

Forest Drive/Eastport Sector Study

**City Council Work Session
4/19/2018**

Study Purpose

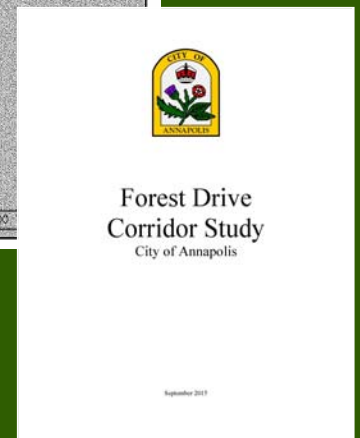
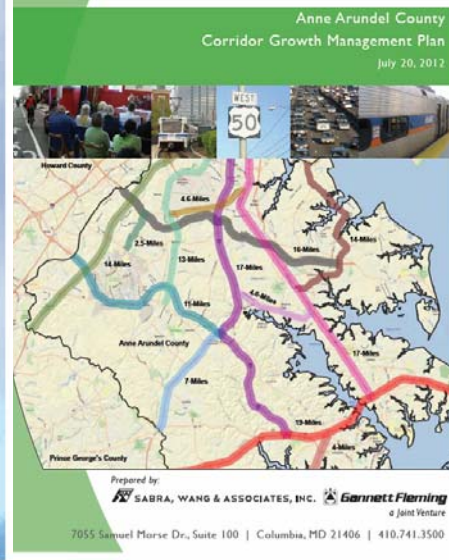
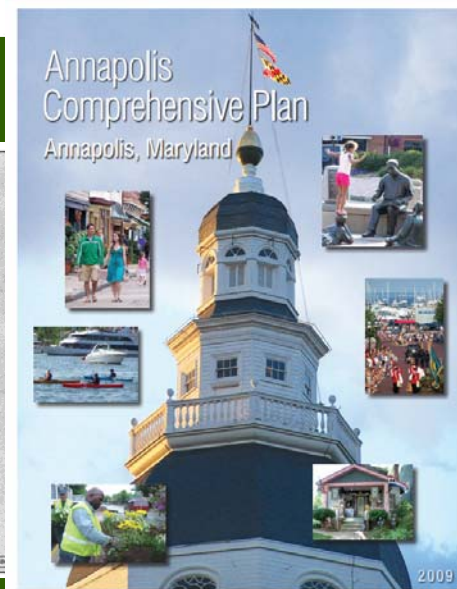
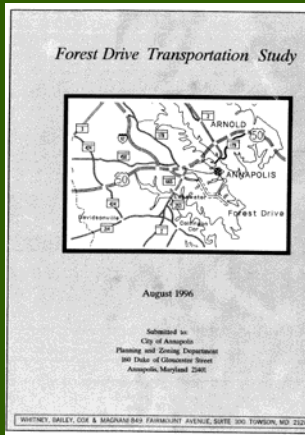
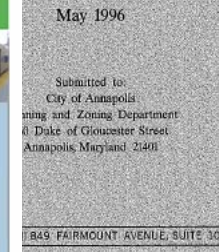
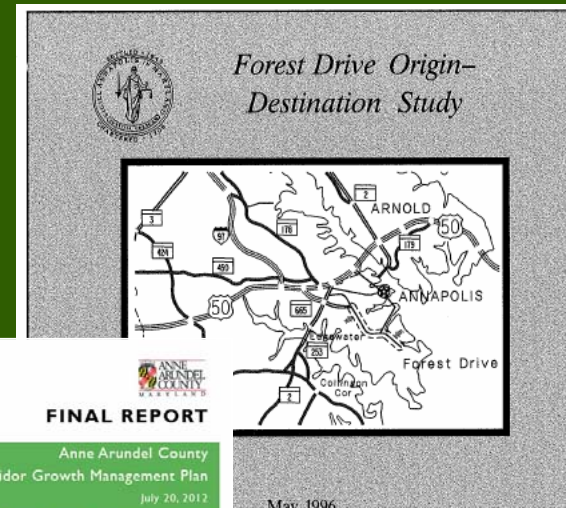
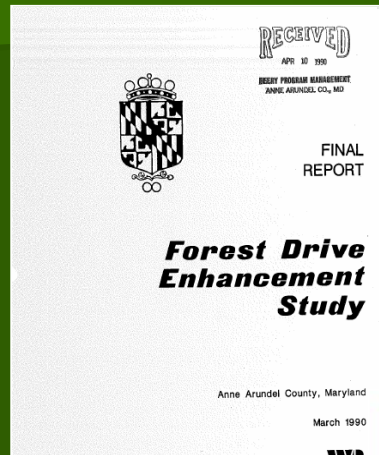
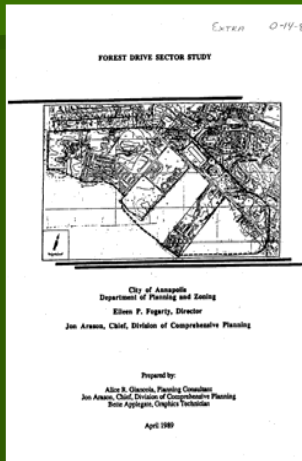
This is a high-level planning study that takes a new approach to analyze mobility and land use together and look at how we can modify travel behavior.

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

Study Background

- Study origins: 2009 Comprehensive Plan
- March 2017: Began outreach
- April 2017: First of 10 Planning Commission work sessions (including 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

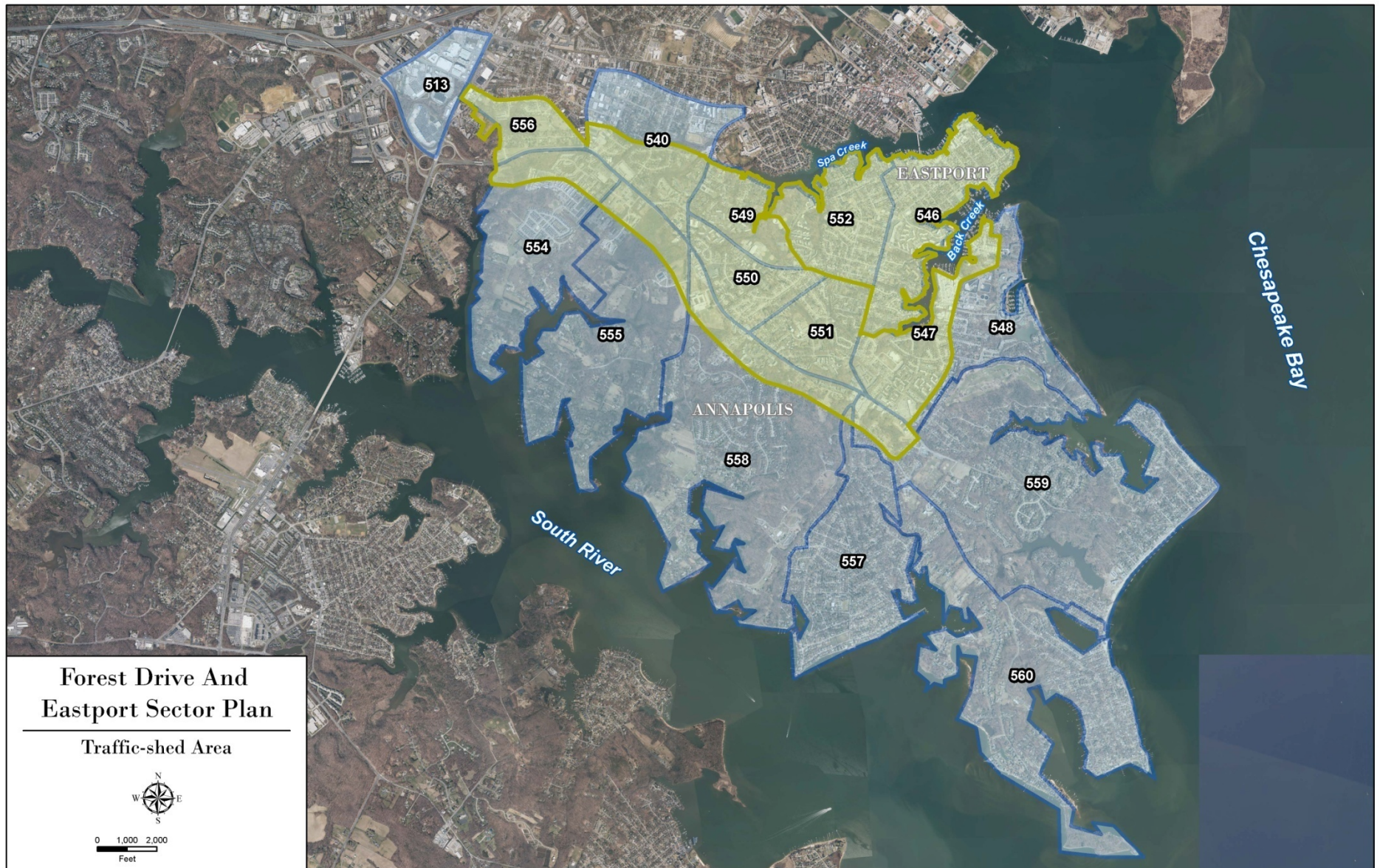


Relationship to Comprehensive Plan

- 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

1st DRAFT April 2018

The Forest Drive / Eastport Sector Stud

DRAFT

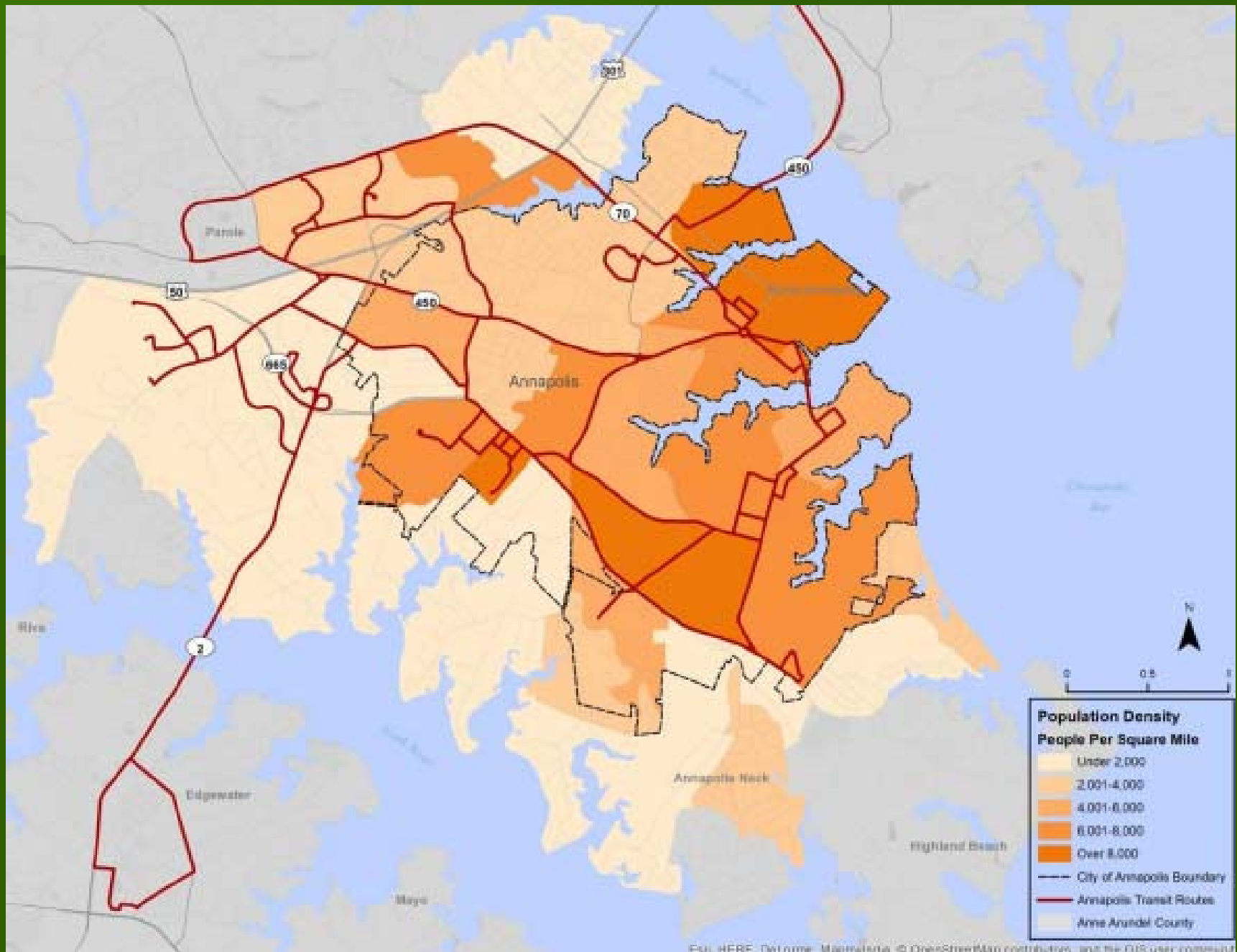
Draft Study Contents

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

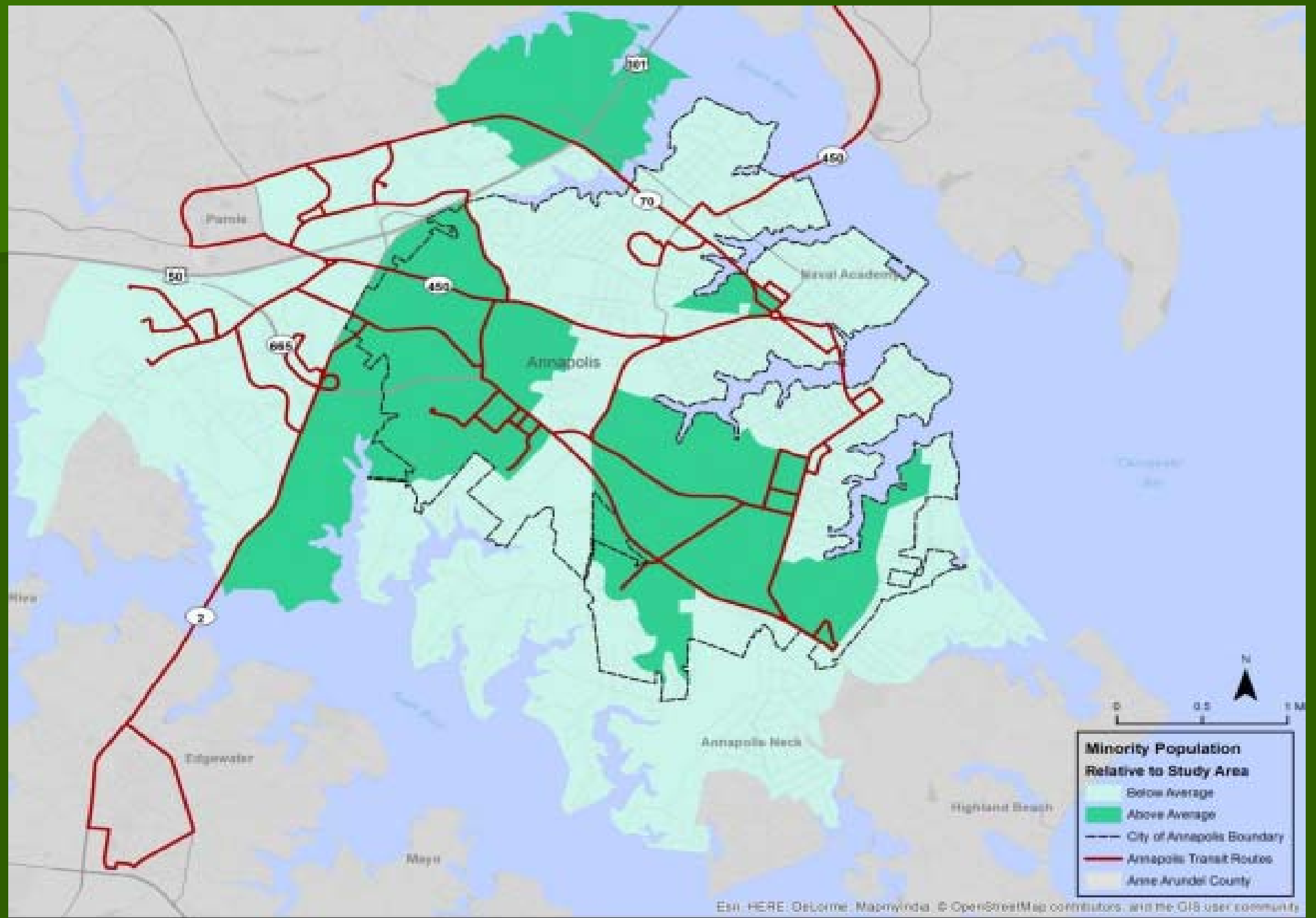
Existing Conditions

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%

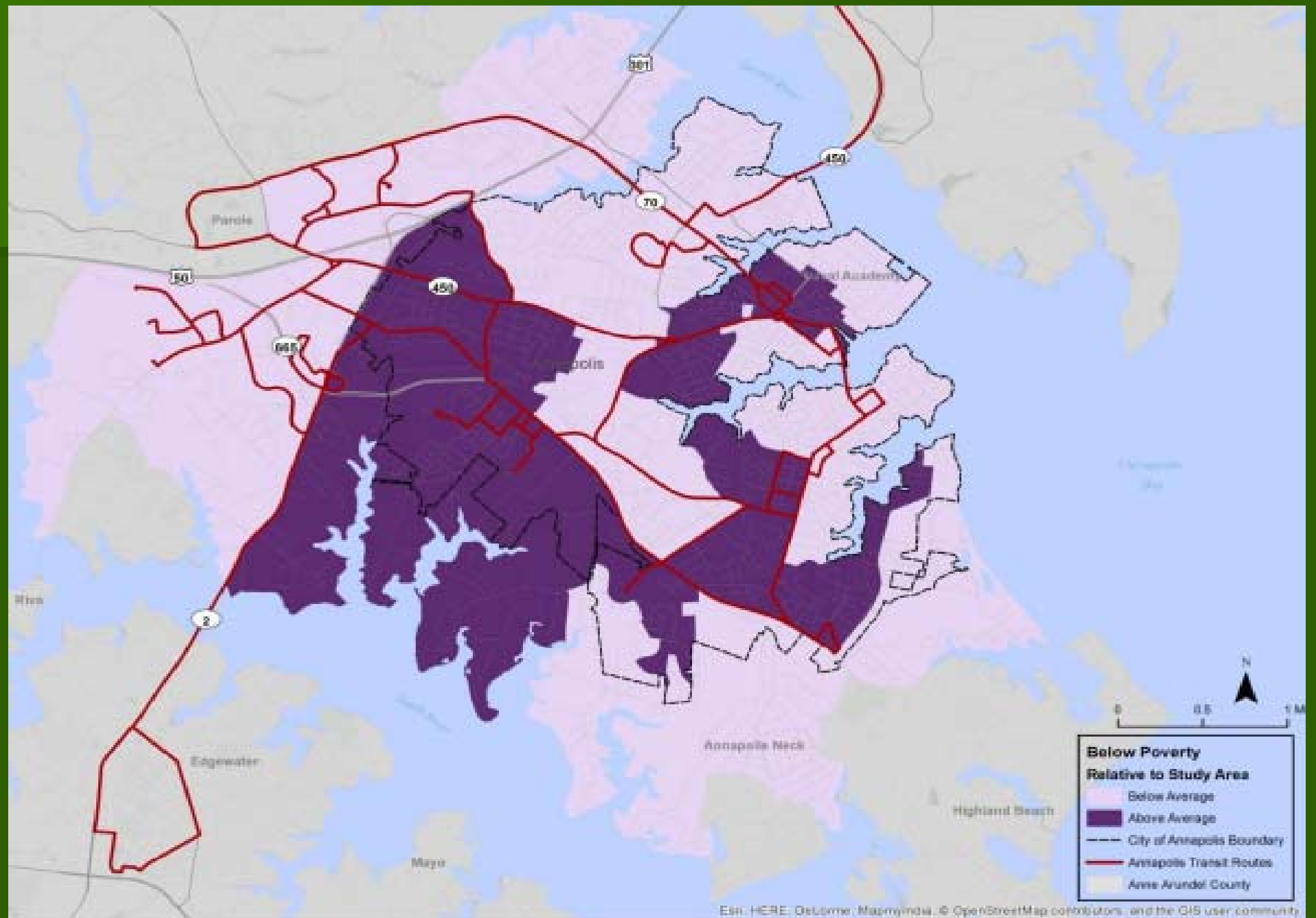
Source: 2011-2015 ACS, American Factfinder.



Esri, HERE, DeLorme, Mapbox, © OpenStreetMap contributors, and the GIS user community



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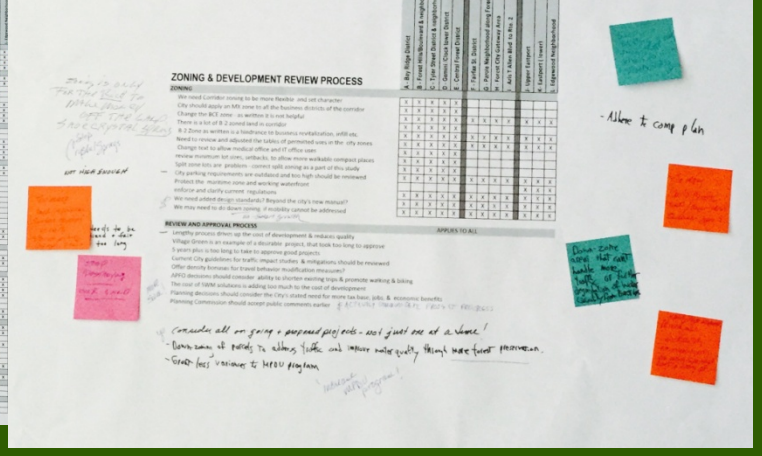
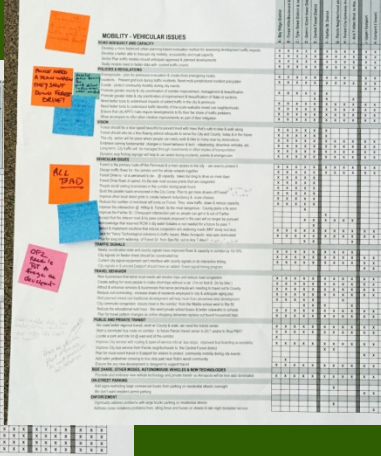
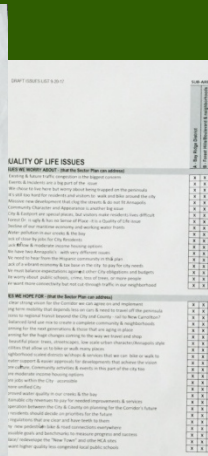
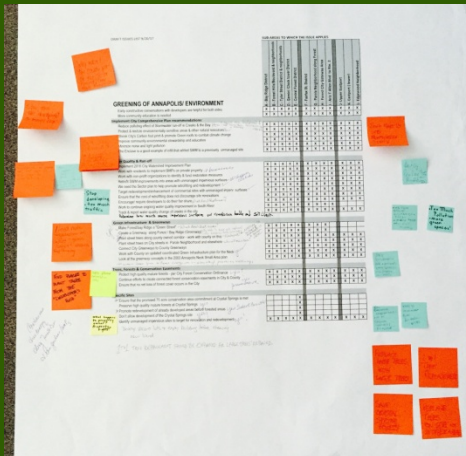
Issues Identification (338+ issues)

- Traffic
- 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 of existing plans
- City vitality and revenues



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



Recommended Solutions

- Community Character Designations
- Zoning Changes
- Streetscaping and beautification
- Coordinating with County on Complete Streets implementation
- Institute new approach to traffic impact analysis
- Rebalance jobs and household growth



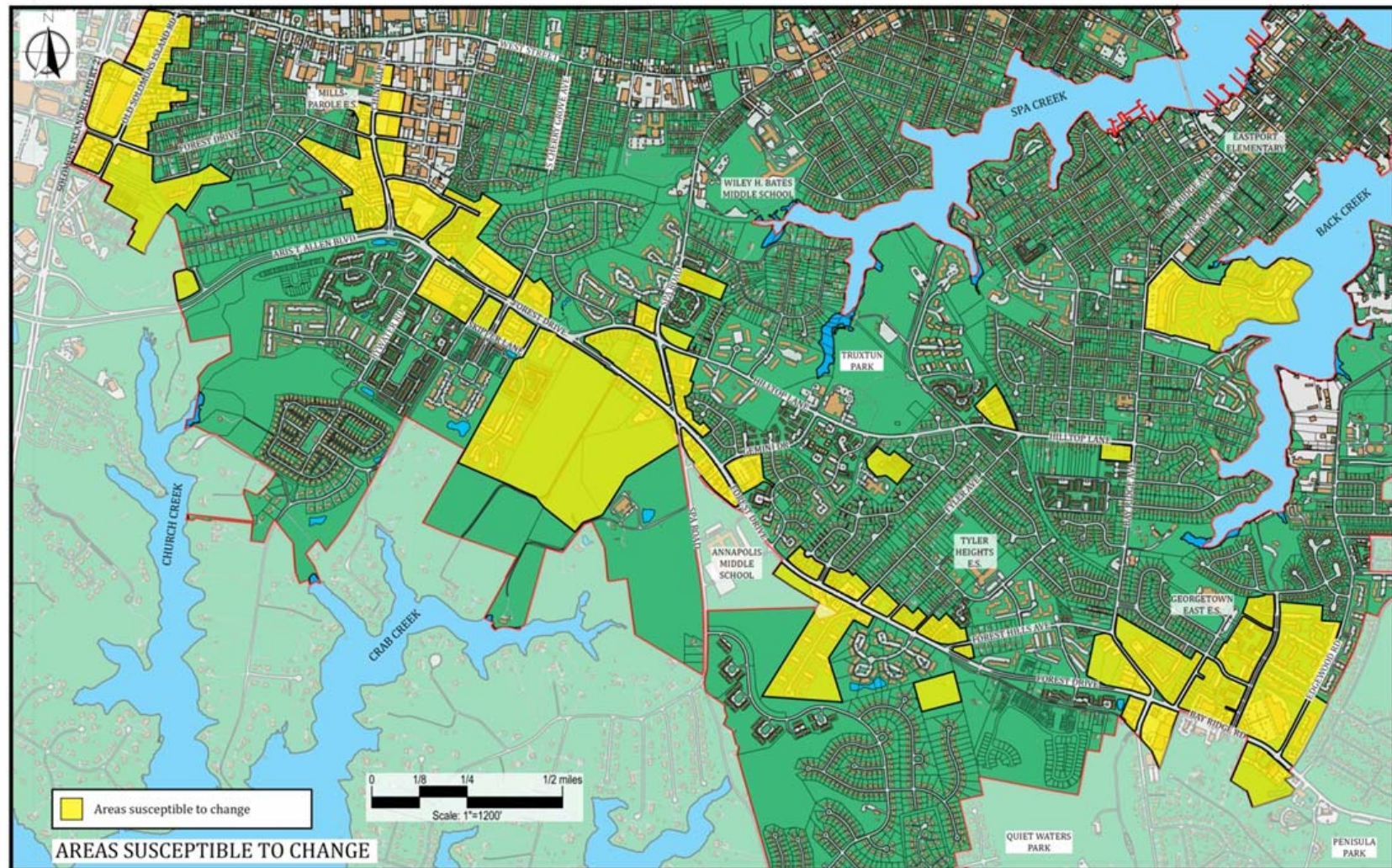
Community Character Designations and Zoning Changes

One size doesn't fit all

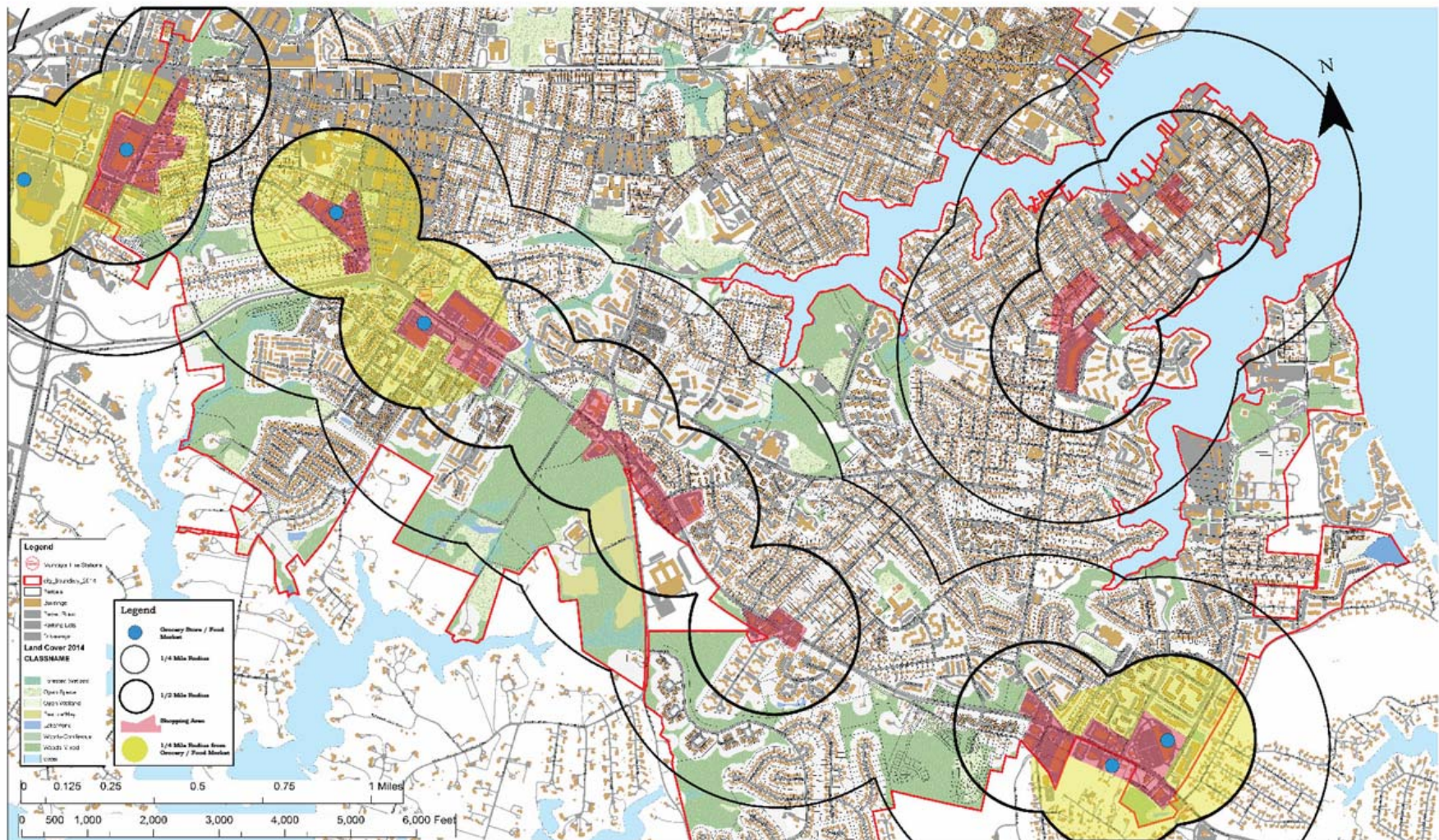
“What do you wish were located along Forest Drive or in Eastport?”

- 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.)

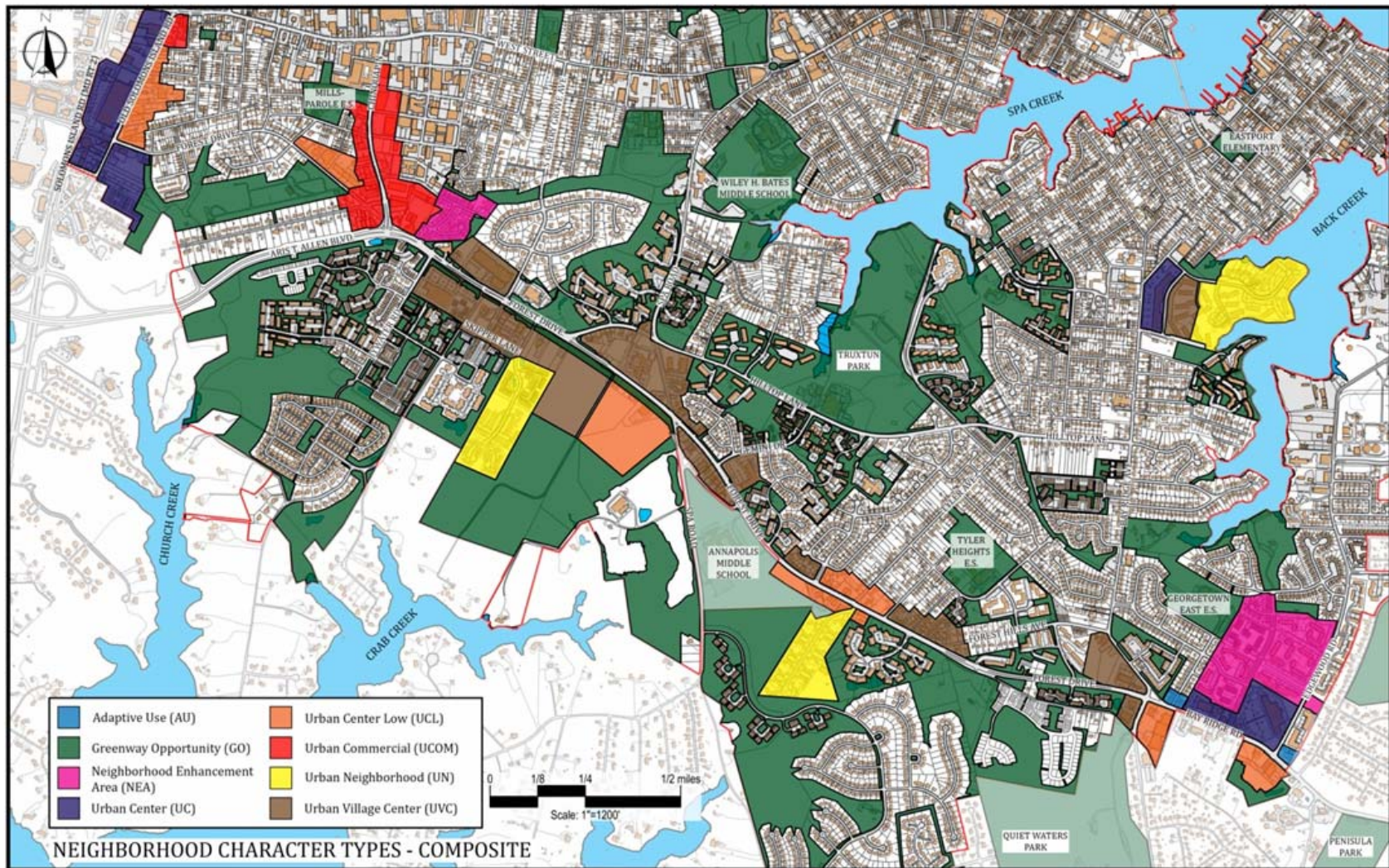
Areas Susceptible to Change



Sector Ped Shed Areas



Community Character Designations



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)



VILLAGE SQUARE



SPA AND SALON



MIXED USE BUILDING



RETAIL



RESTAURANT W/ ON-SITE PARKING



RESTAURANT



LIVE/WORK UNITS



CAMOFLAGUED BANK



VILLAGE SQUARE

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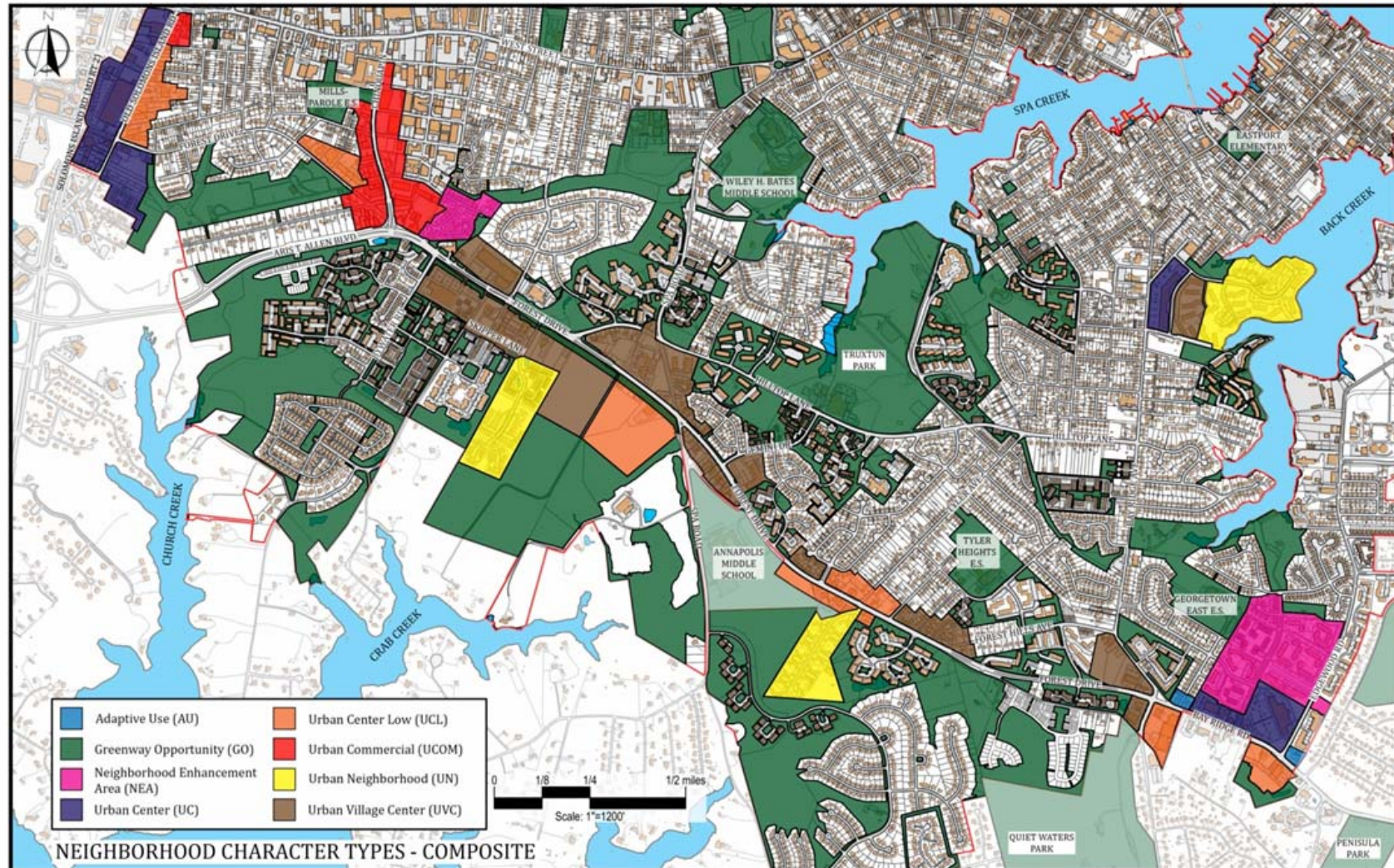
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Urban Village Center (Brown)



Community Character Designations

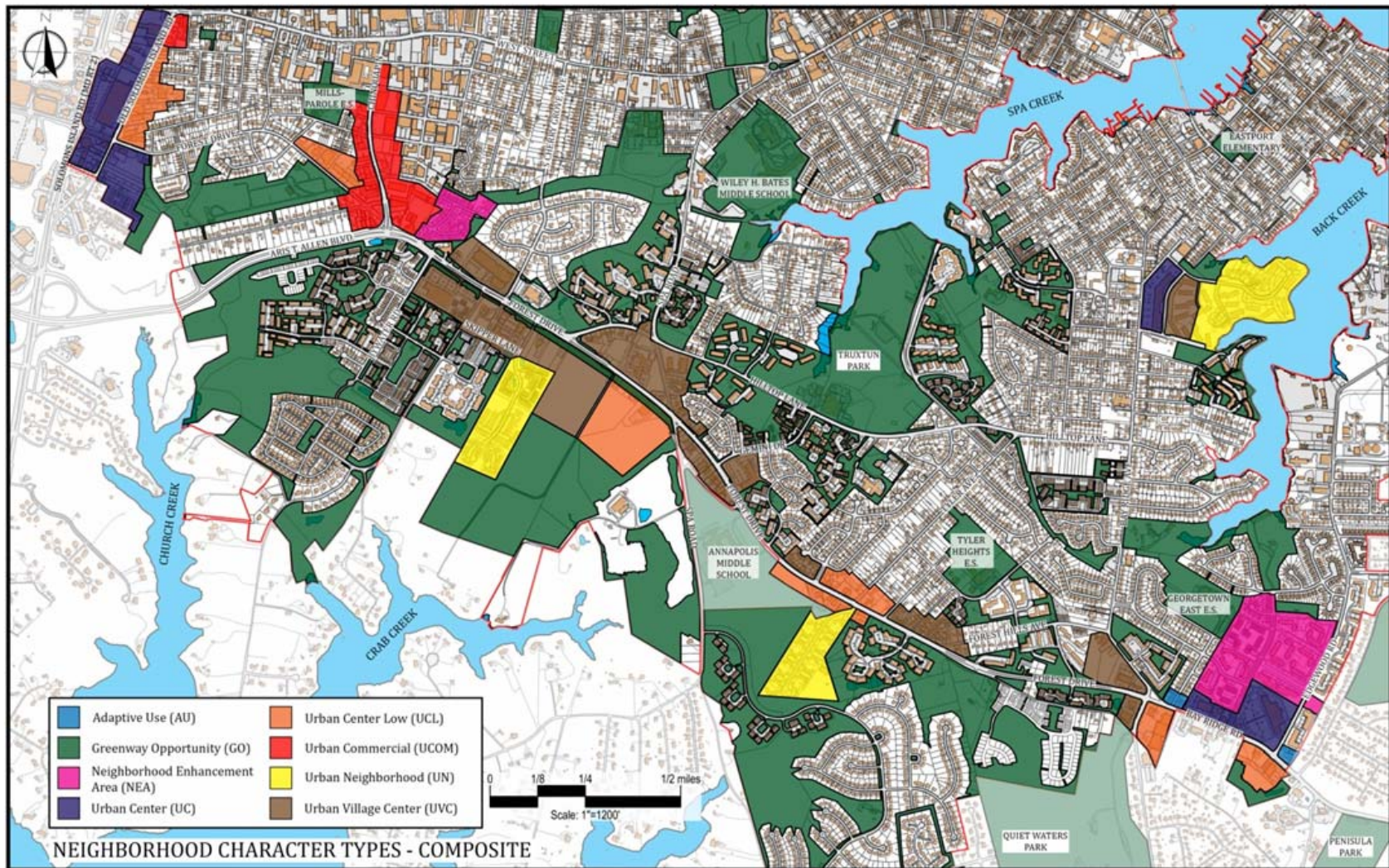


Urban Center (Dark Blue)

- Park Place
- Parole Town Center



Community Character Designations

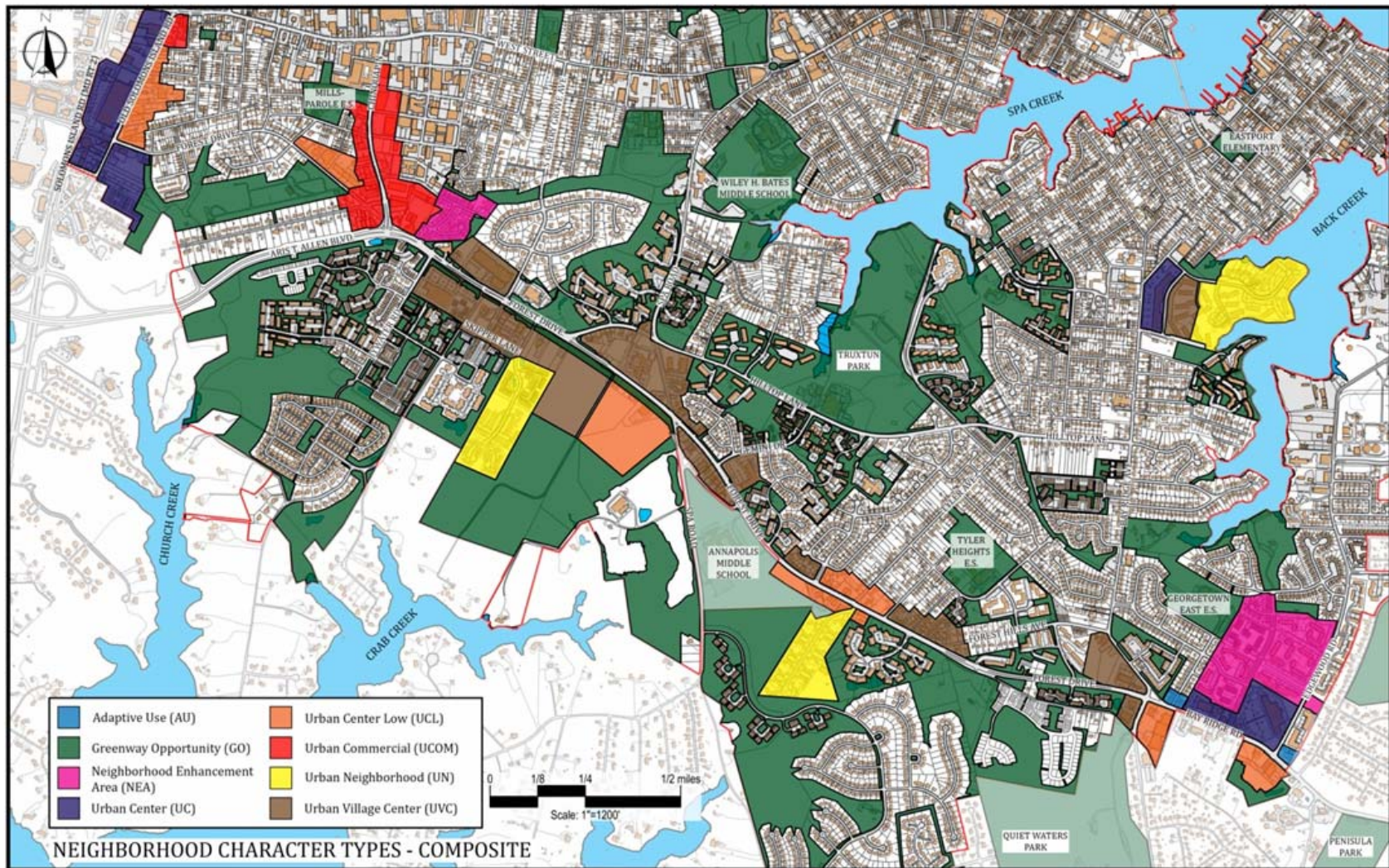


Urban Neighborhoods (Yellow)



Largely residential, with a mix of density

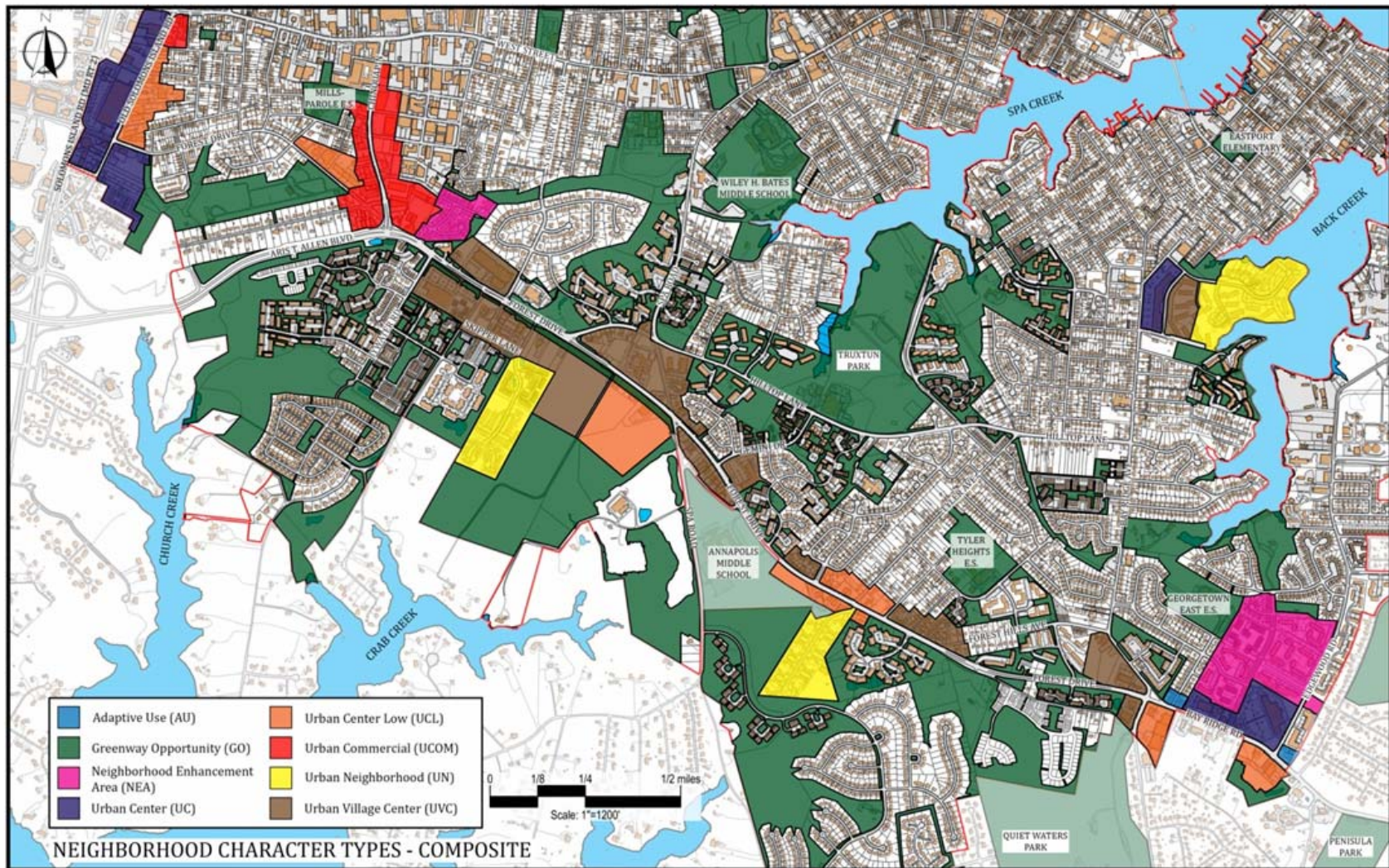
Community Character Designations



Neighborhood Enhancement Area (Pink)



Community Character Designations



Adaptive Reuse (Light Blue)



RESIDENTIAL TO OFFICE



RESIDENTIAL TO RETAIL

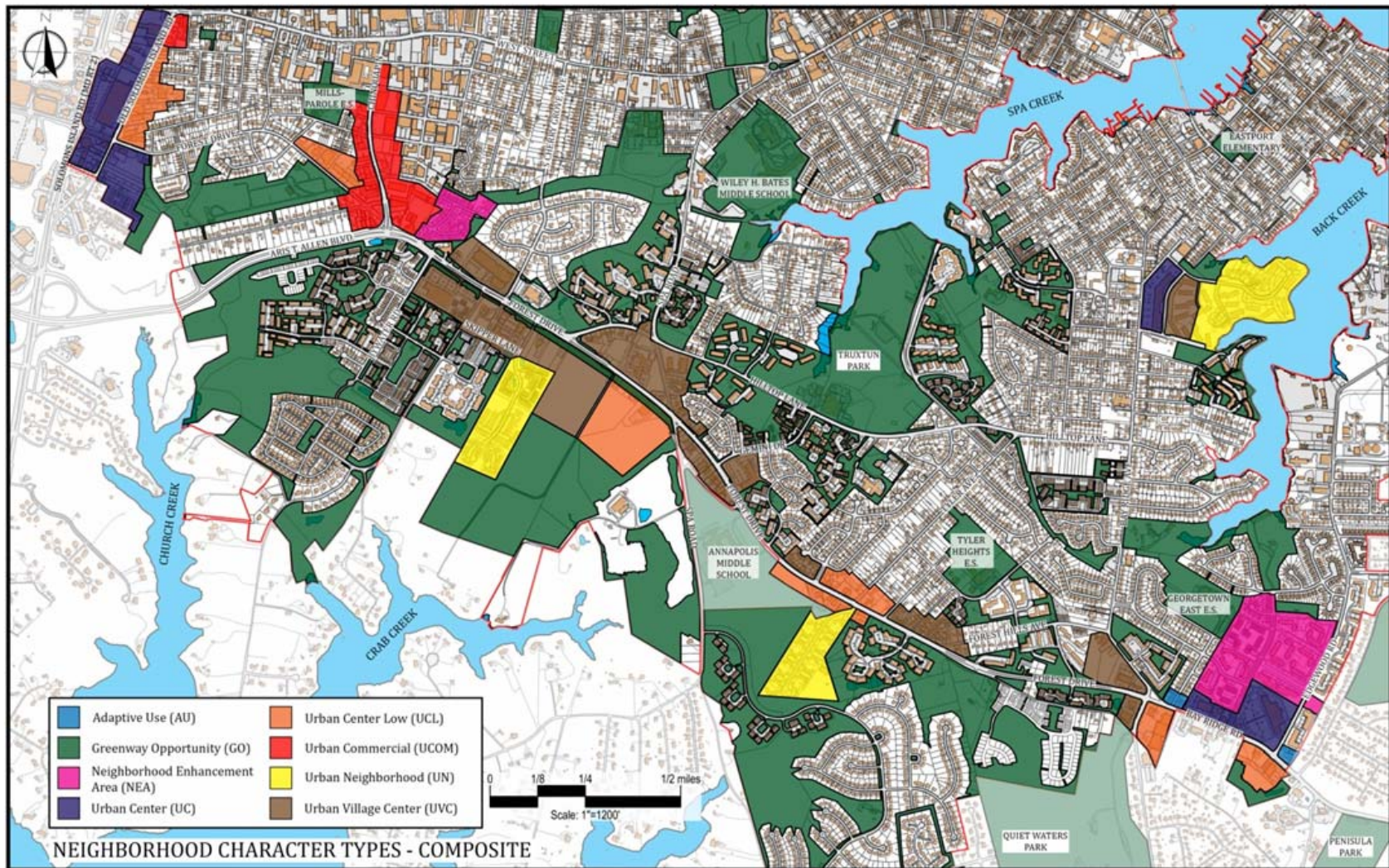


RESIDENTIAL TO RESTAURANT



RESIDENTIAL TO ANTIQUES

Community Character Designations



Greenway Corridor



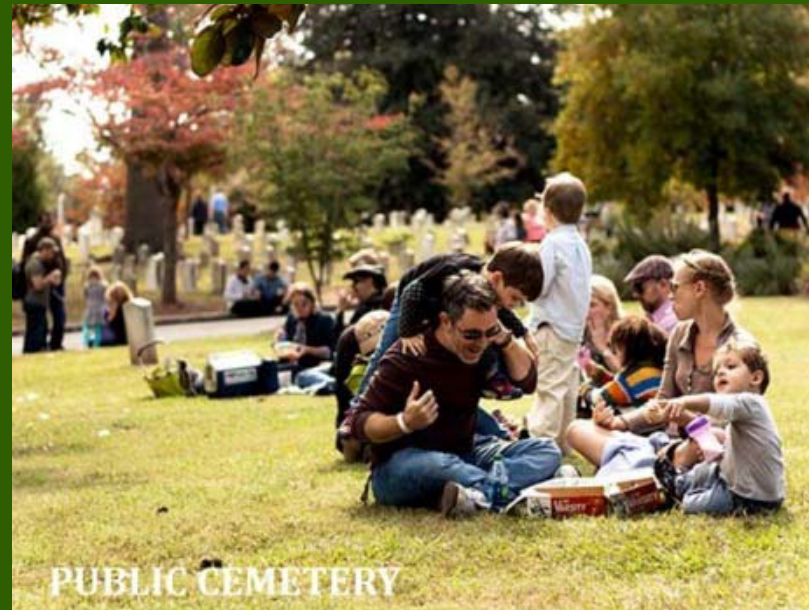
CULTURAL TRAIL - MURAL



RAIL TRAIL

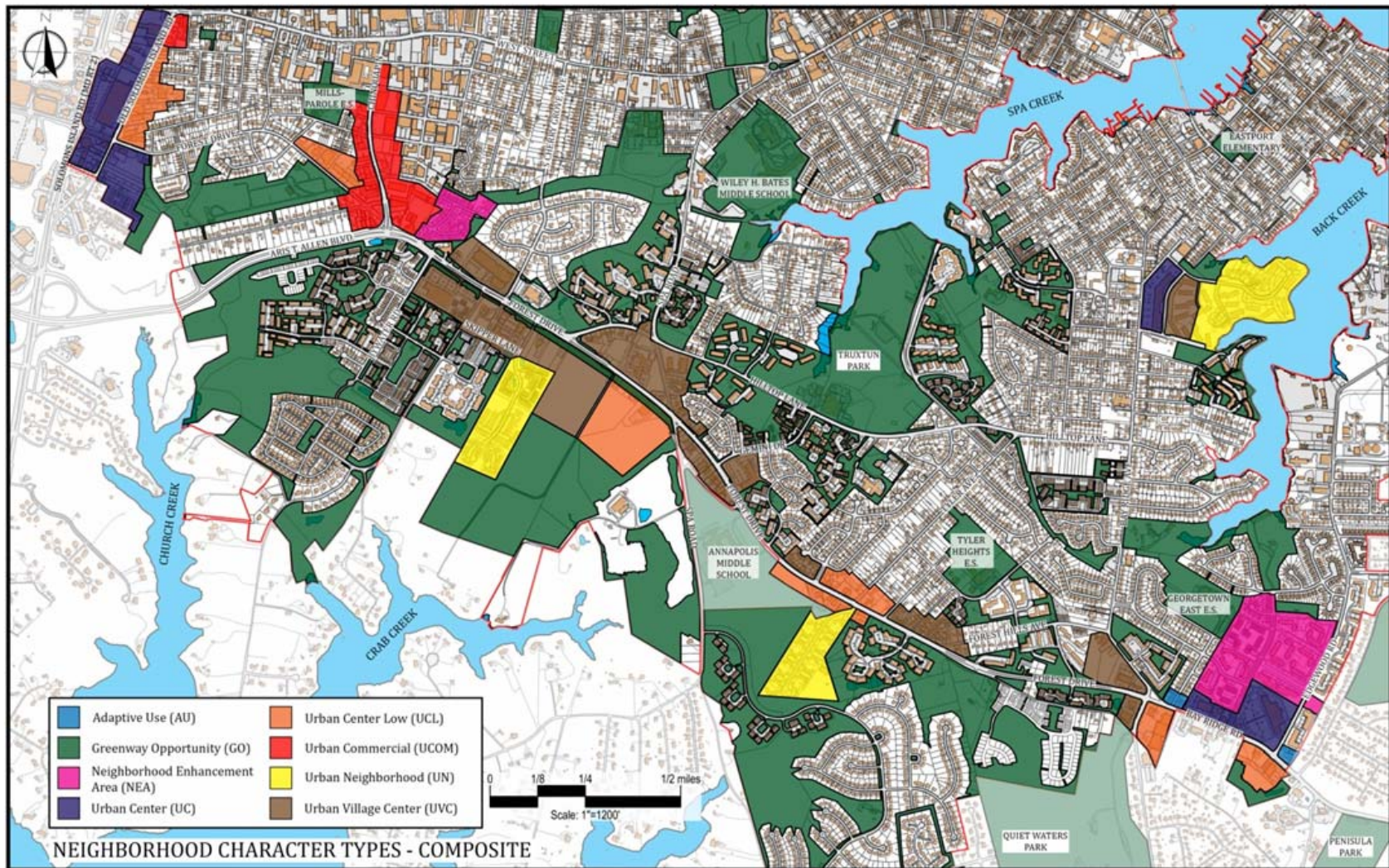


CULTURAL TRAIL - WATER FEATURE

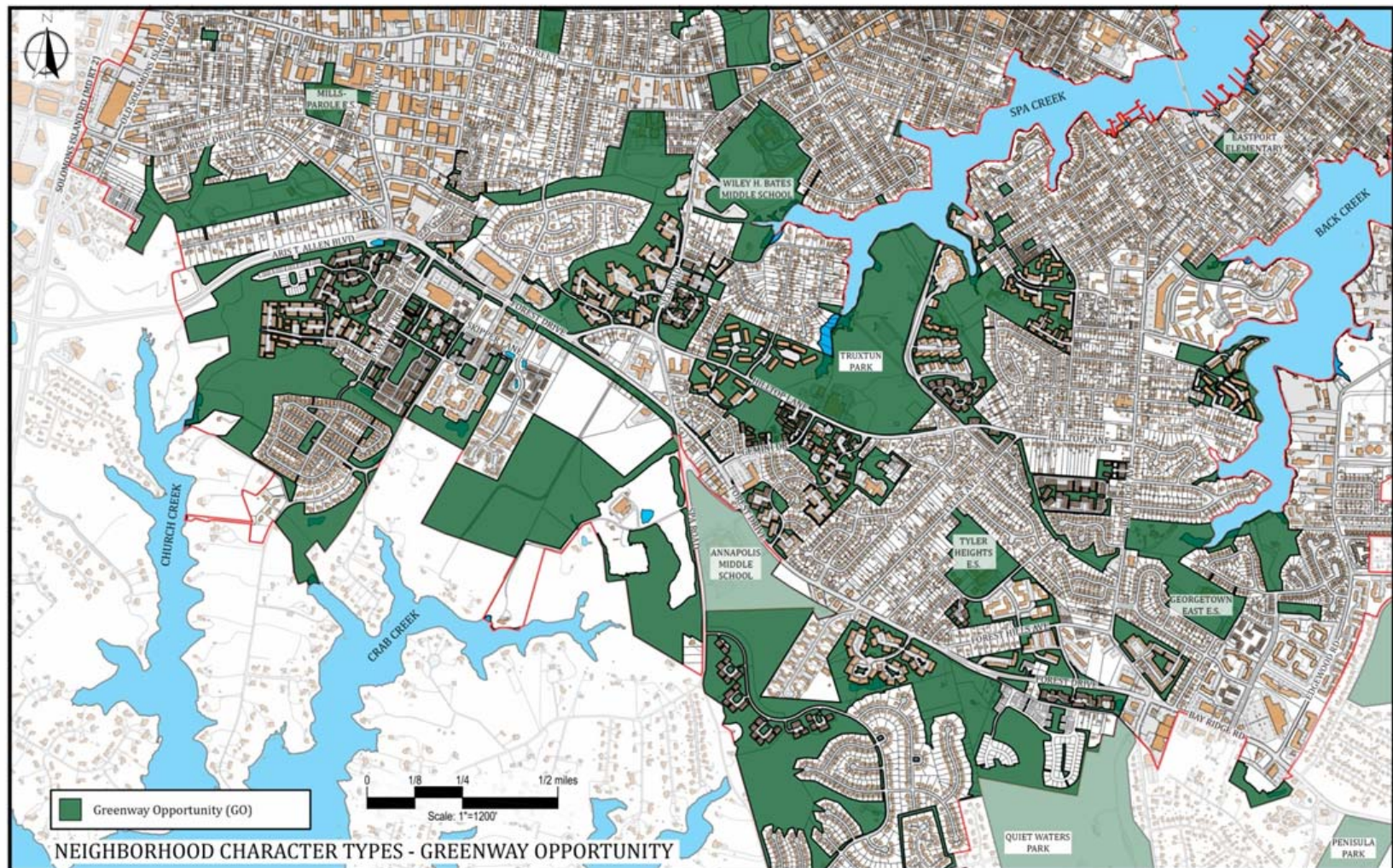


PUBLIC CEMETERY

Community Character Designations



Greenway Concept



Streetscaping and Beautification

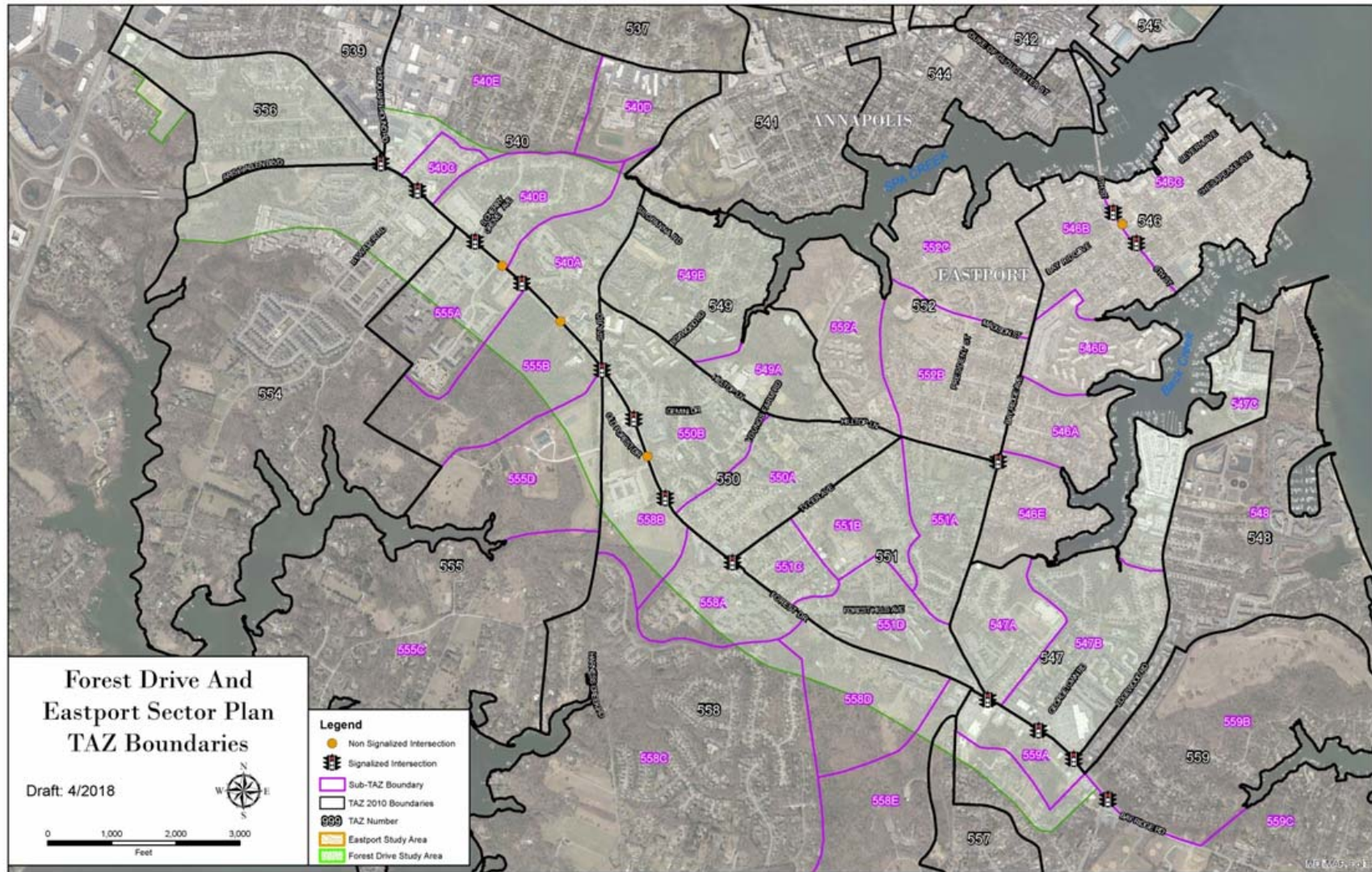
Beautification Campaign

- 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

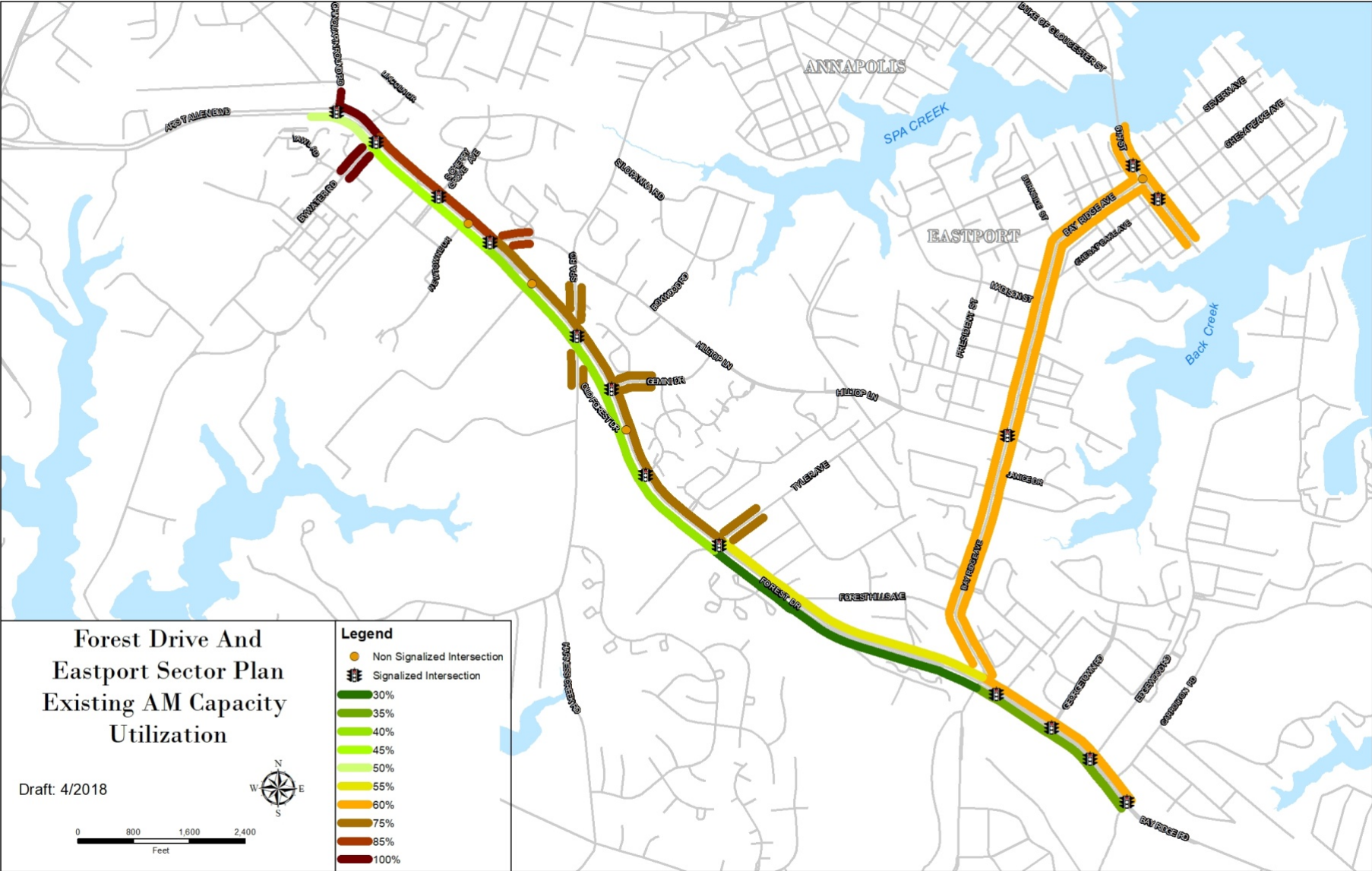
Institute new approach to traffic impact analysis

- Signalization Additions and Smart Signal Improvements
- Roadway Improvements
- Adopt and Use Complete Street Standards
- Expand Alternate Routes Network and add traffic calming
- Improve Access Management on the Corridor
- Implement Travel Demand Management Strategies/Options
- Modify current APFO Traffic and Traffic Impact Study Guidelines
- Refine & Maintain Greater Annapolis City Travel Demand Model
- Systemic Bike and Pedestrian improvements

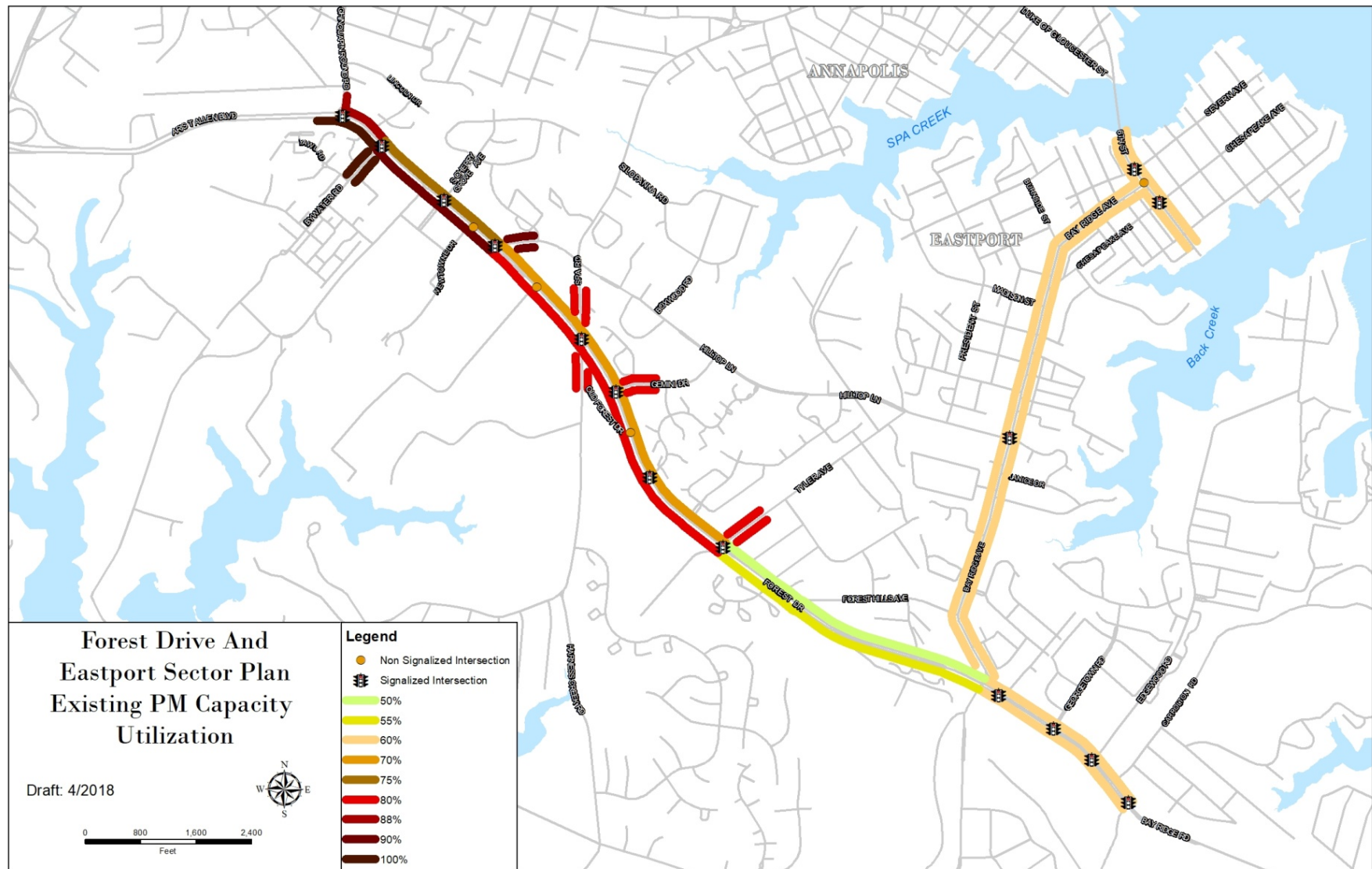
Sector Sub-TAZ Areas



Existing Network Utilization AM Peak

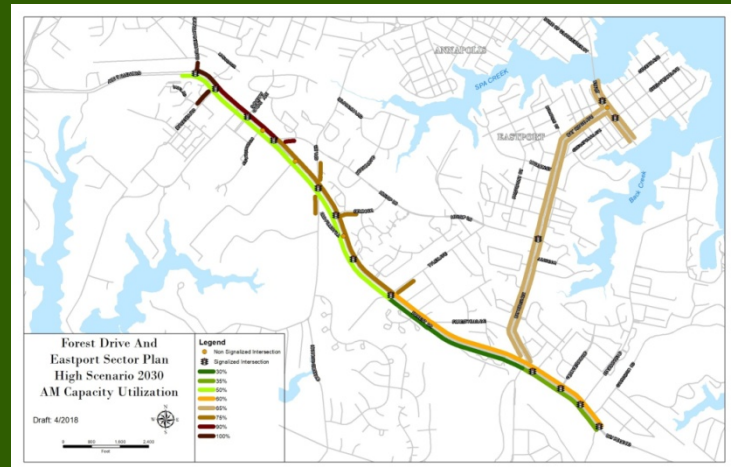
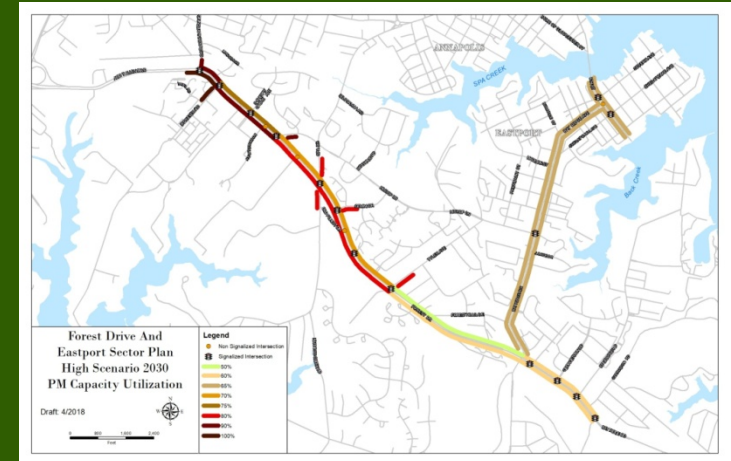


Existing Network Utilization PM Peak



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



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







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