

August 6, 2018

William B. Reichhardt
717 Bay Ridge Ave.
Annapolis, Md. 21403

VIA EMAIL AND FIRST CLASS MAIL

Mr. Peter Gutwald, Director
City of Annapolis Department of Planning and Zoning
145 Gorman Street, 3rd Floor
Annapolis, Md. 21401

Re: Concerned Citizens' Preliminary Objections and Concerns Regarding the Revised Adequate Public Facilities Study for the Lofts at Eastport Landing.

Dear Mr. Gutwald,

I am writing on behalf of the Concerned Citizens Group (Citizens) to file this formal objection to the validity and sufficiency of the alleged revisions to the Adequate Public Facilities Study (APFS) for the Lofts at Eastport Landing (The Project). This document was apparently both revised and filed in one day (July 6, 2018) by Bay Engineering Inc. In this letter we specifically state our objections to the transportation sections of this report. The right for our group and other citizens to have meaningful notice and comment opportunities on traffic issues and other topics is specifically preserved in the Mediation Agreement governing this project. The City is a signator to this Agreement.

Please understand that the efforts of the Concerned Citizens Group are to work with the City and the Developers to address and improve the transportation and mobility impact of major development in Eastport. After the Mediation Agreement we should all now demonstrate collaborative and creative problem solving regarding impending traffic impact. We want the citizens of Eastport to be heard and to have meaningful opportunities for input.

We are disappointed in the disregard for important updated detail shown in the revised APFS and the extremely limited opportunity for citizen input. We are very concerned that the published notice for public comment to your office is limited from August 2 to August 17, 2018. This window is the legal minimum time of only 15 days in a month when many of our fellow citizens are out of town. You have the authority to extend the comment period and we demand that the citizens of Eastport be given more time to comment.

The Citizens strenuously object to your decision to incorporate the original flawed, and now outdated, 2016 Traffic Impact Analysis (TIA) to address the current traffic impact of this project in Eastport. The 2016 TIA was based on the assumption that the Project would be completed and online by 2018. Now the Project will probably be completed in 2020 at the earliest. This will be almost four years after the original traffic study that you propose to apply to this project.

As you know, several other major Eastport projects are due to come online within the next six months. The South Annapolis Yacht Center development was not even listed as one the projects to be considered by Lenhart Consultants in 2016. It is now an active application in your office and certainly will generate additional traffic impact. On these points alone, we ask you to immediately commission an updated and amended TIA from the Lenhart consultants. Since the Eastport Landing Project was significantly delayed due to disputes over the City's initial legal interpretation of the maximum residential density, we do not believe that the Developers should incur any additional cost for amending and updating the TIA.

Additional reasons that support an updated and amended TIA for this project include but are not limited to:

1. The 2016 TIA was purportedly done following the published standards of the Institute of Transportation Engineers (ITE). Since then, new and revised standards were published in 2017 by the ITE in the 10th Edition of their manual. The Lenhart Consultants should be required to reconcile any of their findings and conclusions with any revised ITE standard(s).
2. The only apparent revision of the traffic section of the July 2018 APFS is a single reference to a reduction of the residential units from 127 to 98. The assumption is that due to fewer units, the traffic impact will be less and therefore in compliance with Code. There is no indication that Lenhart Consultants were asked to load this fact into their calculus to confirm or challenge this assumption.
3. Although the original 2016 TIA made a specific recommendation that the traffic light at Tyler Avenue and Bay Ridge Ave. be optimized to cure a LOS E (failed) intersection, there appears to be no effort to look at this condition in 2018-20. Lenhart specifically recommended that this be corrected as a condition for approving the Project. In the revised APFS there is no indication that the City continues to recognize this problem or will require a correction. I specifically inquired about this in my email to Tom Smith and you two weeks ago. In your response I understand that you have asked for input from the Department of Public Works (DPW). Optimization of this traffic light is but one of several steps the City must take now to address predicted traffic impact in Eastport.
4. Other than commenting that the Developers will provide some bike racks, the revised APFS completely ignores improvement of bicycle infrastructure. Improving mobility through specific extensions of bike lanes has been an integral part of the Annapolis Comprehensive Plan since 2009 and the City Bike Master Plan, which was adopted in

2011. The 2016 Eastport Traffic Study also provides detailed recommendations, which in turn are supported by Draft #3 of the Sector Study. It is about time that the City actually implement these recommendations to improve transportation and mobility in Eastport. The TIA and APFS need to make specific recommendations for expanding bike lanes and safety.

5. There is no consideration of the impact on traffic patterns resulting from the placement of the proposed building on the shopping center lot. By blocking access from Americana Drive into the shopping center's parking lot, the Project will prevent current drivers from Watergate Pointe and the Post Office's truck lot from transiting through the shopping center parking lot at peak traffic times in order to access the only traffic light onto Chesapeake Avenue (particularly left-turning vehicles). In the future, that traffic will be forced to use the stop signs at Americana and Chesapeake and/or Monroe, (also a stop sign) to access Chesapeake/Bay Ridge Avenue. Residents of the new apartments will also be affected by this new traffic pattern. We want this traffic flow/pattern issue to be analyzed with remedial recommendations as part of an updated TIA for this project.

Upon your receipt of this letter, please post it in eTrakit as part of our continuing public comment. Also, please share this letter and solicit comment from the City DPW and any other relevant City Agency. As you can see, we are sharing this letter with all parties and we are also asking that the Eastport Civic Association distribute a copy to their membership and that Alderman Ross Arnett share it with his constituents.

Thank you for your consideration and I look forward to your reply.

Sincerely,



William B. Reichhardt
Spokesperson for the Concerned
Citizens Group

Cc. by email only:

Vic Pascoe, President of the Eastport Civic Association
Rich Melnick Esq., Annapolis City Attorney
Alan Hyatt Esq., Counsel for Solstice Partners
Alex Kopicki, Solstice Partners
Ross Arnett, Alderman for Ward 8