

Some Key “Policies” and Other Aspects of The Annapolis Comprehensive Plan Relevant to the Crystal Spring Development -- and Growth Generally

Chapter 3 - Land Use and Economic Development, Page 33

Policy 1. Growth will be directed primarily to four Opportunity Areas.... Over the next decade, the City **will** formulate detailed land use and urban design plans or sector studies for each of the four opportunity areas.

1.1 The detailed area plans should identify the necessary role of the City and other public entities in facilitating redevelopment, including, for example, infrastructure improvements and zoning changes.

1.2 Each of the four opportunity areas should be developed as models for ecologically sustainable urban development.

Areas of Concern with respect to this Policy:

- In the ACP, Chapter 10 - Implementation, Page 140, these sector studies were identified as priority action items to be completed by the end of 2012
- No sector study has even commenced for the Forest Drive Opportunity Area -- This makes it very hard even to assess if Crystals Springs’ “character and extent” is “consistent with” the ACP *Land Use Code Section 3-205*

Chapter 4 - Transportation, Page 60

Policy 9. Conventional methods for evaluating a development project’s traffic impacts will be replaced with a more coherent and balanced urban planning-based evaluation of accessibility and mobility. Conventional traffic impact studies are not sensitive to the role of transit service or walking and biking options in an urban community. Nor can they ever be considered a tool for creating mixed use communities where higher density development and options for various forms of travel are to be encouraged. If transit, walking, carpooling, and all other modes of travel are not considered appropriately, a traffic impact study may suggest solutions that effectively over-build the capacity of streets and highways at the expense of the place-making goals of this Plan. A Planning Commission which relies on the results of a conventional traffic impact study might actually act to deny the very development projects which are needed to convert an underutilized suburban pattern into a more economically vibrant one.

9.1 The City will adopt an area-wide approach to the study and monitoring of traffic conditions and projection of travel demand by mode. This will be a plan-based approach and will provide the basis for understanding how future development projects should contribute to an area’s transportation performance. Planning for traffic impacts on an

area-wide basis recognizes that residents and employees should have choices of alternative routes and modes within an area.

9.2 From a regulatory approach, future development projects will be evaluated against their contribution to an area's transportation performance broadly defined to include safety, transit ridership and cost effectiveness, heavy truck congestion, automobile congestion, bicycle and pedestrian circulation, and the existing nature and purpose of the surrounding road network. The City will develop regulations to implement this provision, which must include ensuring safe facilities for walking and cycling.

Areas of Concern with respect to this Policy:

- In the ACP, Chapter 10 - Implementation, Page 140, the new traffic impact regulations were identified as a priority action item to be completed by the end of 2012
- The new traffic impact assessment regulations do not exist -- as such it is very hard even to assess if Crystals Springs' "location, character and extent" is "consistent with" the ACP *Land Use Code Section 3-205*
- City is required to pass "planned development ordinances and regulations" and other "land use ordinances and regulations" that will further the "Policies," the "timing of the implementation of the plan," the "timing of development" and the "development patterns" as described in the ACP. *Land Use Code Sections 3-303 and 1-304*. The promised new traffic impact regulations are needed properly to assess a project with the scope of Crystal Spring.

Chapter 7- Environment, Page 96

Policy 2.5 To help achieve the City's environmental goals and ensure high quality development, the City **will** create a Site Design Manual that will replace the 1986 Parking and Landscaping Manual. The Site Design Manual will provide guidance on design of the landscape on public and private development sites. This will include planting with a preference for water conserving plants and plants tolerant of urban soils, rainwater management, tree preservation, and soil management. Best management practices for handling the impacts of development, use of pervious and impervious paving materials, design of parking areas, lighting, internal circulation, and other matters related to site\development should also be addressed in the Manual.

The Site Design Manual will aim to make the site design process more predictable. The Manual will be coordinated with the City's Green Building standards and other sections of the City Code governing trees and other planting, grading, critical areas, and rainwater.

Areas of Concern with respect to this Policy:

- Although the new Site Design Manual was not identified in the ACP as a priority action item to be completed by the end of 2012, it is critical to have in place for the Planning Commission to implement the twelve “Visions” as required by statute. *Land Use Code Section 1-205*
- The new Site Design Manual does not exist -- as such it is very hard even to assess if Crystals Springs’ “location, character and extent” is “consistent with” the ACP *Land Use Code Section 3-205*
- City is required to pass “planned development ordinances and regulations” and other “land use ordinances and regulations” that will further the “Policies,” the “timing of the implementation of the plan,” the “timing of development” and the “development patterns” as described in the ACP. *Land Use Code Sections 3-303 and 1-304*. The promised new Site Design Manual is needed properly to assess a project with the scope of Crystal Spring.