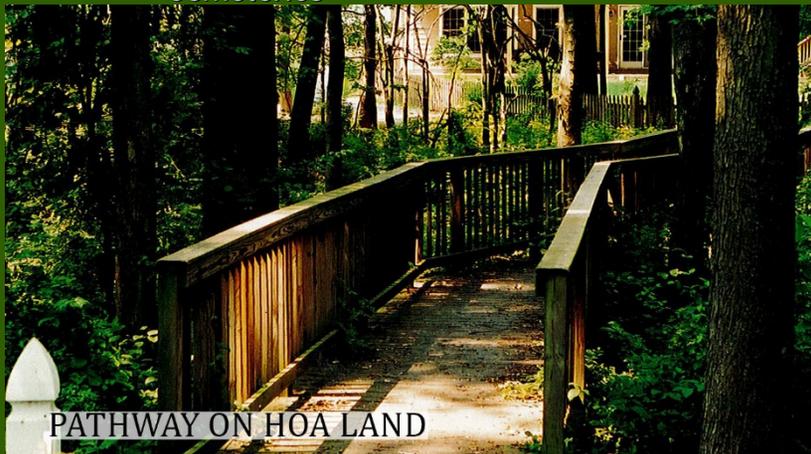
- *Community Role* – Protect, enhance, and connect a greenway element through and between the city's built community elements.
- *Land Use* – Public and private lands designated for public and/or private recreational use and/or forest/environmental protection as well as very low density uses such as cemeteries, etc. Some, but not all, of which may be publically accessible and include a recreational trail.



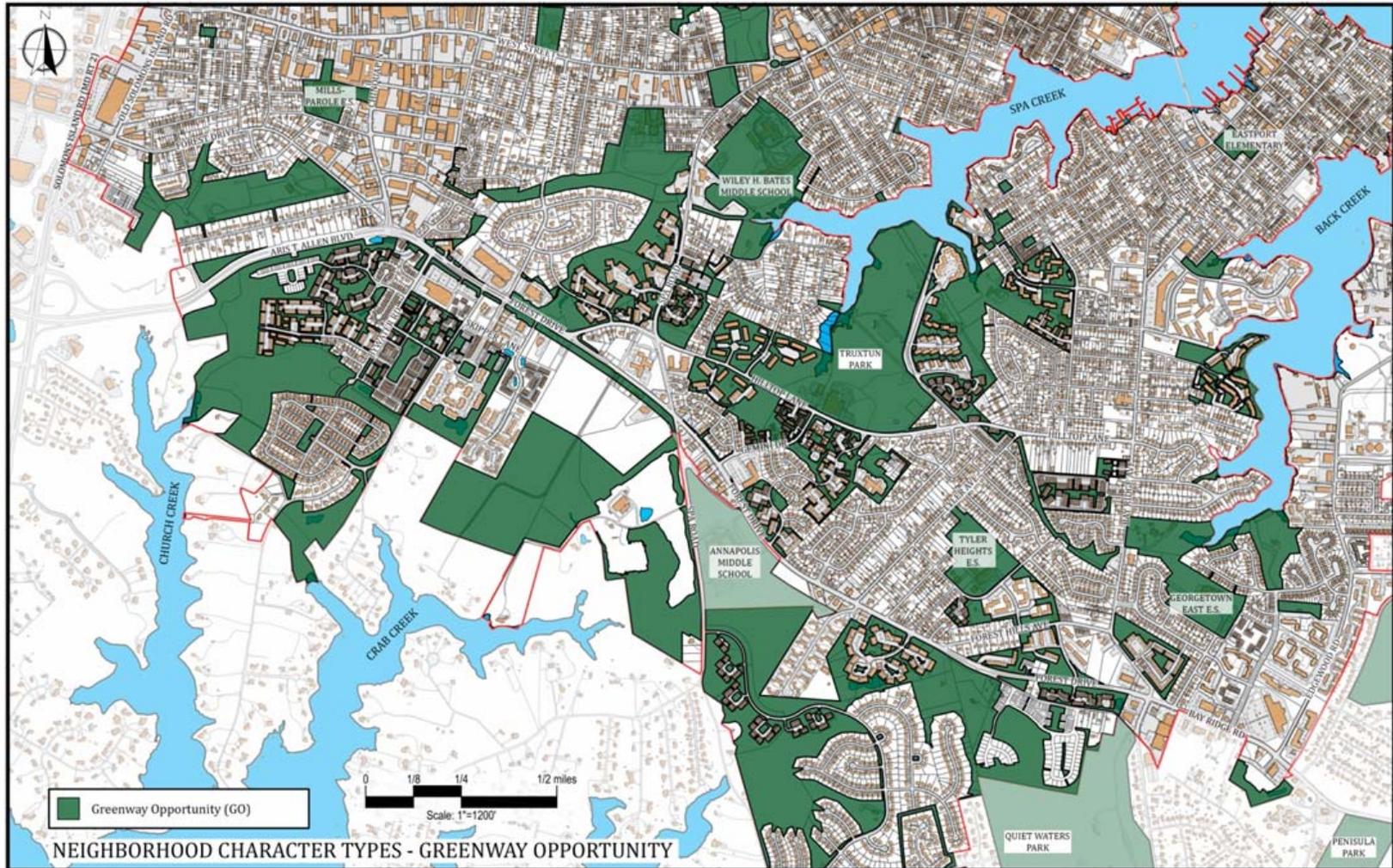
Greenway Corridor Opportunities Description

■ Possible areas to include:

- Conservation areas
- Preservation easements that protect tree canopy, forest cover, wildlife corridors, sensitive elements, and coastal areas.
- Public school and park sites
- HOA managed private open spaces and buffers that are platted but may not be preserved by easements.
- City and County owned lands along roadways and former railroad right-of-ways
- Cemeteries



Greenway Concept



Streetscaping and Beautification

Beautification Campaign

- Multi-year Community campaign with new partners – add art, plantings, banners etc.
- New zoning incentives & requirements on commercial properties to aid beautification
- New street standards/agreements to remove some obstacles ROW changes
- Streetscapes & street side pocket parks

Complete Streets Strategy

- Requires balanced consideration of service & comfort for vehicles, bikes, pedestrian & transit
- Promotes placemaking & improved community character & allows contextual design with abutting land-uses
- Impacts APFO mitigation requirements & CIP projects
- Consistent with 2009 Policies & Actions





Near-Term Actions:

1. Develop Community Character.
2. New City Street Design Street Standards/Typologies.
3. Corridor Beautification Initiatives.
4. Land Use Database.
5. Zoning Map Changes.
6. HACA Redevelopment Coordination.
7. Amend Transportation Adequate Public Facilities Ordinance (APFO) and Traffic Impact Analysis Guidelines.
8. Road Improvement Escrow Fund.
9. Skipper Avenue.
10. City Greenway Concept.
11. Near-term CIP Improvement Projects.
 1. Traffic-calming Measures.
 2. Interim Sector Bike Spine.

Mid-Term Actions:

1. Redevelopment Incentive Program
2. Regional Bus Route
3. SHA/County/City Joint Project Planning
4. Greater Annapolis Area Model Update
5. Intermodal Center
6. Create Forest and Street Tree Bank Option
7. CIP Project Funding
 - Bike and Pedestrian Improvement Projects
 - Smart Signals.
 - Road projects.
 - Street Edge Pocket Parks.

Long-Term Actions:

1. Gemini Rd. Extension.
2. County Corridor Project Planning
3. CIP Projects.
 - Bike lanes in Eastport
 - Pedestrian bridge over Solomon's Island Road at Forest Dr. or near Intermodal Center
 - Multi-use paved bike trail along Forest Dr.

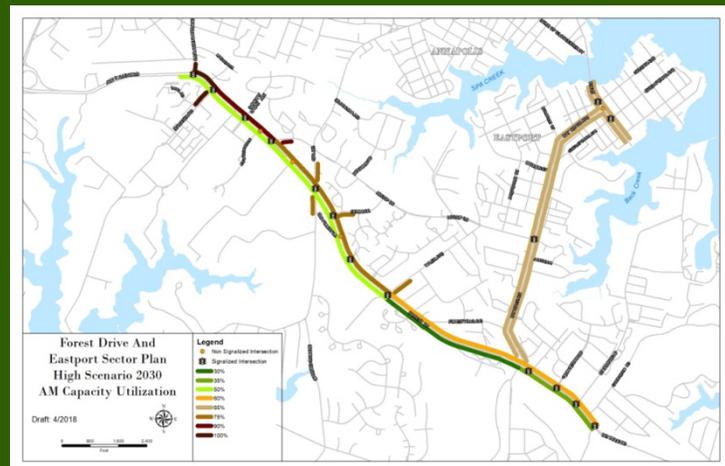
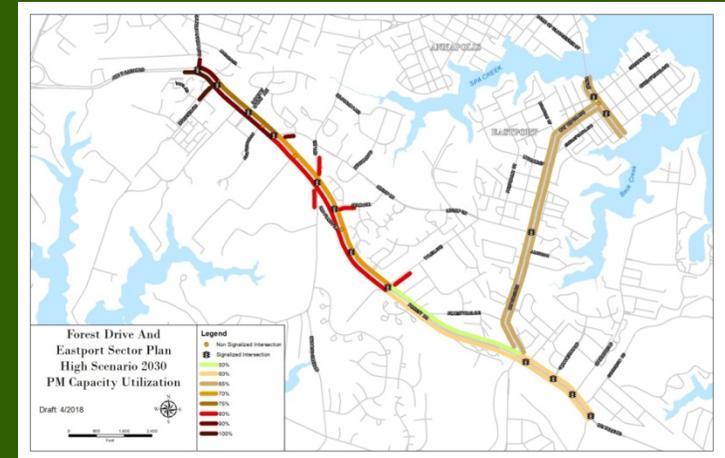


Technical Appendix

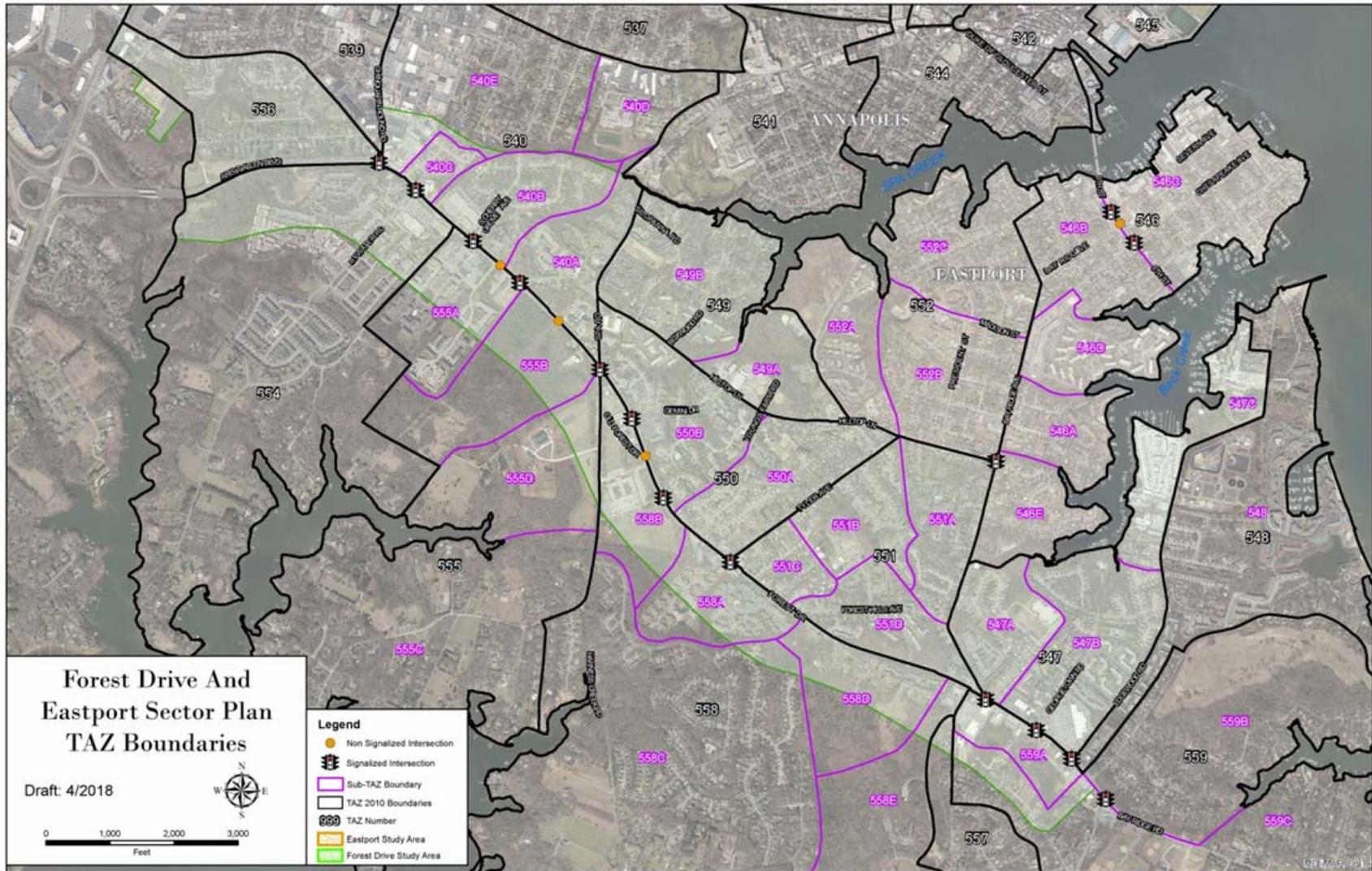
Traffic Analysis

Future Demand Analysis

- 3 Projections to 2030
- Current Zoning Future
 - (baseline)
- Proposed Zoning Future
 - Mid level rate of change
 - High level rate of change
- Growth assignments made by sub-taz area



Sector Sub-TAZ Areas



Travel Demand Trial Findings

- **Congestion Exists Today** - Due to strong directional flows from large number of commuters & shoppers leaving the corridor & city
- **Mitigation of current congestion is needed in west end of the corridor.**
- **Traffic volumes will continue to grow under base line growth & current zoning**
 - Due to increasing HH sizes & unmet demand for shopping needs & jobs
 - Lack of commercial & employment will make this trend worse
- **Trials show that both Mid & High Scenarios don't alleviate existing congestion but do provide important benefits**
 - Reduces the need to work and shop off the peninsula
 - Added local jobs & shopping cause trips to be shortened & redirected
 - Increases the number of trips moving counter to daily peak flows (reverse trips)
 - Increases likelihood of shifts to transits walking, biking & mode choices
- **Traffic should flow in all three future scenarios if current congestion issues are improved**

Possible destination changes and mode shifts

- Increase in shorter trips staying in corridor
- Increase in reverse flow trips
- Introduction of regional transit in corridor
- Increase in trips on foot and bikes
- Increase in work at home
- Increase in off-peak home deliveries?



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