

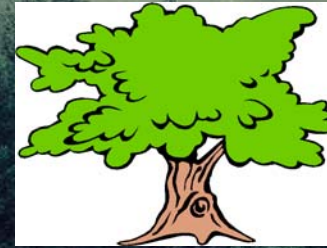


Forest Drive and Eastport Sector Study

February 21, 2019
City Council Worksession

What is this Sector Study?

- » Establishes policy and provides guidance
- » Looks at how to enhance and better utilize existing assets
- » Considers traffic, environment, overdevelopment, and other community needs
- » Looks at the Forest (Drive) through the trees

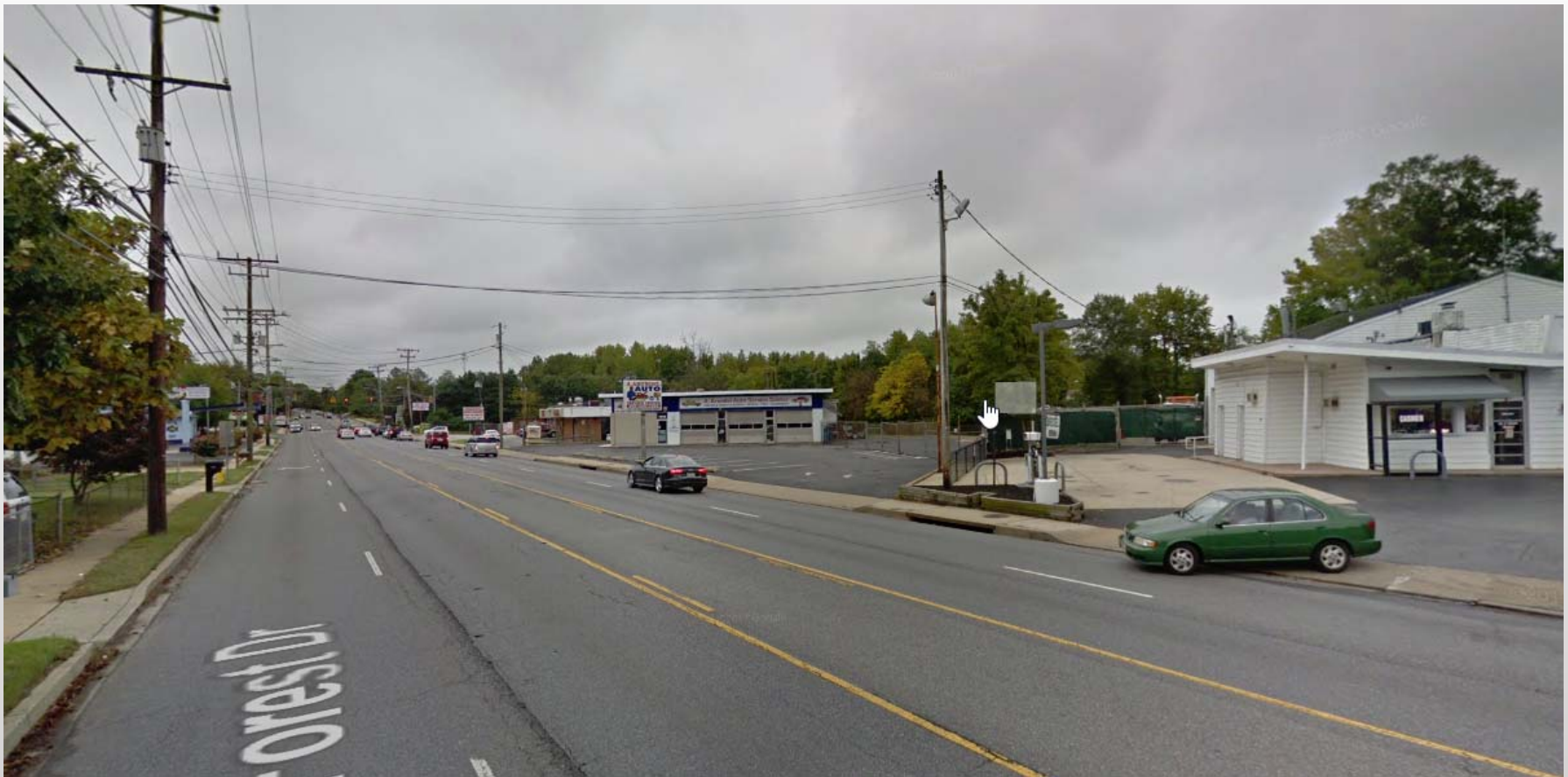


Why plan for the future?



What is the Forest Drive Corridor?

» Suburban Sprawl



What do we want the Forest Drive Corridor to be?

- » Suburban Sprawl
- » Expressway from the Annapolis Neck to Washington D.C.



What do we want the Forest Drive Corridor to be?

A complete street where people can live, work, and play.



Balancing different priorities





Origin

Why is this policy document being adopted as an amendment to the 2009 Comprehensive Plan?



[< Previous](#)

[Next >](#)

Md. LAND USE Code Ann. § 3-204

Copy Citation

Current through 2018 Regular Session and legislation effective January 1, 2019.

[Annotated Code of Maryland](#) > [LAND USE](#) > [DIVISION 1. SINGLE-JURISDICTION PLANNING AND ZONING.](#) > [TITLE 3. COMPREHENSIVE PLAN.](#) > [SUBTITLE 2. DEVELOPMENT AND ADOPTION.](#)

§ 3-204. Plan adoption, modification, remand, disapproval; public hearings.

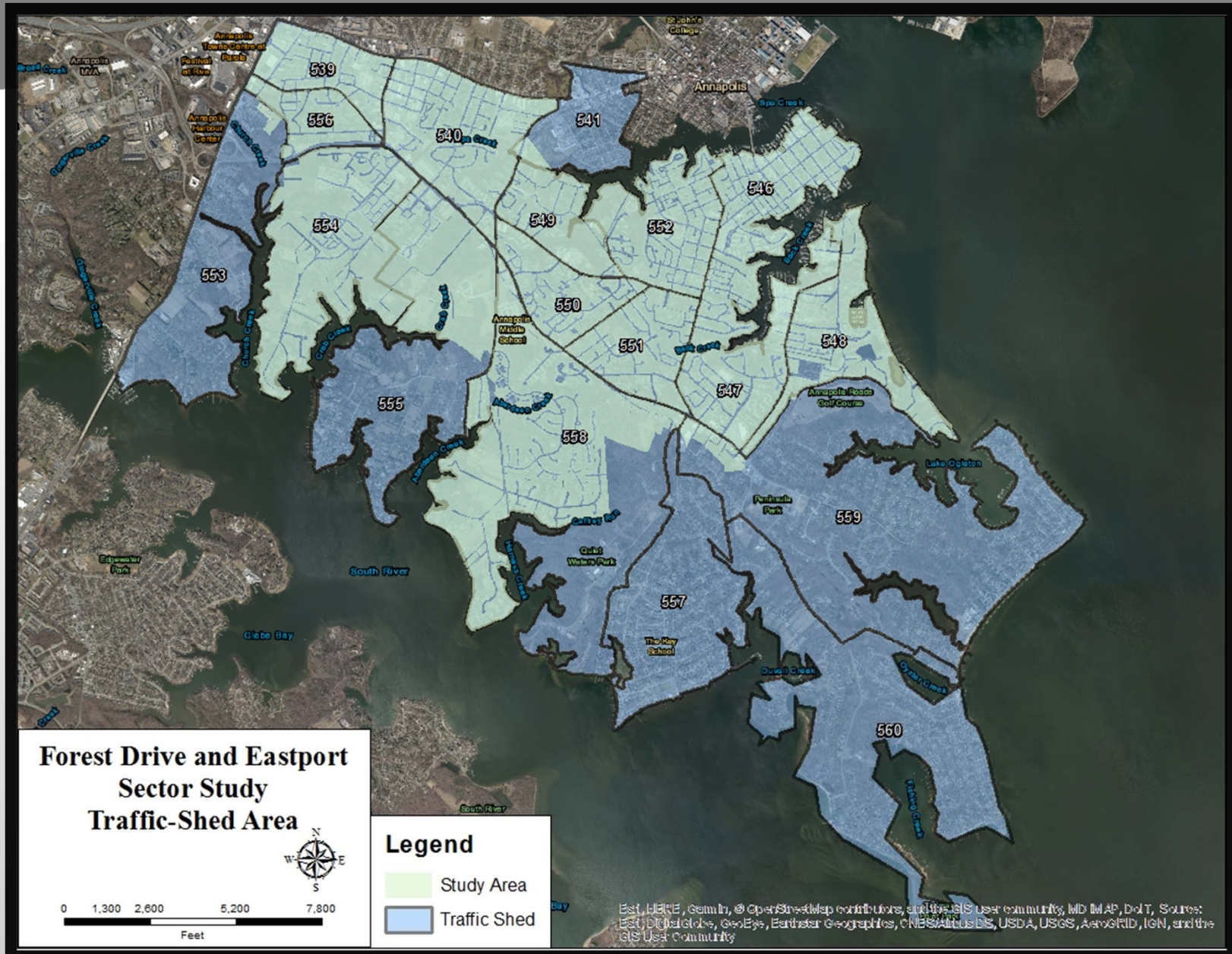
(a) **In general.** -- Each local jurisdiction shall adopt a plan that includes:

- (1) the elements required under Subtitle 1 of this title; and
- (2) the visions set forth in § 1-201 of this article.

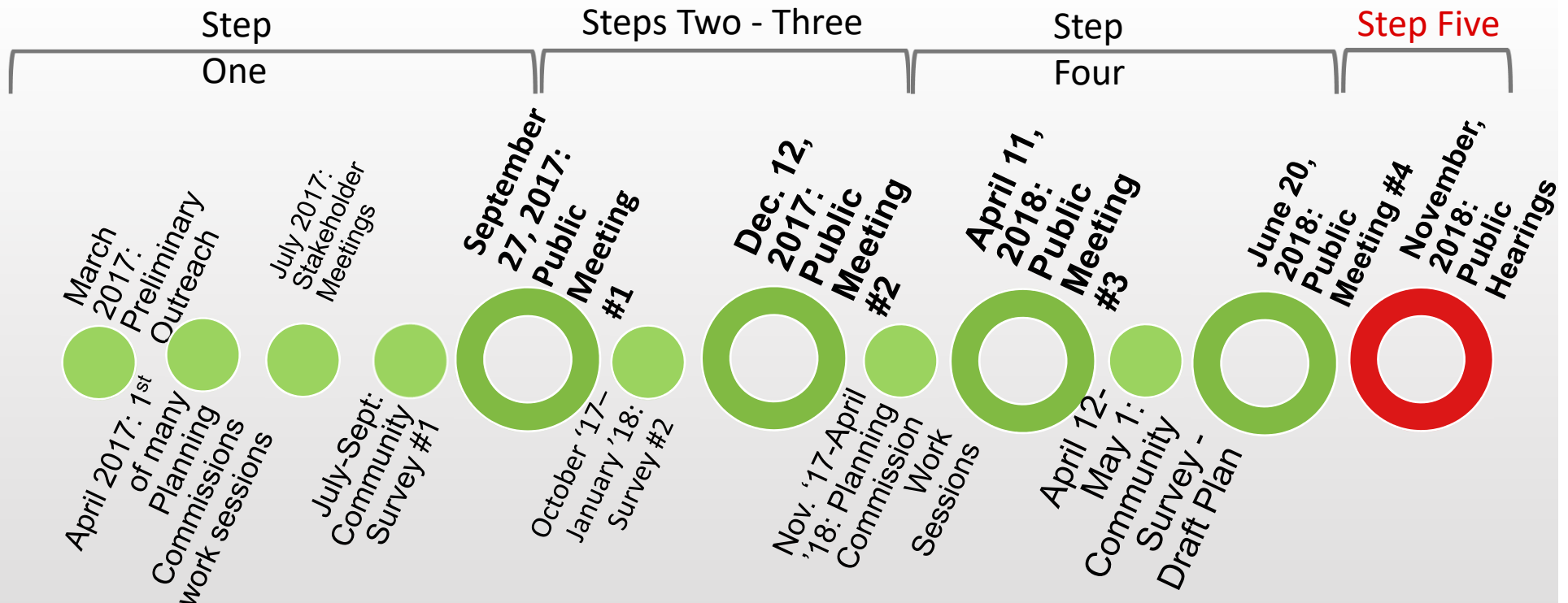
(b) **Adoption of regulations.** --

- (1) Except as provided in paragraph (2) of this subsection, only a legislative body that has adopted a plan may adopt regulations

Study Area



Outreach and Engagement



39 Public Outreach Opportunities

- 18 Meetings with Community Groups, Boards and Commissions, other stakeholders
- 13 Meetings with Planning Commission
- 5 Open Houses/Public Presentations
- 3 Community Surveys (with over 1,000 participants)

What's the plan?

Topic

Goal

Topics

LAND USE AND DESIGN/COMMUNITY CHARACTER



ZONING AND APPROVAL PROCESS



MOBILITY: VEHICULAR AND TRANSIT



MOBILITY: BIKE AND PEDESTRIAN



GREENING OF ANNAPOLIS / ENVIRONMENT



VIBRANT ECONOMY



How do we achieve the goal?

**Solution
(or Strategy):**

**An approach
or policy to
help
implement the
goal**

Action:

**How the
approach or
policy is
implemented**

Goal

Land Use and Design/Community Character

Transform and enhance character by balancing the small changes such as adding streetscape elements with the larger changes in community character and development patterns.

Phased Implementation Action Plan

Solution:

**Community Character
recommendations**

**Street Design
Standards**

Action:

**Develop Community
Character | Planning &
Zoning | Near-term**

**New City Street Design
Standards/Typologies
| Public Works | Near-
term**

Community Character



Does

Encourage investment in the corridor while enhancing the quality of life

Encourage more development

Does Not

Does Not

Change zoning to allow for increased development density

Inform future rezoning under the upcoming comprehensive plan

Does

Goal

Zoning and Approval Process

Modernize and simplify zoning regulations in this sector to ensure new development establishes a balance of land use patterns consisting of interconnected neighborhood destinations and pedestrian-scaled design.

Phased Implementation Action Plan

Solution:

Updated zoning maps
and text/design
guidelines

Prototype standards
for residential and
commercial street
sections

Action:

Undertake a
comprehensive zoning
map change process for
the sector | Planning &
Zoning | Near-term

Continue to refine
community character
designations and update
the zoning code. |
Planning & Zoning | Near-
term

Goal

Mobility: Vehicular and Transit

Formalize inter-jurisdictional **cooperation** with the mission of having **shared design guidelines, complete streets** development, **public transit** improvements, and investments in **new technology** that helps **improve road capacity**.

Phased Implementation Action Plan

Solution:

Revised traffic study procedures and adequate public facility requirements

Complete street standards

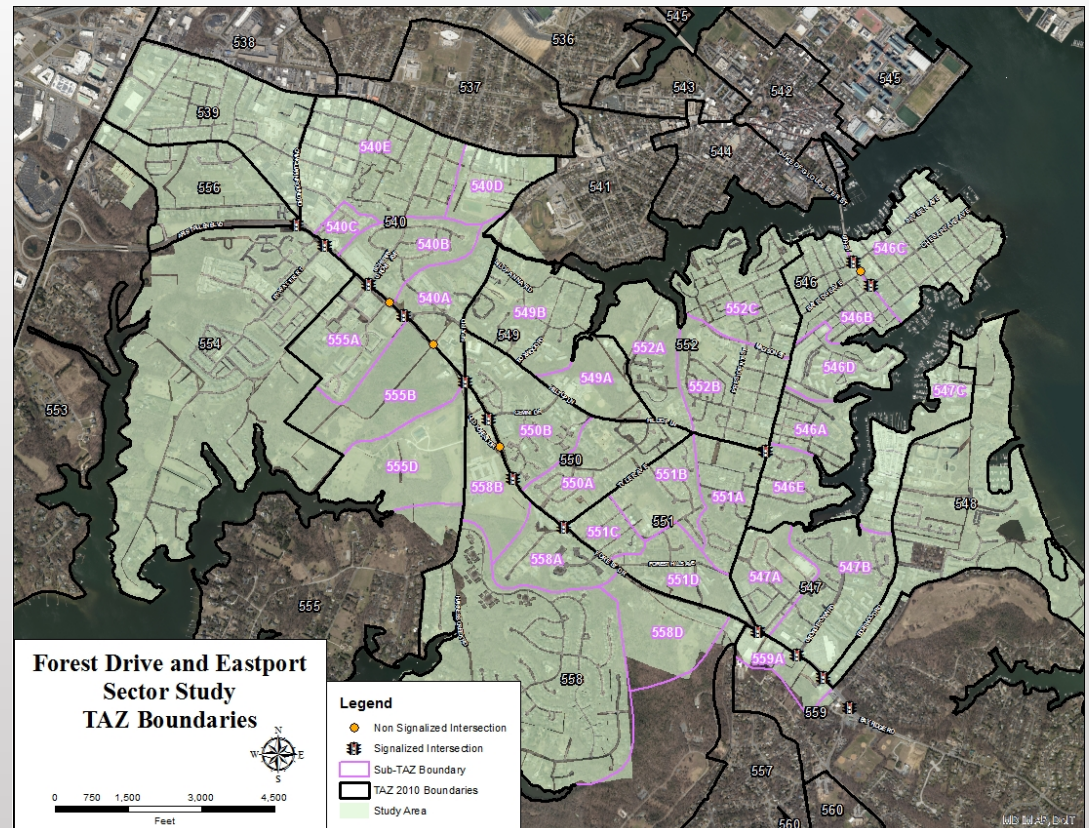
Action:

Develop and adopt amendments to the City's transportation APFO and the Traffic Impact Analysis Guidelines to assume a multimodal, complete street approach to traffic analysis. Coordinate with the County. | Planning & Zoning | Near-term

Traffic Modeling

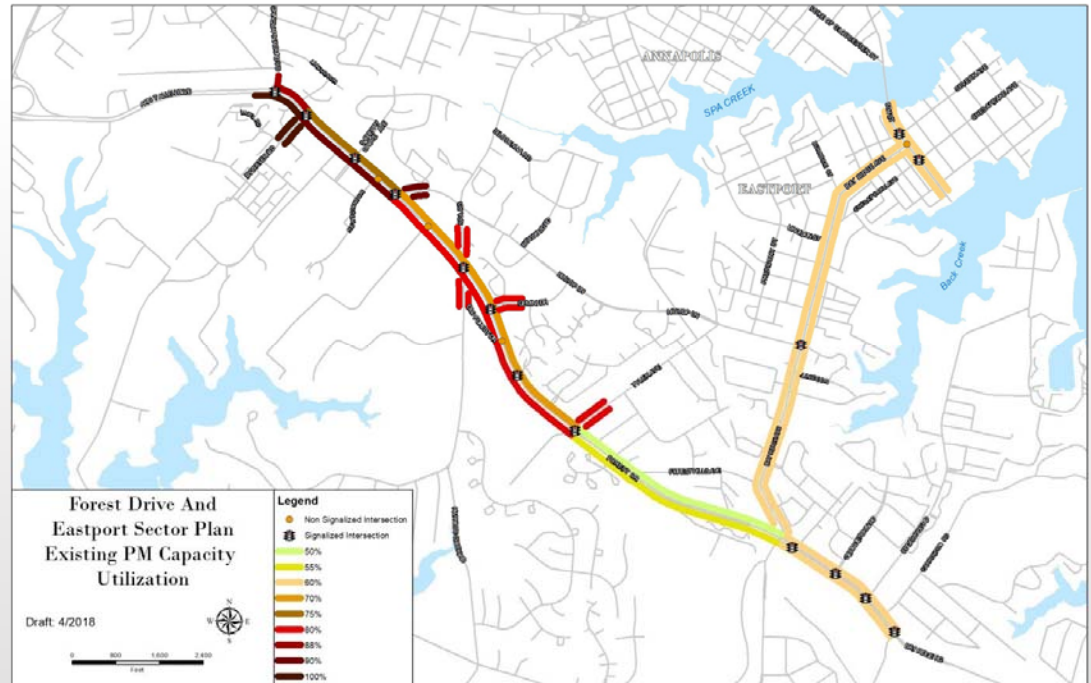
» **Synchro/SimTraffic model**

» **Refined BMC regional model**



Traffic Conditions Analysis

- » Forest Dr. **flows well** during **non-peak** hours on a typical weekday
- » Several intersections at West end are **at or near capacity** during **AM/PM peak**
- » Eastport street network needs **management improvements** to better **accommodate left turns**



- » Capacity available in East end of corridor
- » Capacity available in non-peak direction

Goal

Mobility: Bike and Pedestrian

Promote a shift from auto-oriented development to multimodal development by investing in strategic upgrades to the pedestrian and bicycle networks.

Phased Implementation Action Plan

Solution:

Prioritized investments in bike and pedestrian infrastructure improvements

Improvements at intersections and gaps in network

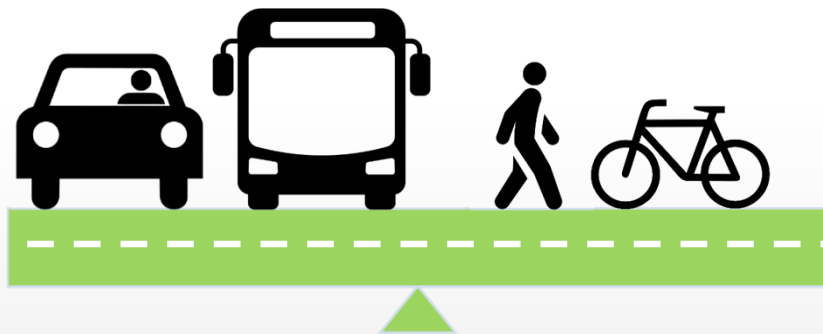
Safe school walking routes and private school bus service

Action:

Develop a budget funding program for near-, mid-, and long-term sector improvements projects such as:

- a. Bike and Pedestrian Improvement**
- b. Smart city traffic signal conversions**
- c. Road Projects**
- d. Selected Street Edge Pocket Parks | Planning & Zoning and Public Works | Mid-term**

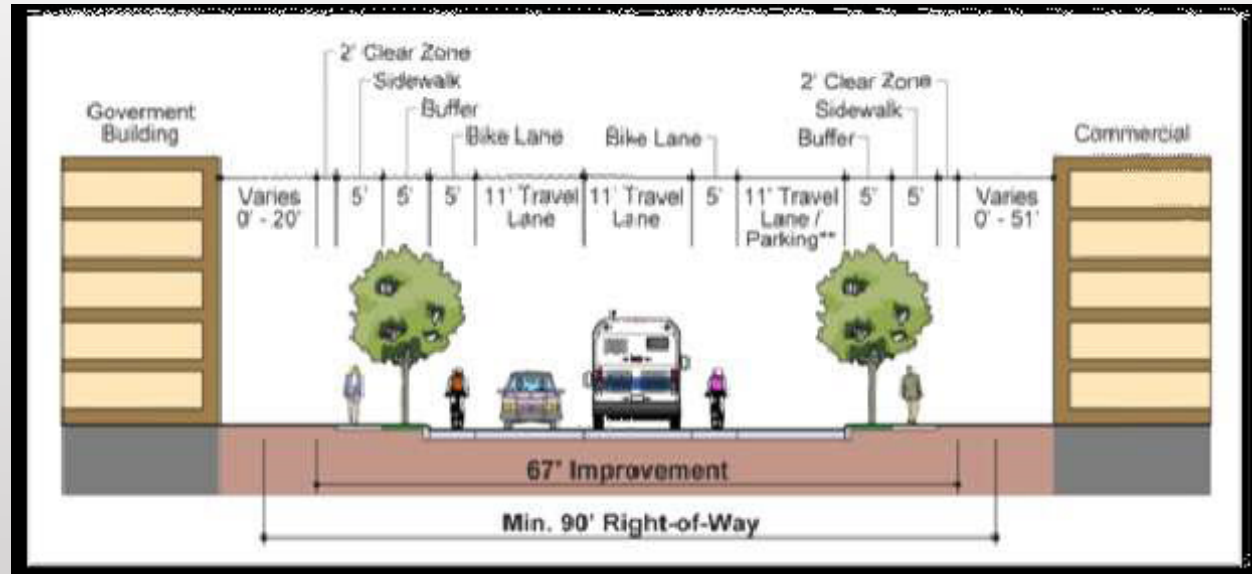
Complete Streets Strategy



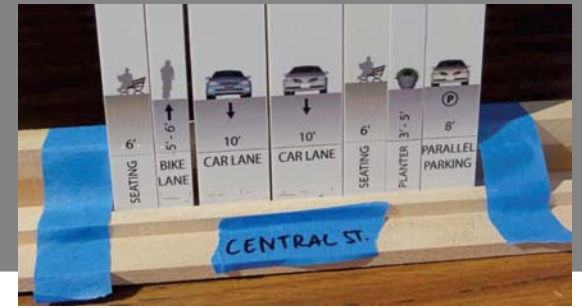
Balanced service
and comfort

Promotes:

- » Placemaking
- » Improved community character
- » Contextual design with abutting land uses



Complete Streets



Does Not

Remove or severely constrain the ability to drive from place to place

Enhance the ability to travel by other modes safely and comfortably

Does

Does

Serve the needs of everyone regardless of background and ability

Ignore the needs of traditional road users – i.e. commuters, commercial vehicles

Does Not

Goal

Greening of Annapolis/Environment

Work with new development, private property owners, and conservancy organizations to **link existing green spaces together and create a functional greenway.**

Phased Implementation Action Plan

Solution:

Greenway Plan

**Green street design
standards for retrofitting
streets**

Action:

**Incorporate concepts for a
City Greenway into the
upcoming Comprehensive
Plan update, coordinate
with County Green
Infrastructure Plans and
the Annapolis
Conservancy Board | OEP
and Planning and Zoning |
Near-Term**

Goal

Vibrant Economy

Expand the City's tax base while also protecting and enhancing community character by setting and reaching measurable goals.

Phased Implementation Action Plan

Solution:

Implement *Economic Development Plan* strategy

Tax base goals – set, monitor, report

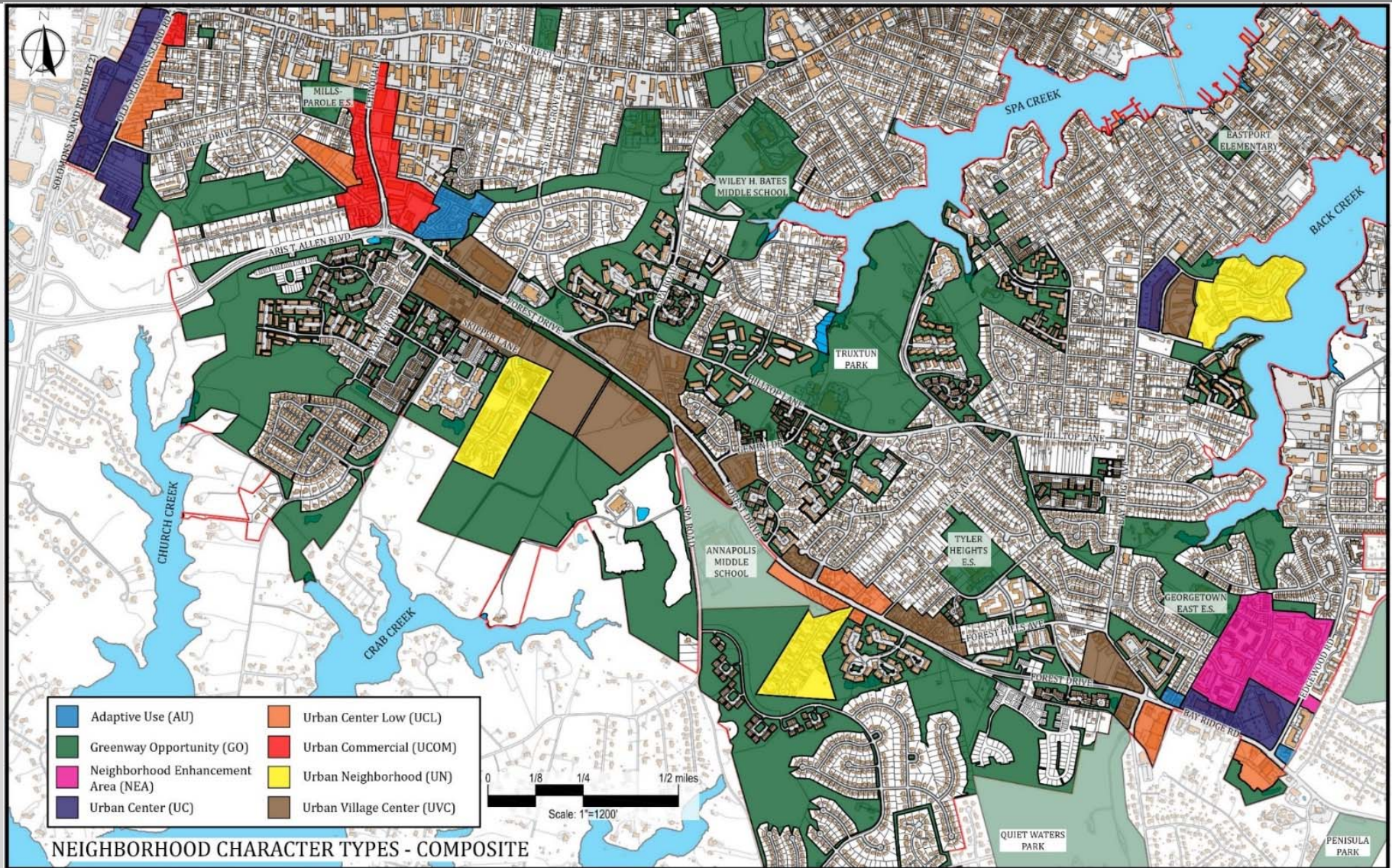
Placemaking

Action:

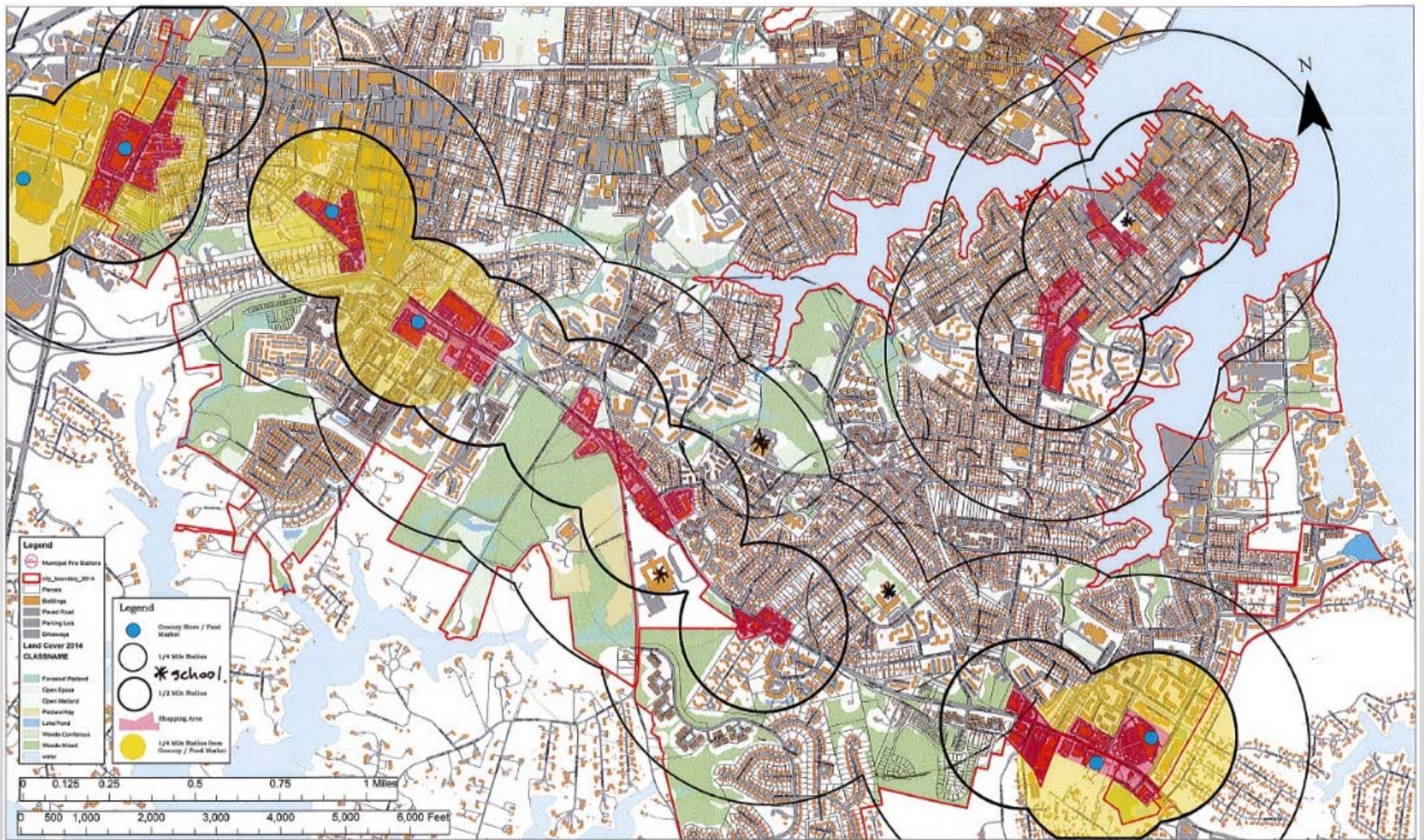
Continue to refine community character designations and update the zoning code as needed | Planning & Zoning | Near Term

Partner with Greenscape, SOFO, the ECA, the EBA, other HOAs, corridor schools, and centers of worship to beautify the corridor and properties along it. | City and Anne Arundel County | Near Term

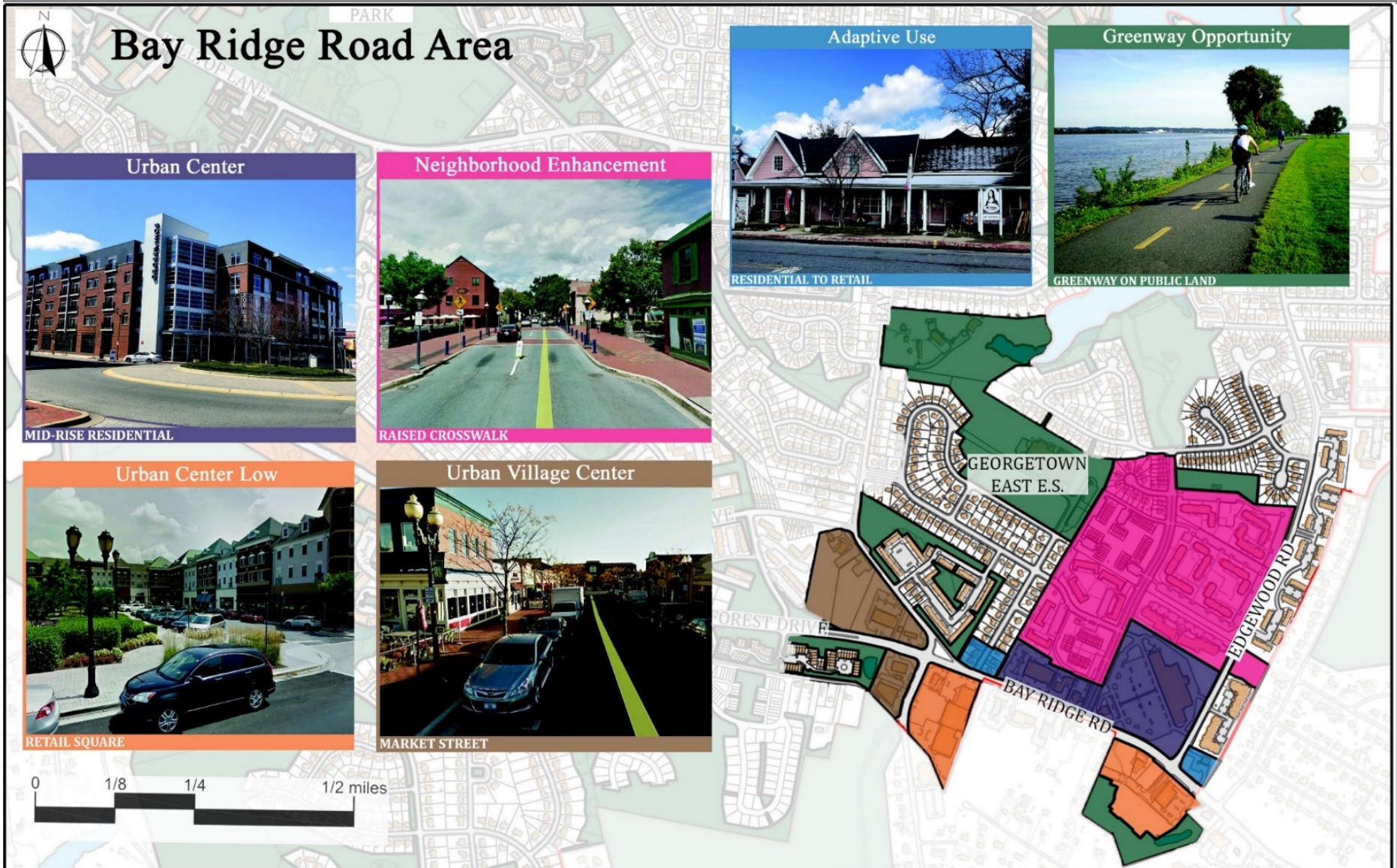
Community Character Map



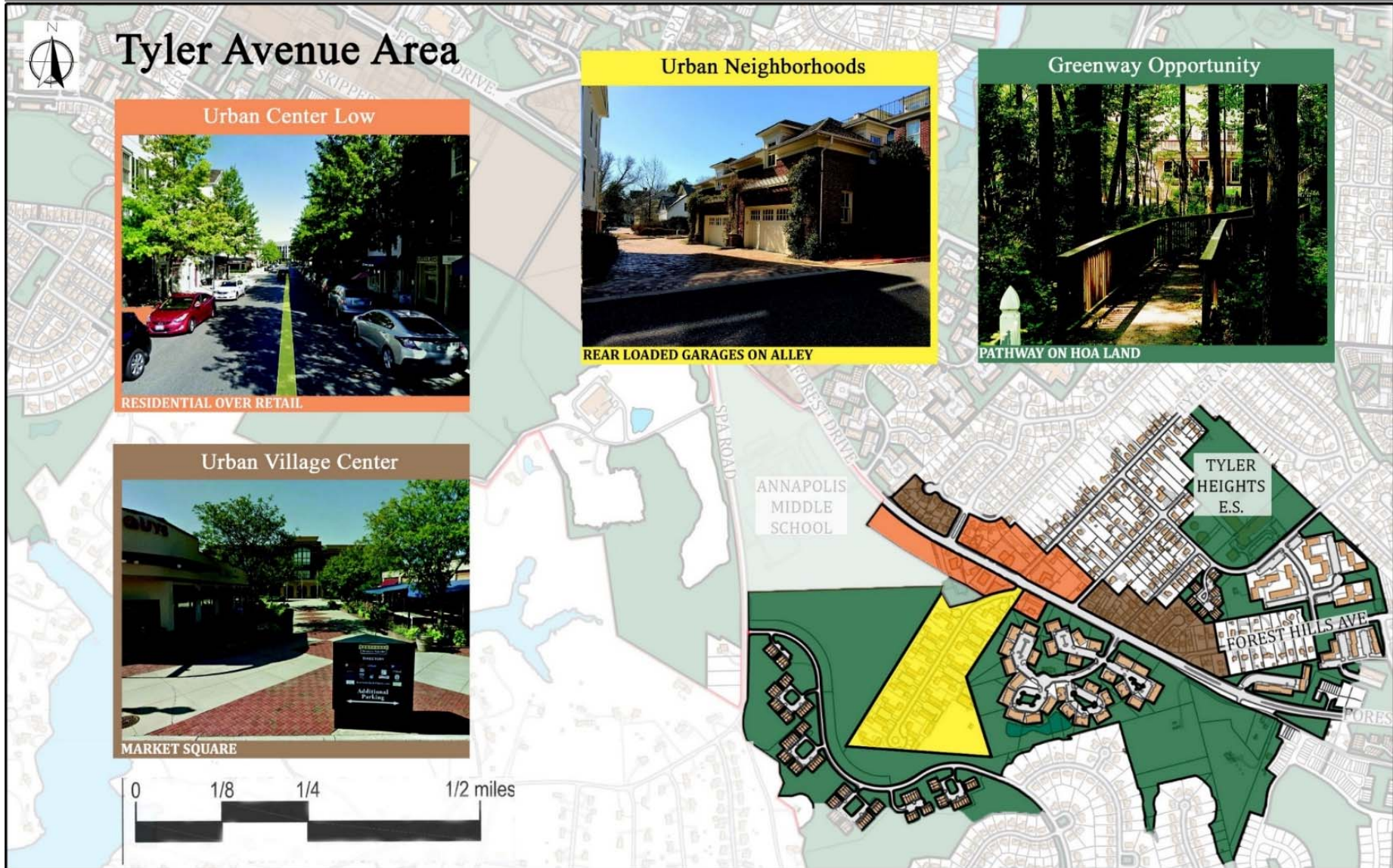
Existing Neighborhoods and Nodes



Bay Ridge Road Character



Tyler Avenue Character



Eastport Character



Skippers Lane Character

Skippers Lane Area

The map shows the Skippers Lane Area with several color-coded zones: a yellow zone for townhouses and public park, a brown zone for an urban neighborhood, a green zone for a greenway opportunity, and a tan zone for an urban village center. The map includes labels for streets like Skipper Lane, Forest Drive, and Spa Road, and landmarks like Annapolis Middle School. A north arrow and a scale bar (0 to 1/2 miles) are also present.

Urban Neighborhood

TOWNHOUSES & PUBLIC PARK

Urban Village Center

VILLAGE SQUARE

Greenway Opportunity

FOREST TRAIL

0 1/8 1/4 1/2 miles

ANNAPOLIS MIDDLE

HILLTOP

GEMINI

FOREST DRIVE

SPA ROAD

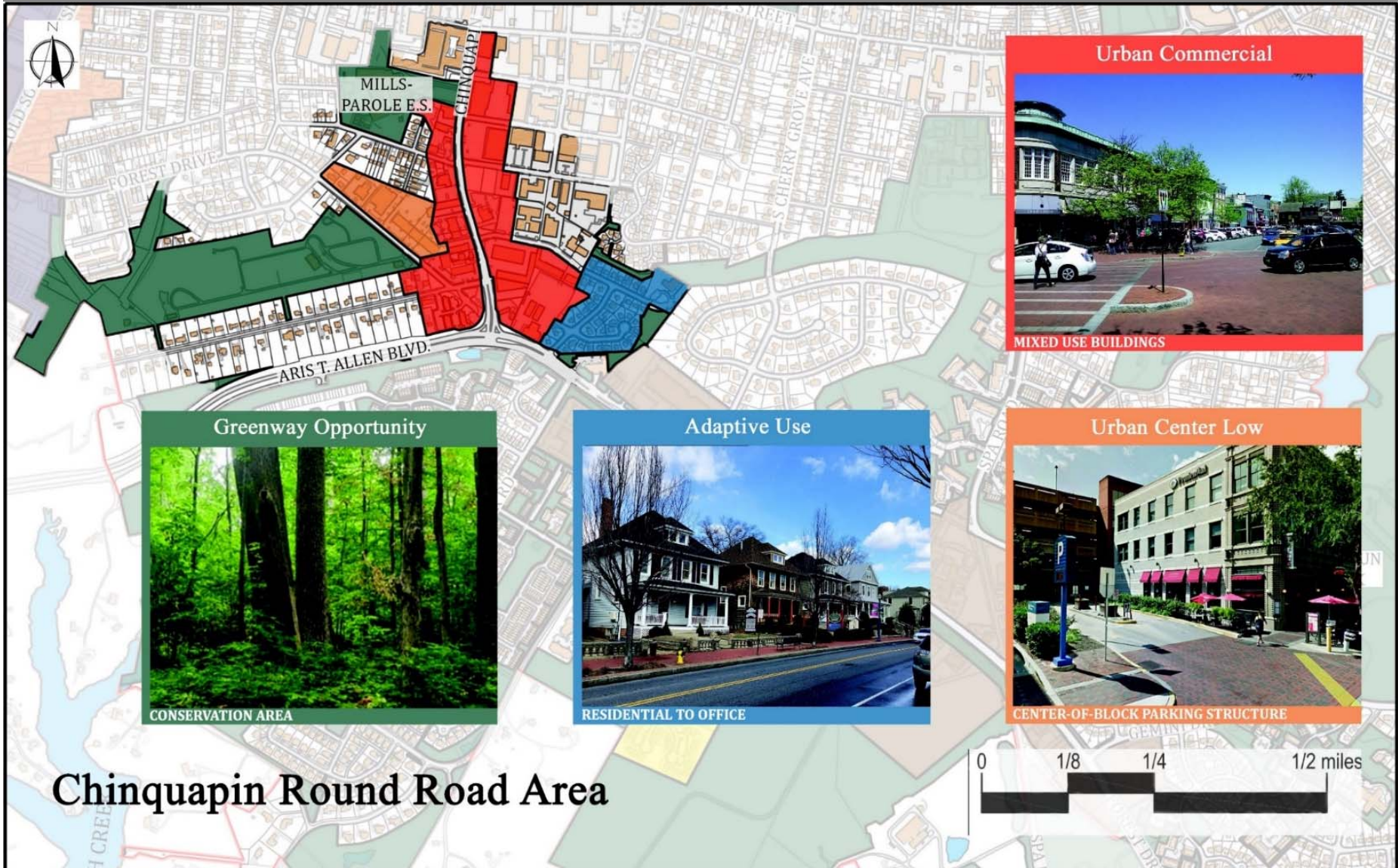
SKIPPER LANE

FOREST DRIVE

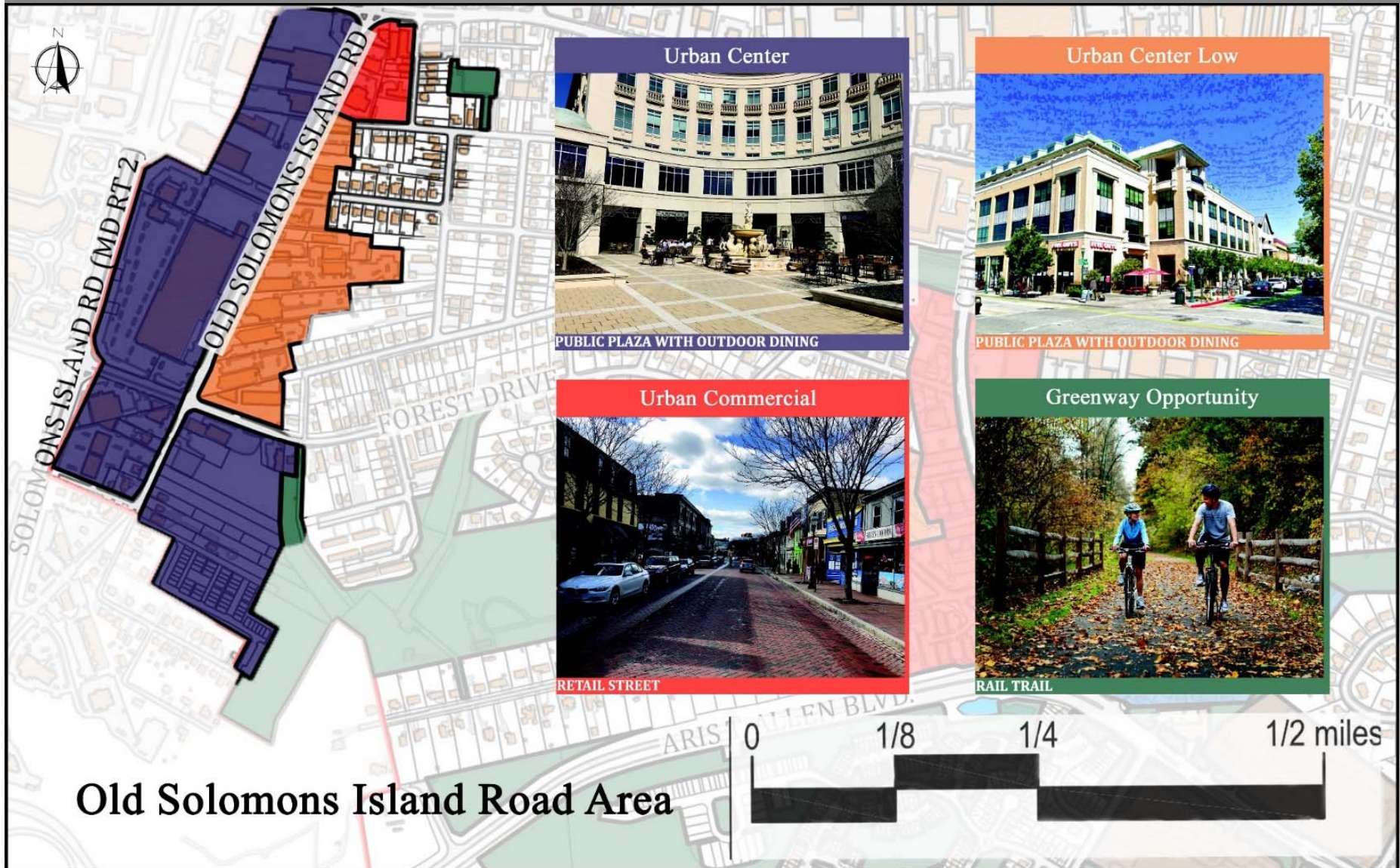
SKIPPERS LANE

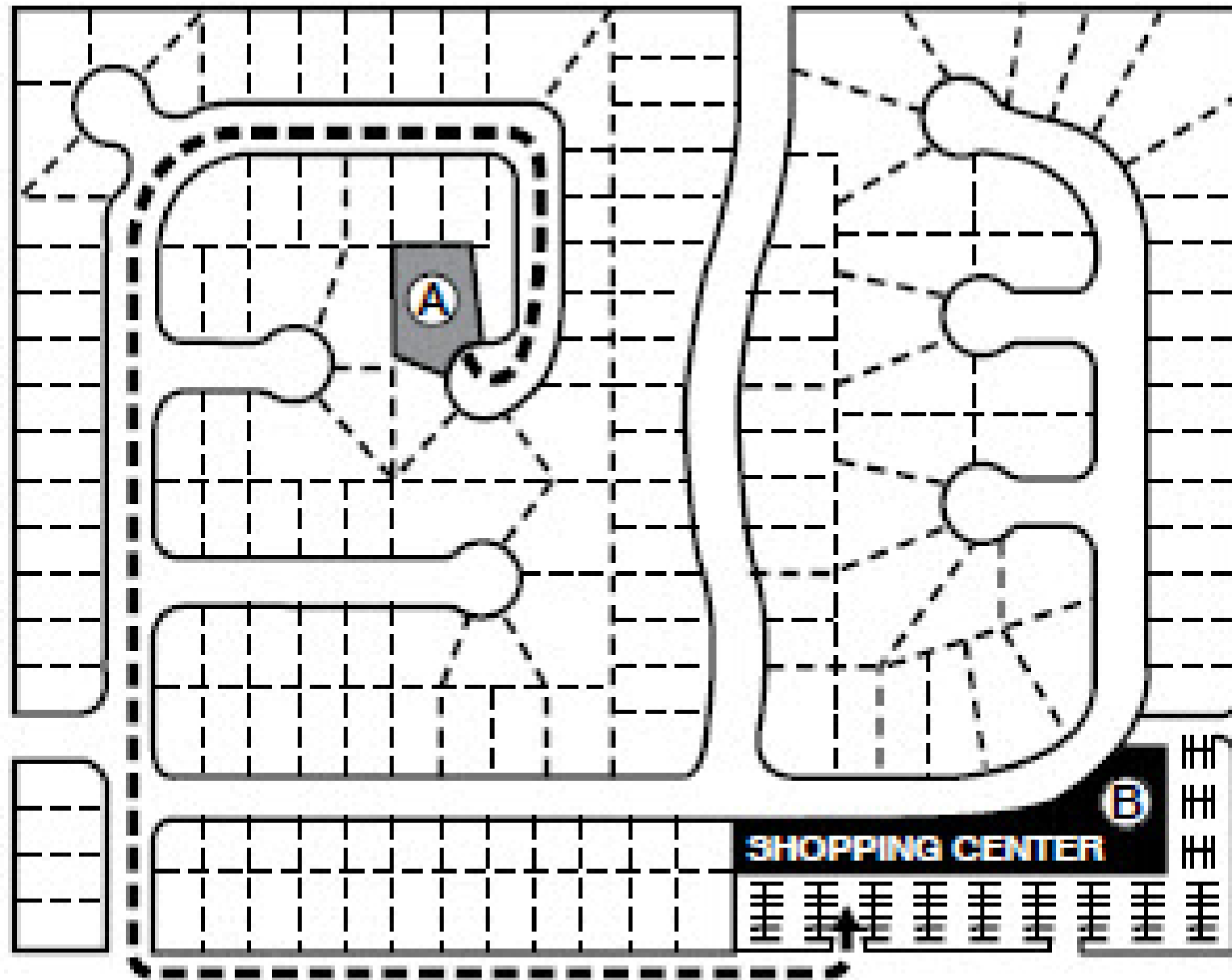
N

Chinquapin Round Road Character

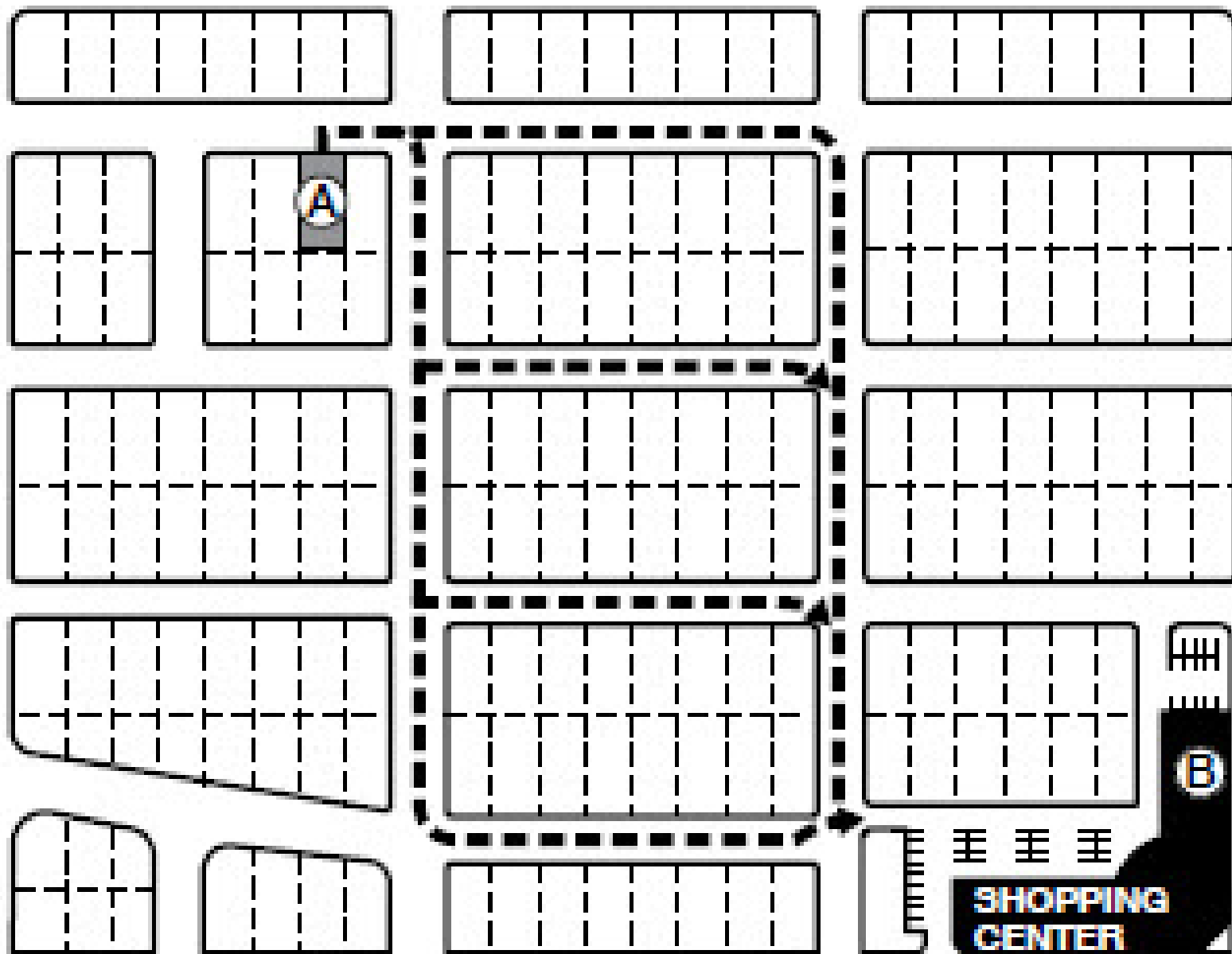


Old Solomon's Island Road Character





(A) Conventional suburban hierarchical network.



(B) Traditional urban connected network.

Suburban vs. Traditional Neighborhood Design



Planning Commission Action

The Planning Commission held a public hearing on Nov. 1 and recommended approval of the plan with five amendments:

1. Add a map that shows specific prospective pedestrian and bicycle
2. Recommend that City Council create an escrow fund for roadway improvements.
3. Change proposed community character designation in Eastport from Urban Center to Urban Center Low.
4. Identify the highest priority budget items from the sector study and get started in the budgeting processes.
5. Staff should incorporate State and County comments as appropriate.

Measure what you value



LOS F

A

SAN JOSE

VMT A

F

Thank
you

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