

Forest Drive/Eastport Sector Study

**Public Meeting #3
4/11/18**

Tonight's Agenda

- Review Purpose of Study
- Review Study Process & Status
- Review Draft Study Recommendations
- Review Next Steps
- Provide Feedback on Draft
 - Feedback tonight
 - Follow-up feed back

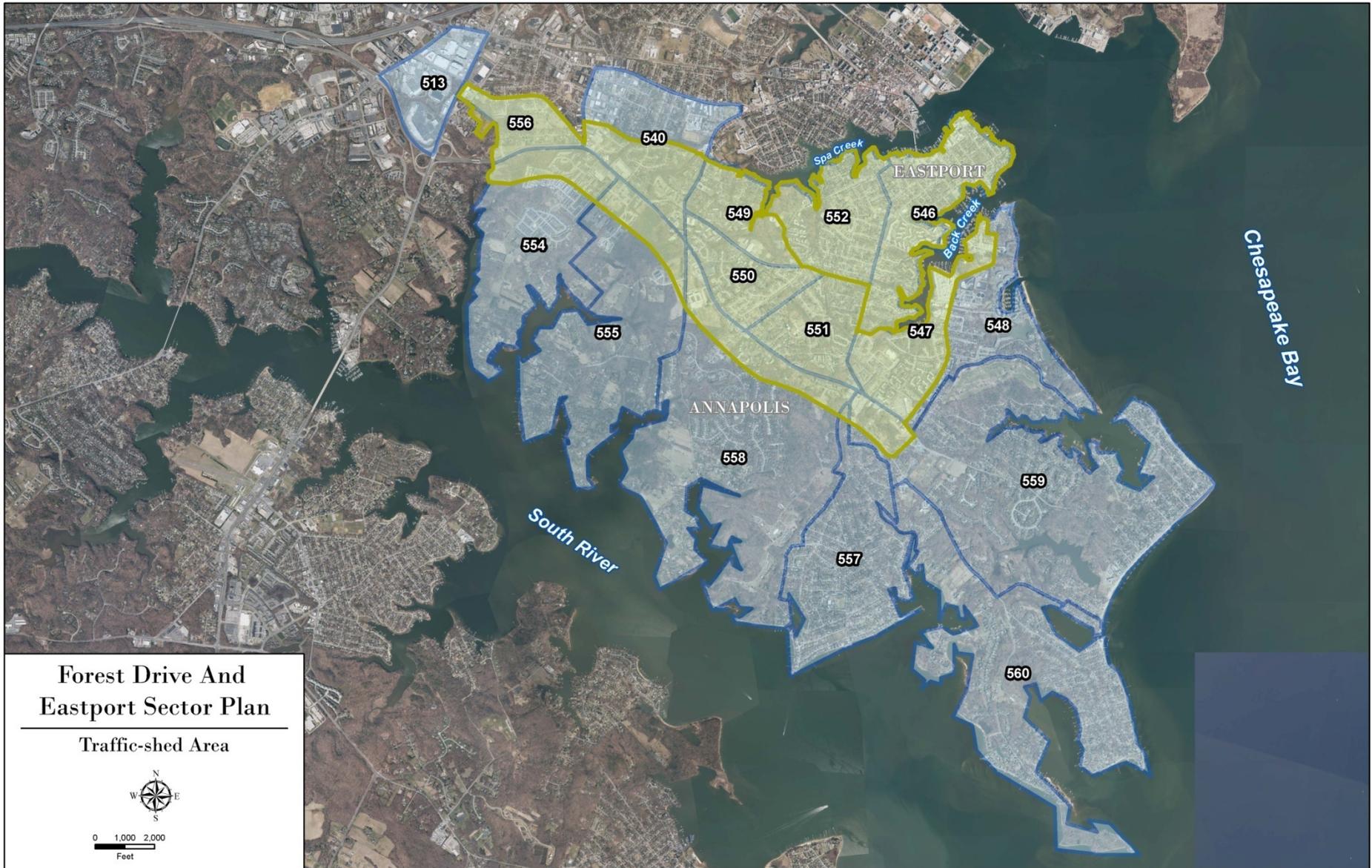
Study Purpose

This study will propose new or refine existing development and zoning scenario models, and craft design guidelines based on ideas from public engagement of local citizens and businesses, and produce a document that will guide the City in implementing the recommendations for this area.

Relationship to City Plan

- Is a recommended action of the Plan
- Serves as a supplement to the Plan
- Provides greater detail on this sector
- Builds on the Plan's adopted Policies
- Builds on the 3 Plan's Major Themes:
 - Preserve and Enhance Community Character
 - Maintain a Vibrant Economy
 - Promote a "Green" Annapolis

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

Next Steps

Plan Adoption Process

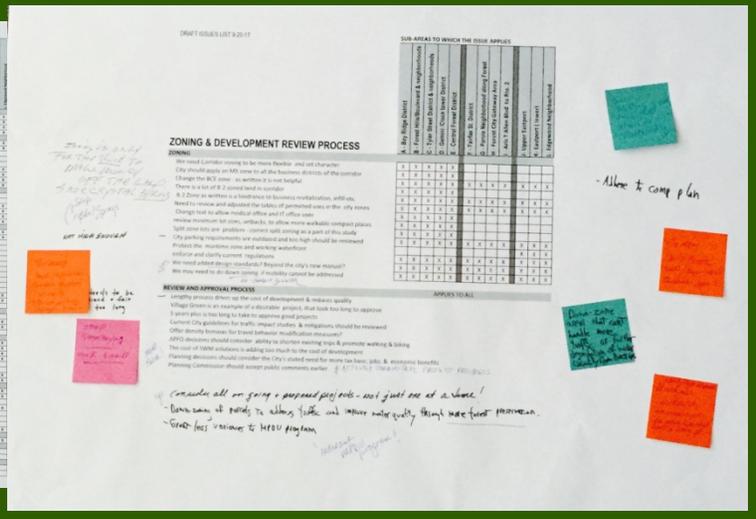
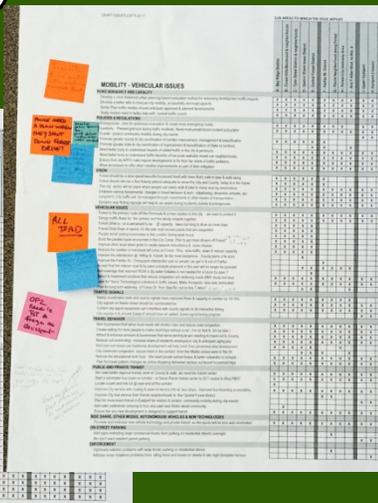
<p>Public Meeting April 11, 6 pm City Council Chambers</p>		<p>City Council Public Hearing July</p>
<p>City Council 1st Reader May</p>		<p>Rules and City Government Committee July</p>
<p>Planning Commission Public Hearing June</p>		<p>City Council Vote September</p>

Draft Study Contents

- **INTRODUCTION**
- **ISSUE IDENTIFICATION AND ANALYSIS**
- **ACTIONS BY THEMES**
- **RECOMMENDED SOLUTIONS**
- **PHASED IMPLEMENTATION ACTION PLAN**
- **APPENDICES**

Requested Added Themes

- Land Use and General Design Character
- Zoning and Approval Process
- Mobility - Vehicular and Transit
- Mobility - Pedestrians and Bikes
- Greening of Annapolis /Environment
- Vibrant Economy



Priority Issues Identified

- MORE LOCAL SHOPS and SERVICES
- WALKABLE and BIKABLE NEIGHBORHOODS
- TRANSFORMATIVE CORRIDOR BEAUTIFICATION
- MORE ANNAPOLIS STYLE and CHARACTER LONG TERM MOBILITY.
- STRONG VISION
- GREENER ANNAPOLIS
- IMPLEMENTATION
- CITY VITALITY & REVENUES
- SUPPORTING REGULATORY CHANGES

Stakeholder Requests

I would like to be able to walk/bike/drive nearby to...

Take children to a park and/or
shop for myself and others
4.1%
6.9%

Attend/participate in a community
7.2%

Attend a show/performance/movie
8.1%

Interact with history/culture/art
6.2%

Go boating/fishing/swimming
8.1%

Utilize neighborhood services
7.8%
Take my children to a class/activity
3.6%

Pick up groceries/fresh produce
14.2%

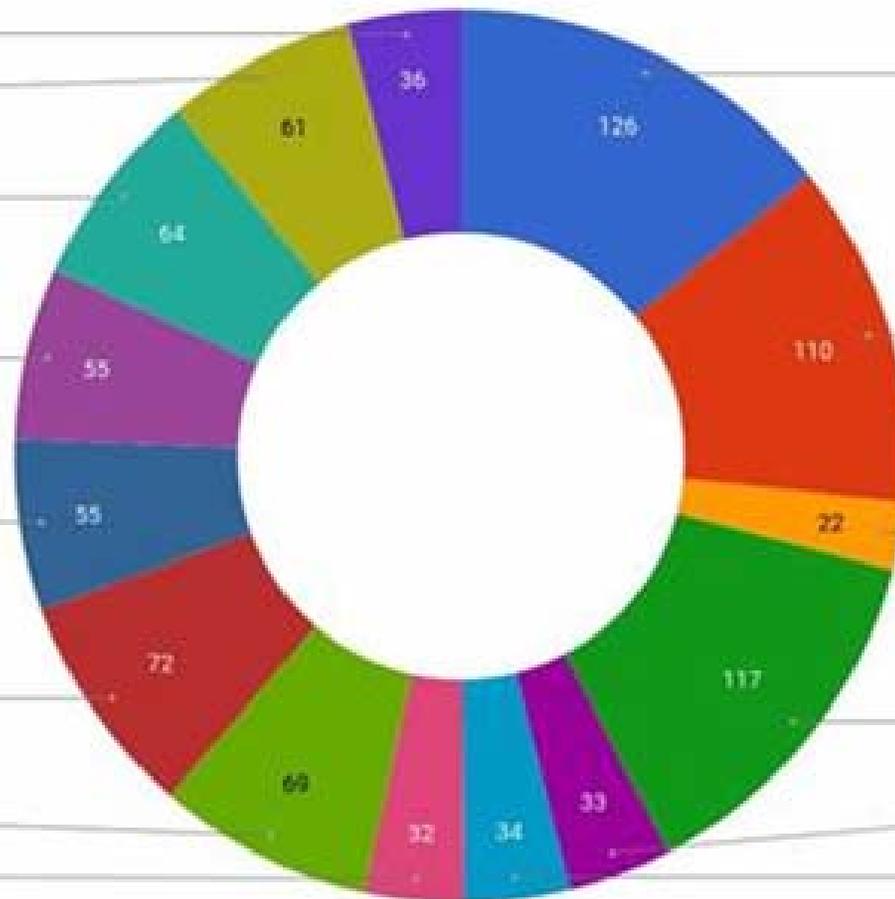
Dine
12.4%

Visit the doc/identify
2.5%

Relax and enjoy nature
11.2%

Play a sport
3.7%

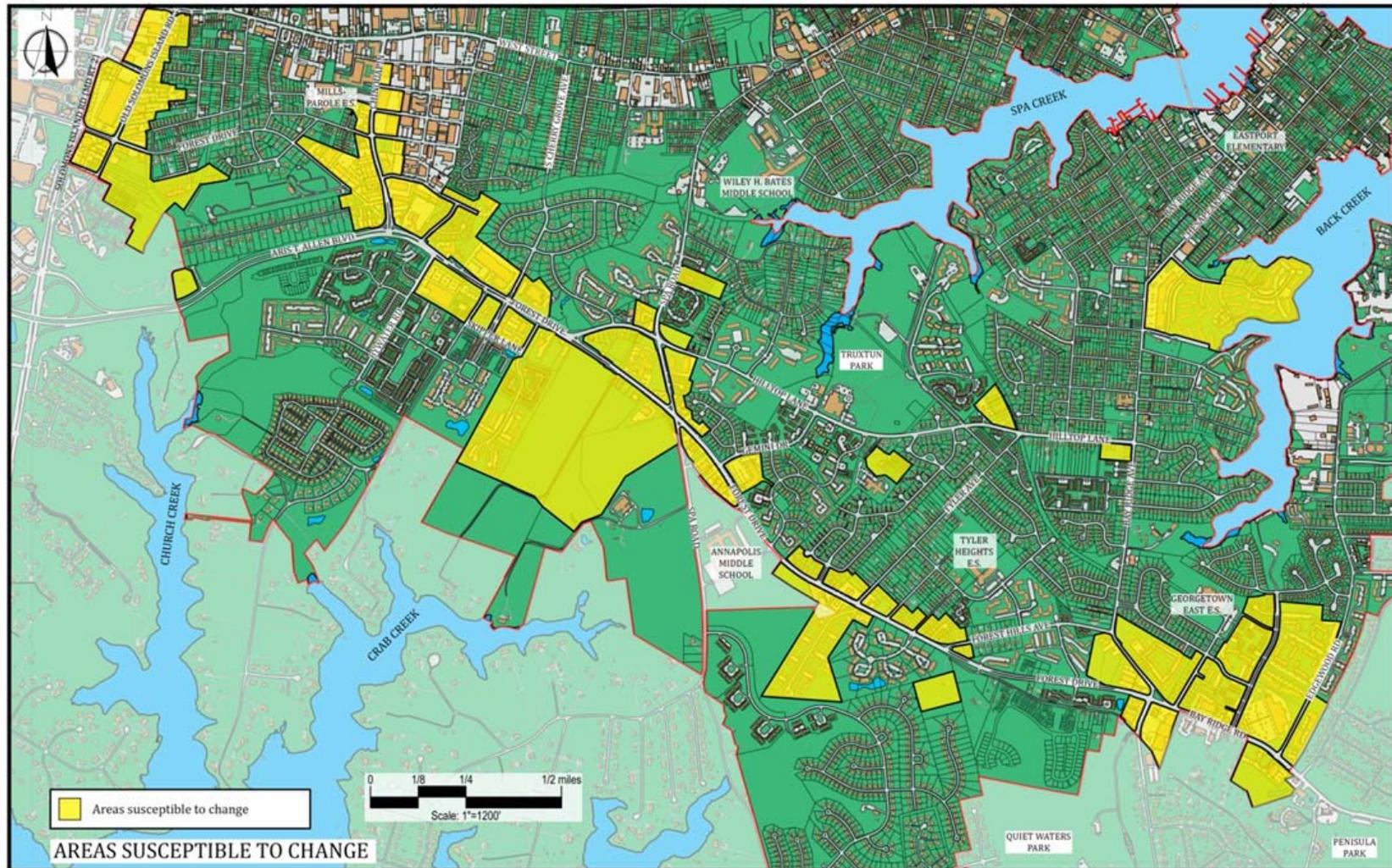
Take a class/learn a skill
3.8%



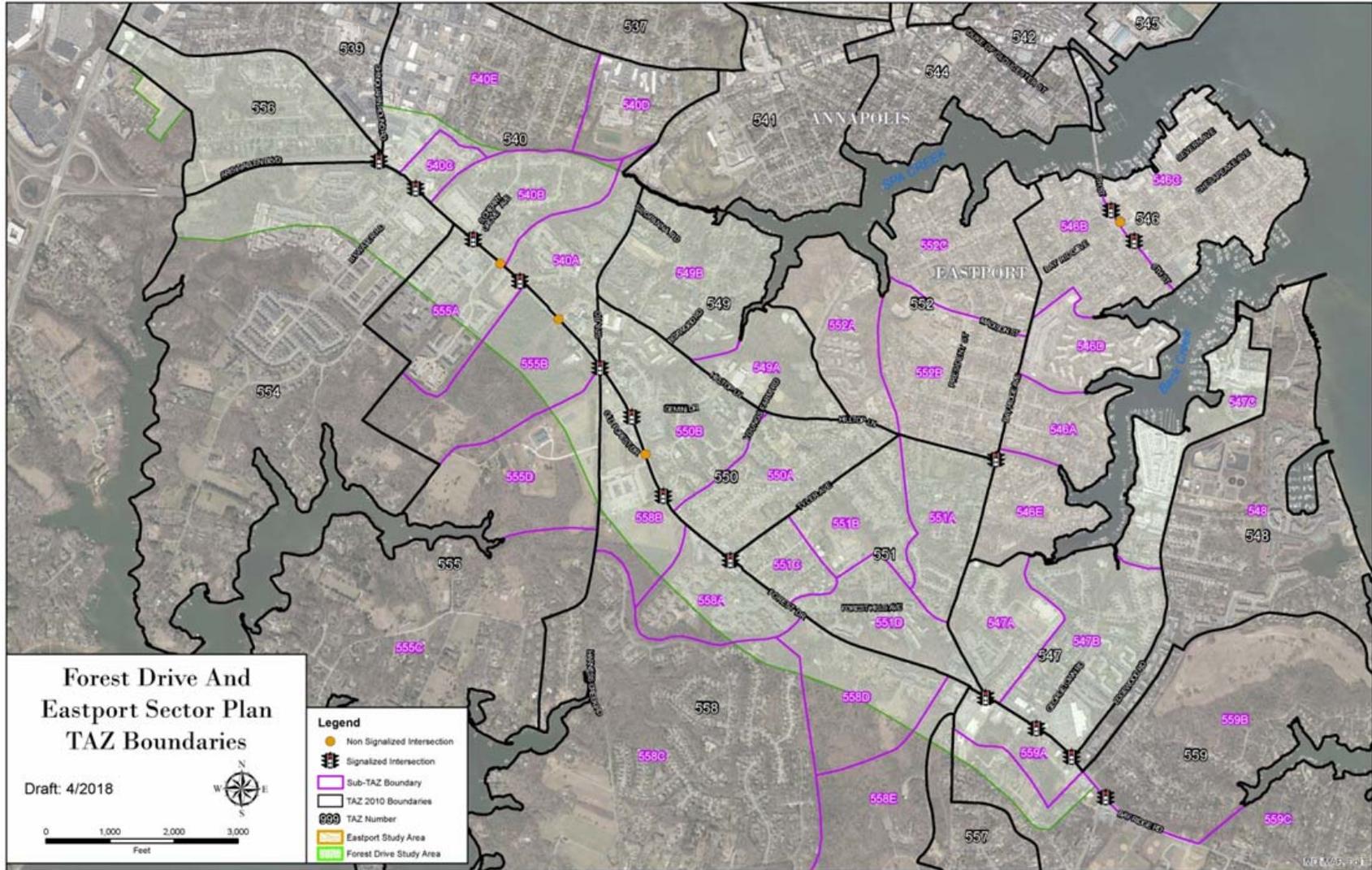
Topics of Analysis

- Land Use
- Community Character
- Zoning
- Demographics
- Economy
- Areas Susceptible to Change
- Mobility
 - Existing Roads
 - Existing Traffic
 - Future Traffic with No Change
 - Bike and Pedestrian Network
 - Transit Service
 - Travel Behavior

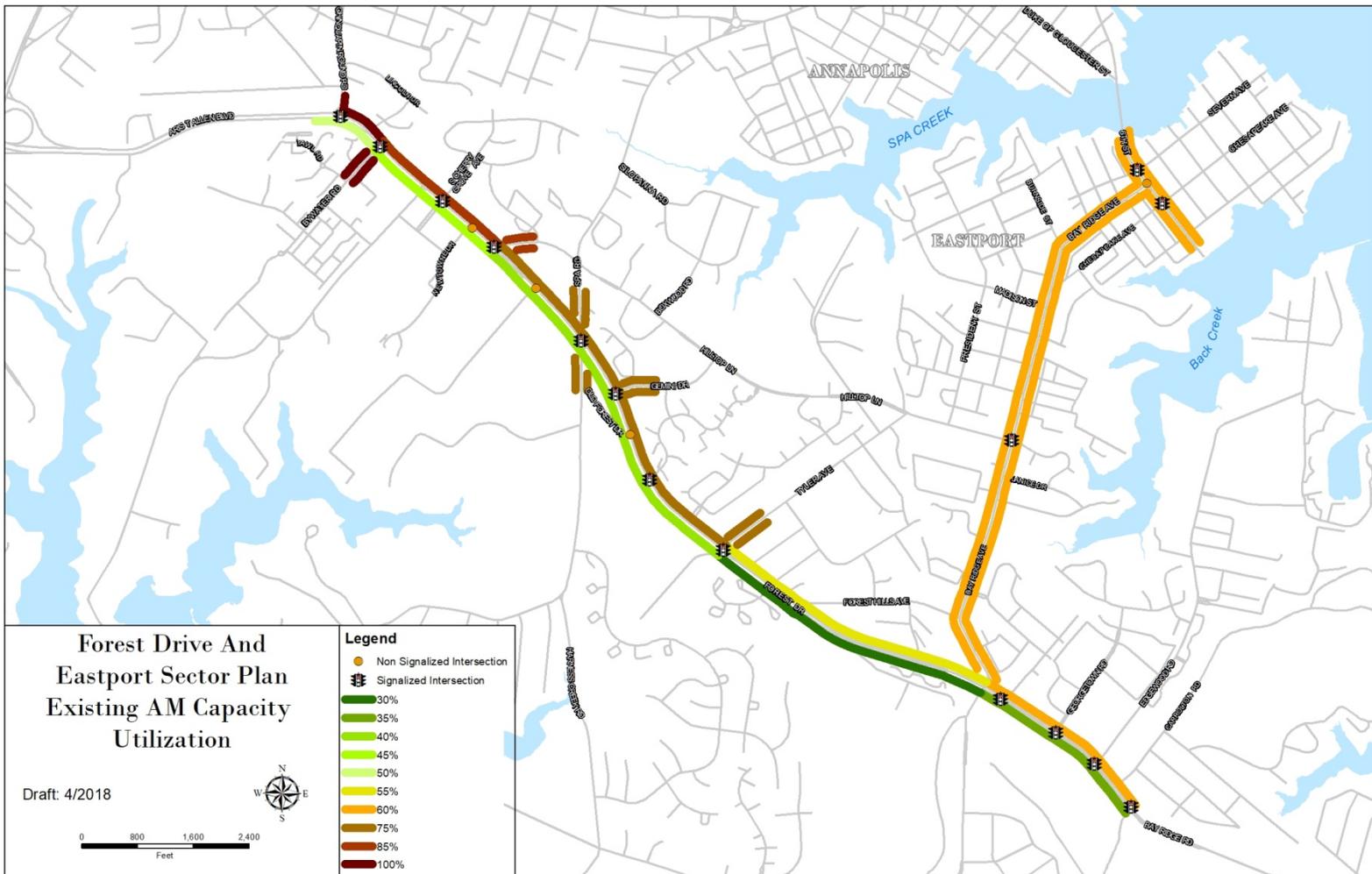
Areas Susceptible to Change



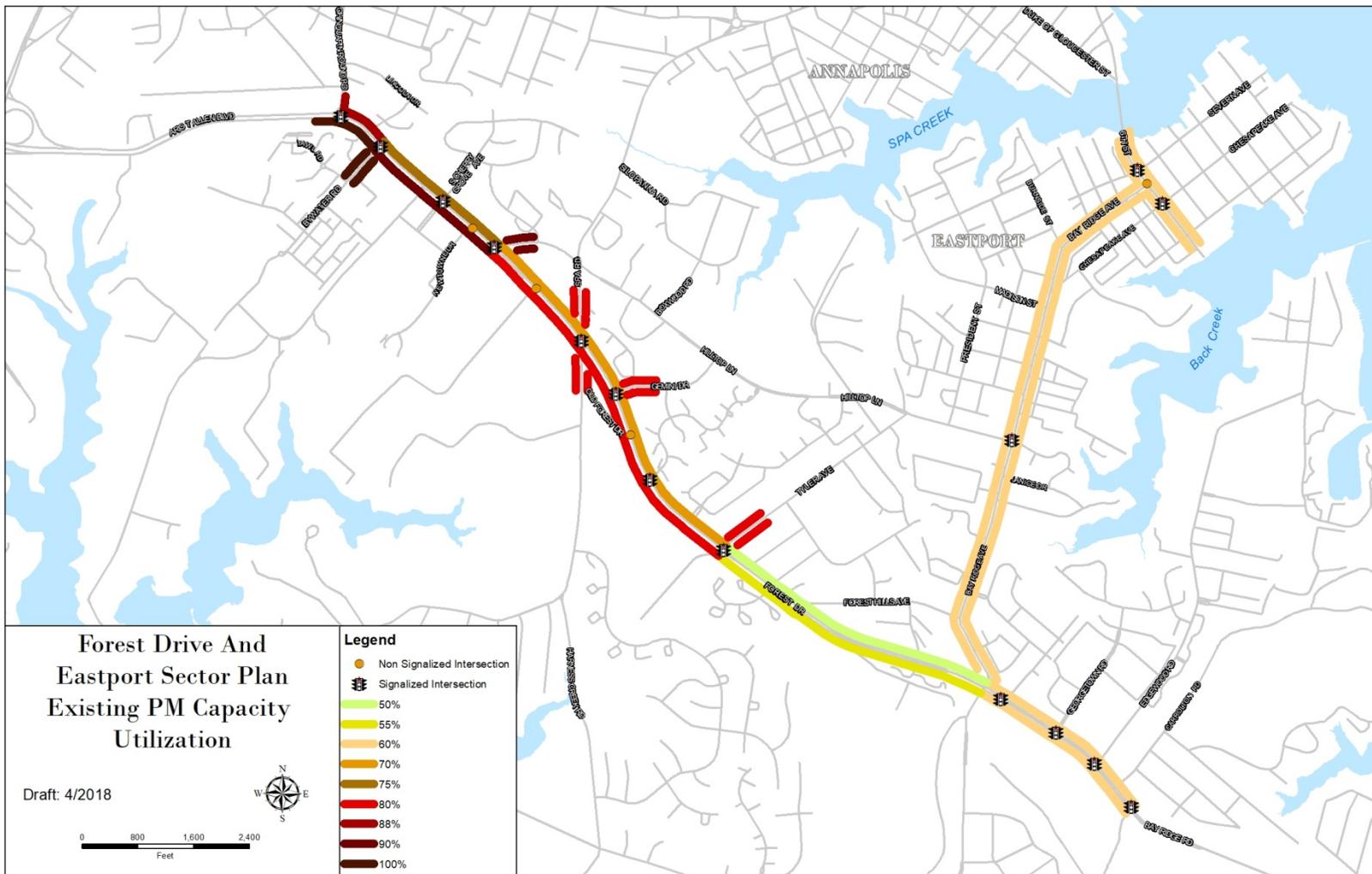
Sector Sub-TAZ Areas



EXISTING NETWORK UTILIZATION AM PEAK



EXISTING NETWORK UTILIZATION AM PEAK



Recommended Solutions

- **New Vision Statements**
- **Development Framework Plan/ Community Character**
- **Community Character Designations**
- **Zoning Text and Map Changes**
- **Street Frontage Designations.**
- **Possible Streetscape Projects**
- **New City Complete Streets Design Standards/Typologies**
- **Greenway Strategy**
- **Beautification Strategy**
- **Multimodal Mobility Strategy** - (vehicular, bike pedestrian & transit)
- **New Cooperative Agreements**

Mobility Strategy Elements

- Signalization Additions and Smart Signal Improvements
- Roadway Improvements *
- Intersection Improvements
- Adopt and Use Complete Street Standards
- Use Existing ROW More efficiently & Define Future expansion
- Expand Alternate Routes Network & add traffic calming
- Improve Access Management on the Corridor
- Implement Travel Demand Management Strategies/Options:
- Initiatives to Change Travel Behavior and Mode Choices
- Improve Local and Regional Transit
- Modify current APFO Traffic Ord. & Traffic Impact Manual
- Refine & Maintain Greater Annapolis City Travel Demand Model -:
- Systemic Bike and Pedestrian improvements

Example Solutions

Mobility - Vehicular/transit

- Look at driveways and curb cuts and at calming on the side streets too
- Add unique streetscape elements to help the Corridor look and feel like a special part of Annapolis

Mobility- Pedestrians and bikes

- Land use and community character should support greater uses of transit and walking or biking to nearby destinations versus longer trips in cars
- Revise the current City traffic study procedures to include multi-modal trips as well as non-vehicular mitigation strategies

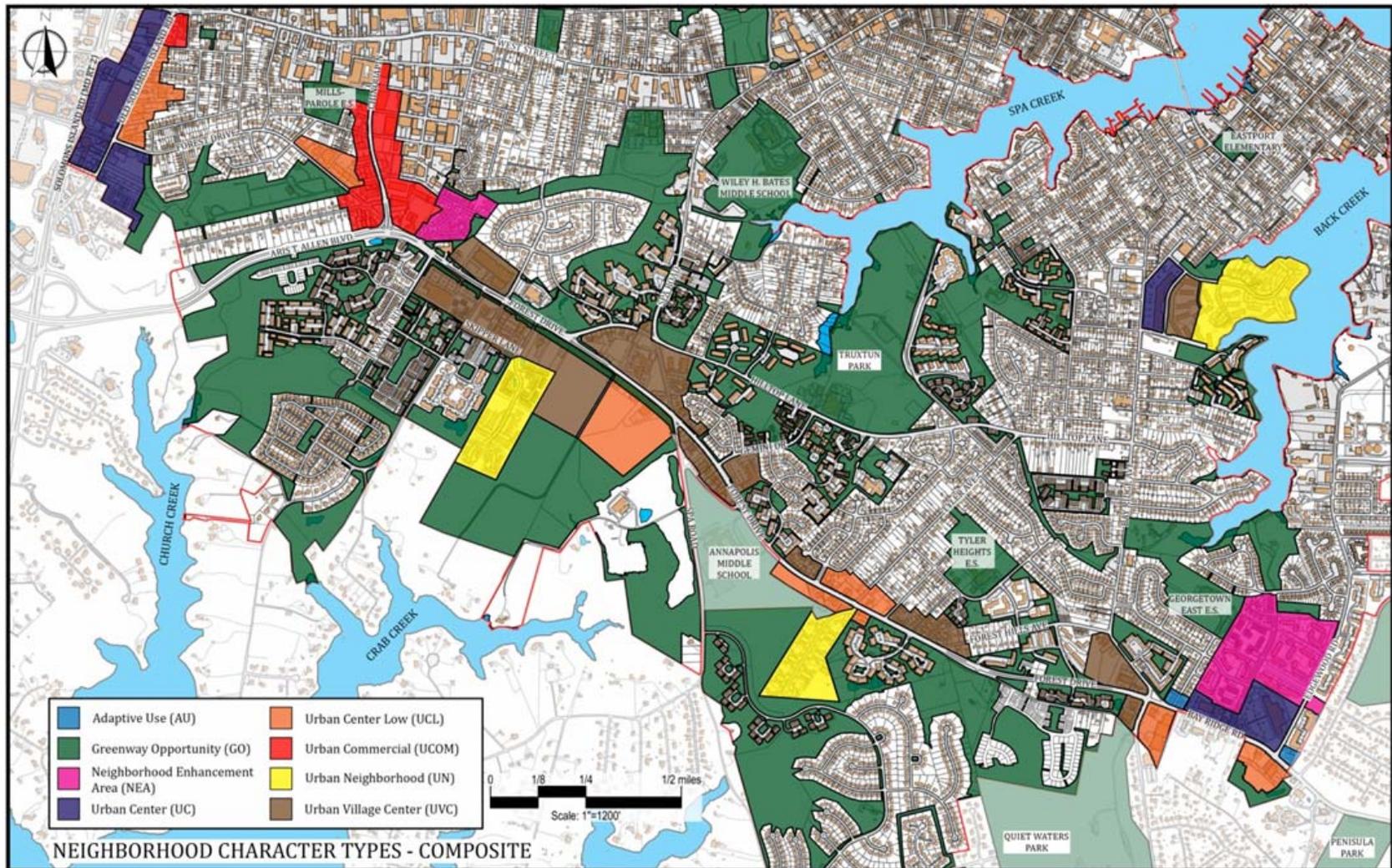
Greening Annapolis/ Environment

- Adjust regulations to allow and encourage street tree and buffer plantings along the corridor to create a continuous greenway.
- Review regulations to better encourage renovation of commercial sites that have no stormwater management today.

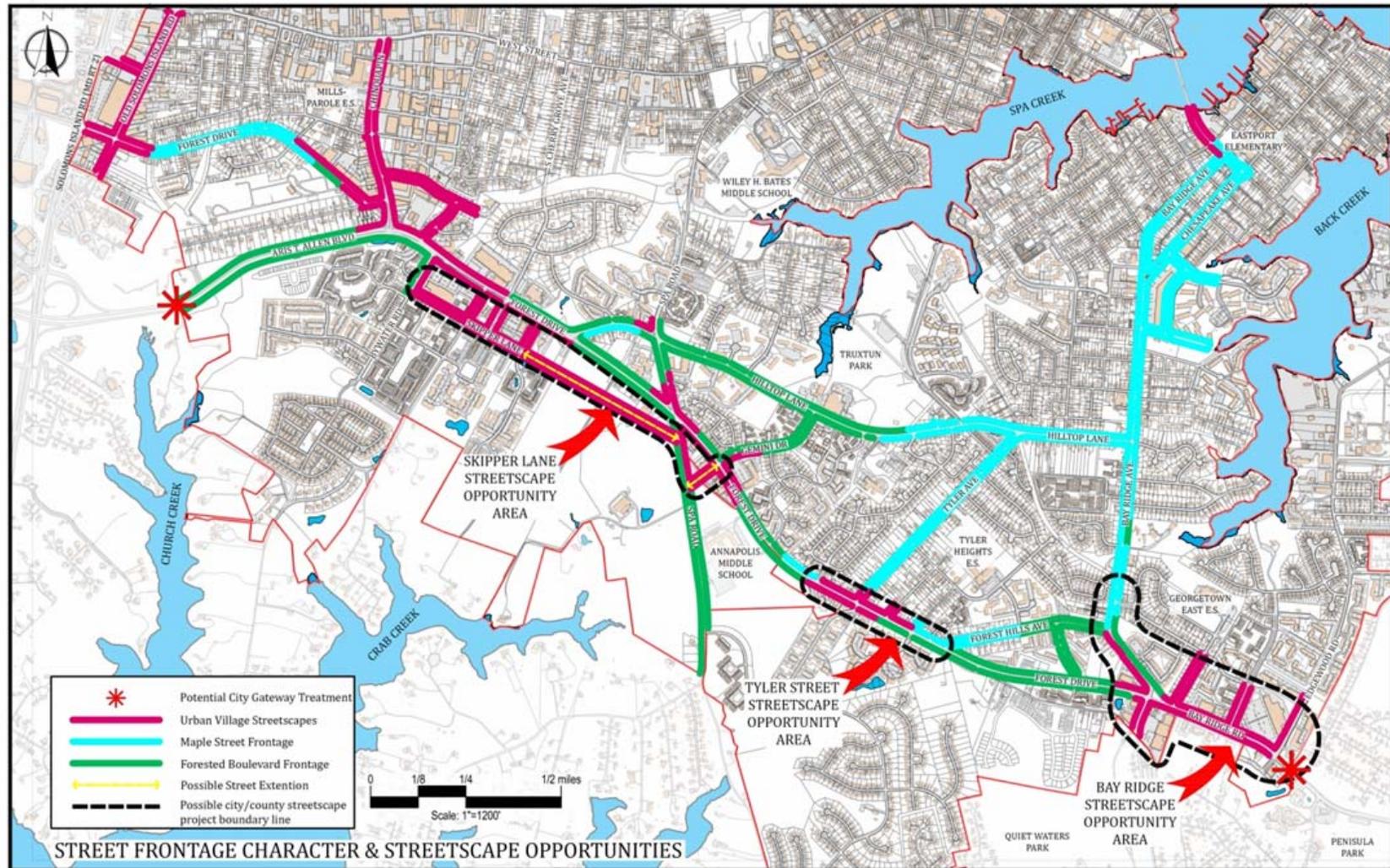
Vibrant economy

- Preserve and maintain existing infrastructure and promote reinvestment in the sector study areas that are out of the critical area and secure from flood hazards. Encourage intensification and improvement of underutilized parcels

Community Character Designations



Street Frontage Designations



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 region.

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.

Building Heights - typically 4 to 8 stories (approx. 96' +/-)

Intensity/Density Range - 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)



RETAIL ARCADE



MID-RISE RESIDENTIAL



ANCHOR GROCERY



SIDEWALK DINING



URBAN STREETScape



PUBLIC PLAZA w/ OUTDOOR DINING



PUBLIC PARK



OFFICE BUILDING



FIRST FLOOR RETAIL

CHARACTER TYPES

URBAN CENTER (UC)

DESCRIPTION:

Community Role - provisions for shopping, services, office, entertainment, and/or lodging. It is not intended for ground floor residential uses. 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 multi-family residential uses which will include retail, office, restaurants, apartments and condominium units.

Character - the Urban Center will have urban streetscapes, limited building setbacks with zero setback building encouraged. The Urban Center will have traditional urban design with strong connections to surrounding neighborhoods.

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.

Example:

- Main Street (Annapolis)
- Maryland Avenue (Annapolis)
- West Street (Annapolis)



CHARACTER TYPES

URBAN COMMERCIAL (UCOM)

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 will have urban streetscapes, limited building setbacks with zero setback building encouraged. The Urban Center Low will have a traditional urban design with strong connections to surrounding neighborhoods.

Building Heights - typically 2 to 4 stories (48' +/-)

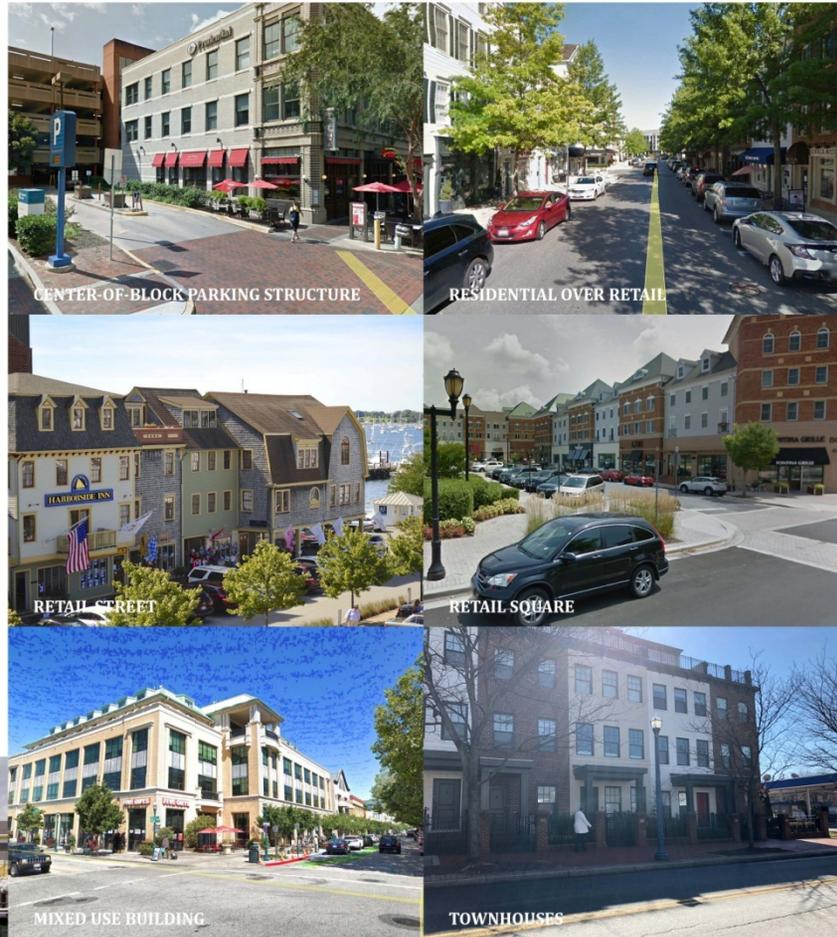
Intensity/Density - 2 to 20 DUA depending on the character. Intensity is determined by height.

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)



CHARACTER TYPES

URBAN CENTER LOW (UCL)

DESCRIPTION:

Community Role - provisions for shopping, services, employment, and housing for city residents and nearby 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.

Building Heights - 1 to 4 stories (48' +/-)

Intensity/Density - 7 to 24 DUA with an 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 street grid.

Public Amenities - Public art, public spaces, bus shelters, bike share stations, etc. shall be required for higher intensity/densities.

Examples:

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



CHARACTER TYPES

URBAN VILLAGE CENTER (UVC)

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/or fenced enclaves are not permitted.

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:

- Two-family houses
- Row/townhouses
- Live/work units
- Bungalows and patio homes
- Single-family houses on standard lots (40-70 feet wide)



STACKED TOWNHOMES



SINGLE FAMILY - LIMITED SETBACK



SINGLE FAMILY HOME



SHOTGUN STYLE HOME



ZERO-SETBACK TOWNHOMES



TOWNHOUSES



REAR LOADED GARAGES ON ALLEY



SINGLE FAMILY - LIMITED SETBACK

CHARACTER TYPES

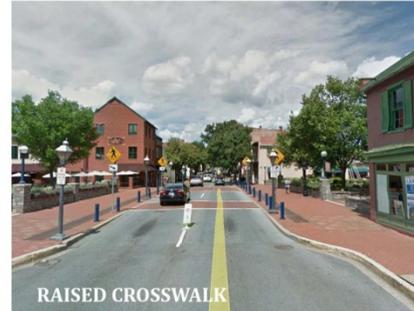
URBAN NEIGHBORHOODS (UN)

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.



CHARACTER TYPES

NEIGHBORHOOD ENHANCEMENT AREAS (NEA)

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.

Possible areas to include:

- Conservation areas
- Preservation easements that protect tre 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



CULTURAL TRAIL - LANDSCAPE



CULTURAL TRAIL - WATER FEATURE



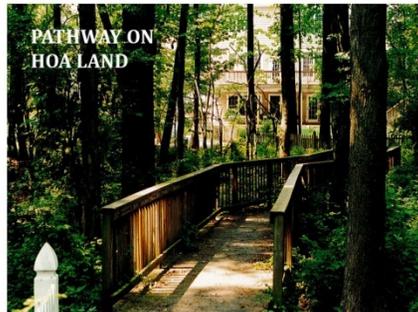
SIGNAGE



ART INSTALLATION



CULTURAL TRAIL - MURAL



PATHWAY ON HOA LAND



GREENWAY ON PUBLIC LAND



RAIL TRAIL



PUBLIC CEMETERY

CHARACTER TYPES

GREENWAY CORRIDOR OPPORTUNITIES (GCO)

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.)



RESIDENTIAL TO RESTAURANT



RESIDENTIAL TO RETAIL



RESIDENTIAL TO OFFICE



RESIDENTIAL TO RETAIL



RESIDENTIAL TO LODGING



RESIDENTIAL TO FLORIST



RESIDENTIAL TO PUBLIC LIBRARY

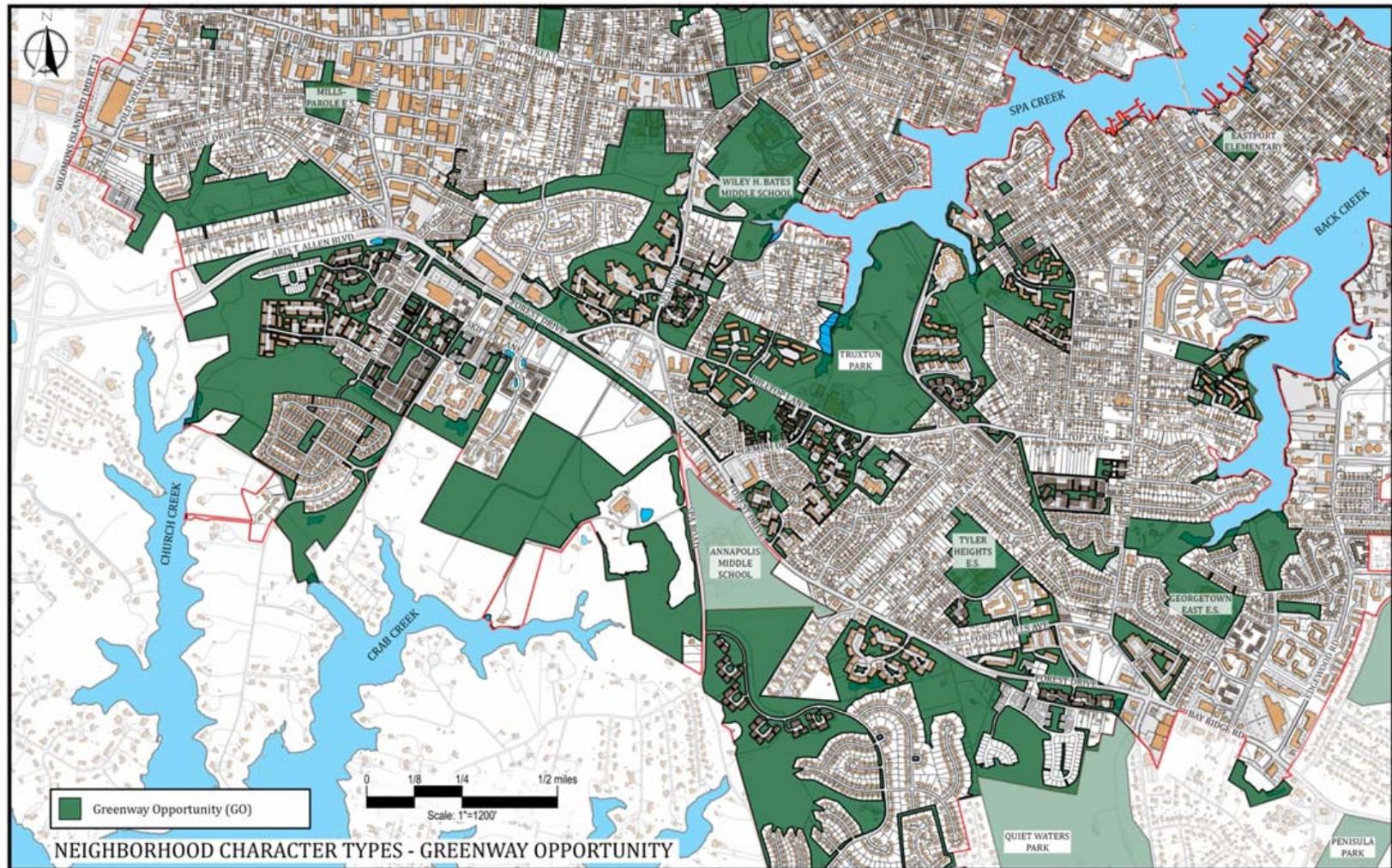


RESIDENTIAL TO ANTIQUES

CHARACTER TYPES

ADAPTIVE REUSE (AR)

Greenway Concept



Beautification Campaign

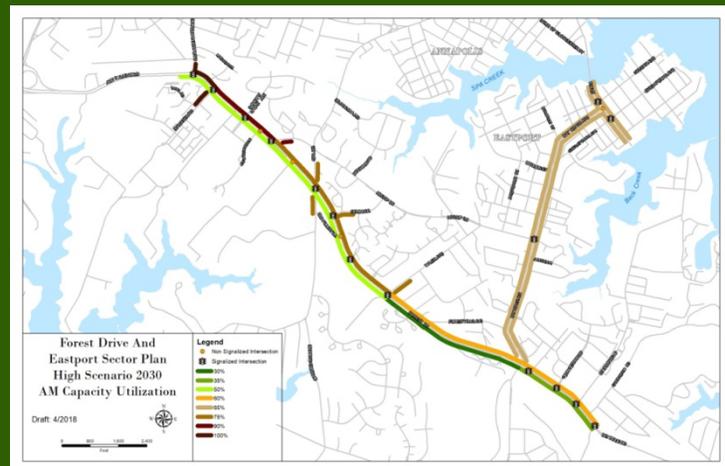
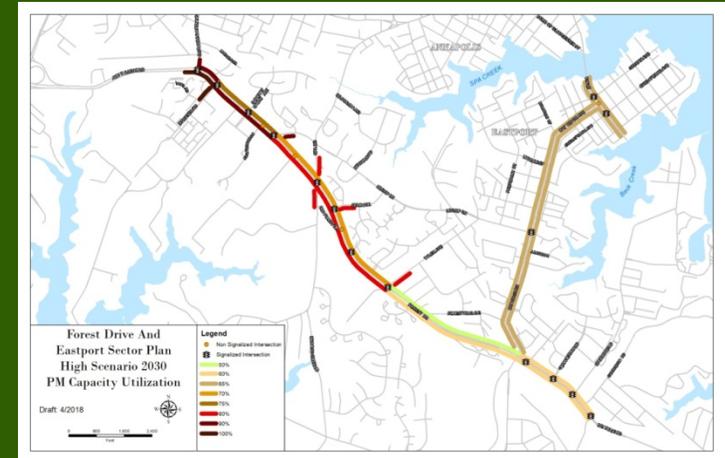
- Multi-year Community campaign with new partners – add art, plantings, banners etc.
- New zoning incentives & requirements on commercial properties to aid beautification
- New street standards/agreements to remove some obstacles ROW changes
- Streetscapes & street side pocket parks

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
- National Trend -Examples – Ft Lauderdale & Philadelphia

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 are made by sub-taz area



Travel Demand Trial Findings

- **Congestion Exists Today**
 - Due to strong directional flows from large number of commuters & shoppers leaving the corridor & city
- **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
- **Mitigation of current congestion is needed in west end of the corridor.**
 - All 3 scenarios cause minimal new congestion
- **Traffic should flow in all three future scenarios if current congestion issues are improved**
 - None of the 3 future scenarios cause significant new congestion
- **Trials show that both Mid & High Scenarios don't alleviate existing congestion but do provide important benefits**
 - Added local jobs & shopping cause trips to be shortened & redirected
 - Increases the number of trips moving counter to daily peak flows (reverse trips)
 - Does not add to AM/PM congestion
 - Increases likelihood of new walking, biking & transit mode choices

IMPLEMENTATION PHASEING - Near-Term

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

IMPLEMENTATION PHASEING Mid-Term

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.

IMPLEMENTATION PHASEING Long-Term

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.



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