

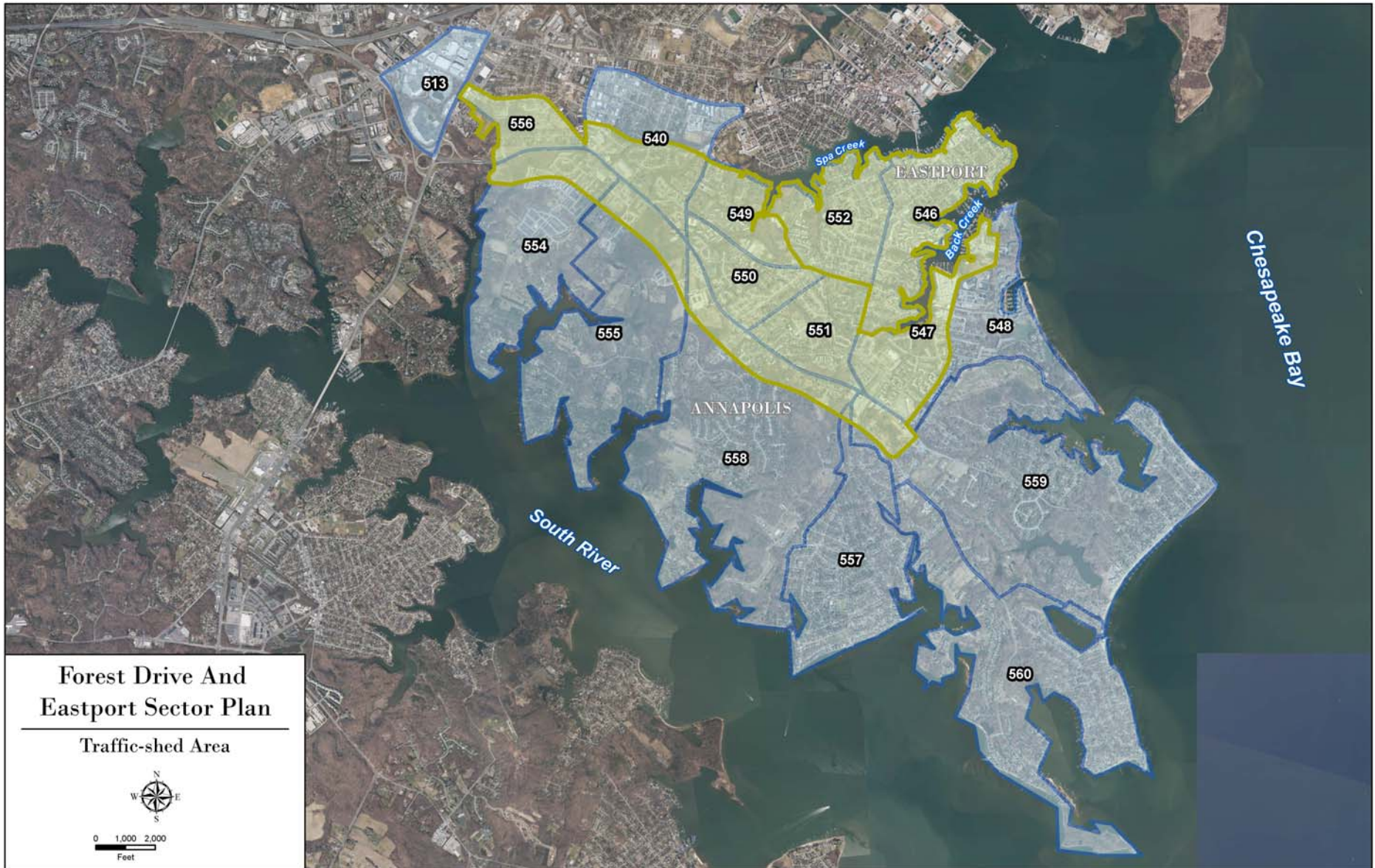
Forest Drive/Eastport Sector Study

1. Purpose
2. Study Area
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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.

Study Area





Process and Timeline for the Forest Drive/Eastport Sector Study

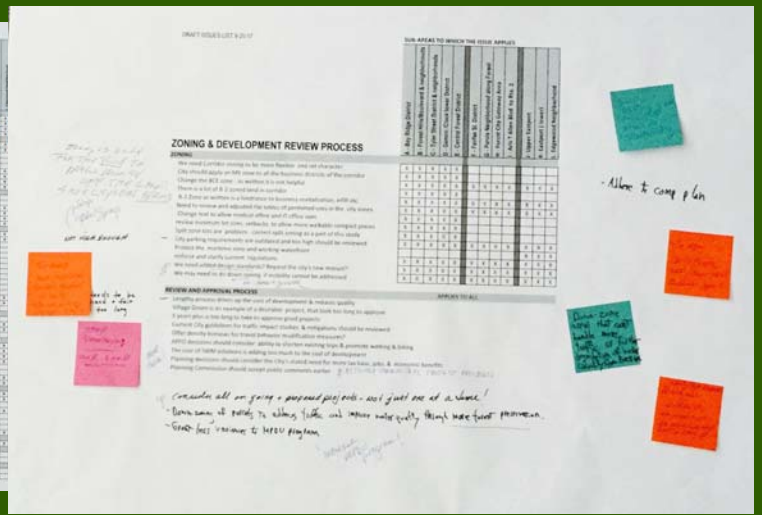
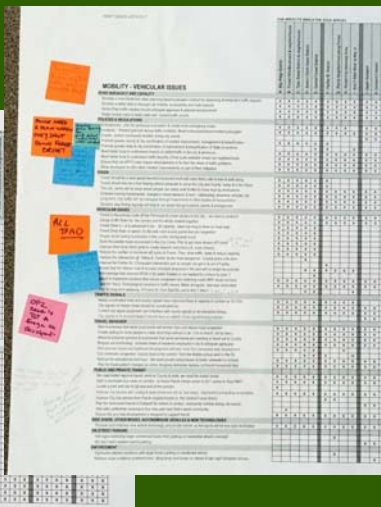
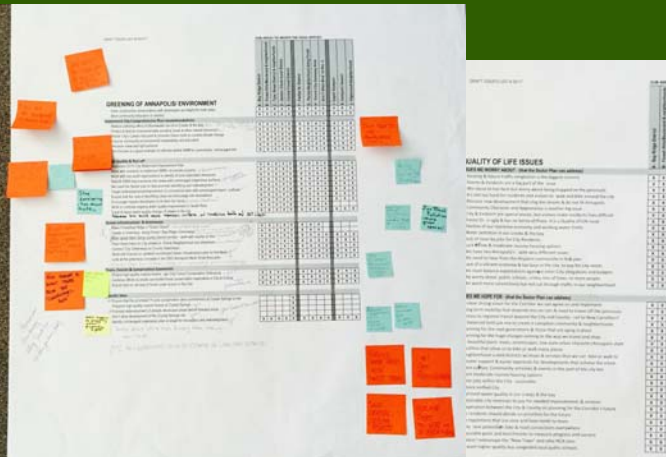
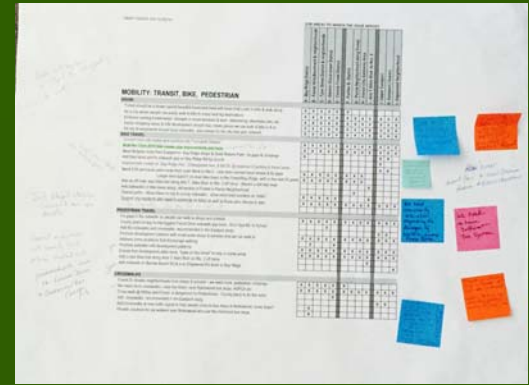


Steps

- 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

Step One: Identify the Issues

- Mobility - Vehicular/transit
- Mobility- Pedestrians and bikes
- Vibrant economy
- Land use & community design
- Zoning and development review process
- Quality of life
- Greening Annapolis/ Environment



Step Two: Identify Policies and Actions Based on Input

MOBILITY - VEHICULAR AND TRANSIT	
ISSUES FROM STEP ONE	POSSIBLE SOLUTIONS FOR STEP TWO
ROAD ADEQUACY AND CAPACITY	
Develop a more balanced urban planning-based evaluation method for assessing development traffic impacts	Develop a traffic model to better understand and project City and peninsula traffic.
Develop a better method to forecast city mobility, accessibility and road capacity	
Sector Plan traffic models should anticipate approved & planned developments	
Study models need to use better data with current traffic counts	
POLICIES & REGULATIONS	
Emergencies - plan for peninsula evacuation & create more emergency routes	Revise the current City traffic study procedures and traffic APF requirements to include the new traffic model and to include multi-modal trips as well as non-vehicular mitigation strategies and performance measures
Incidents - Prevent grid lock during traffic incidents, Need multi-jurisdictional incident policy/plan/ strategies	
Events - protect community mobility during city events downtown and in Eastport	
Promote greater state, county & city coordination of corridor improvement, management & beautification	
Need better tools to understand impacts of added traffic in the city & peninsula	
Need better tools to understand traffic benefits of low scale walkable mixed use neighborhoods	
Ensure that city APFO rules require developments to fix their fair share of traffic problems, or don't approve	
Allow developers to offer other creative improvements as part of their mitigation	
VISION	
Forest will be a slow-speed beautiful boulevard that is lined with trees & is safe to bike & walk along	Review techniques to measure congestion at major arterial intersections. Prepare and adopt vision statements for the major sector plan areas—i.e., Forest Drive Corridor, Eastport, Edgewood and the Forest Drive Corridor portion of Parole neighborhood.
Forest should also be a free flowing arterial adequate to serve the City and County today & in the future	
Congestion will be reduced because traffic is better managed and people drive less & shorter distances	Change/update the old comp policy on this to better address major arterials and use something other than letter grades
This part of the city will be place with many near-by destinations that people can easily walk & bike to	
Embrace coming fundamental changes in travel behavior & tech - ridesharing, driverless vehicles, etc	
Inexpensive local & regional transit will provide travel options, there will be an intermodal center & park & ride	
Dynamic wayfinding signage will help & can assist during incidents, events & emergencies	
VEHICULAR ISSUES	
Forest is the primary route off the Peninsula & a main access to the city - we need to protect it	Prepare a set of "Complete Street" standards for key roads in the sector plan in anticipation of establishing a city-wide standard. The primary function of major streets should be indicated through the use of landscape architectural treatments designed in harmony with the community character. Work with the county and state to coordinate these, obtain buy-in and identify responsibilities including for maintenance. Prepare specific standards for Forest Drive. Standards should project a unified appearance with street trees, plantings, street
Design traffic flows for the corridor and the whole city & peninsula network together	
Forest Drive is - or is perceived to be - @ capacity. It takes too long to get off the peninsula on most days	
Forest Drive traffic flows at speed, it's actually the side road access points that are congested	
Improve capacity and visibility on side streets that connect to the corridor	

Step Three: Confirm Policies and Possible 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

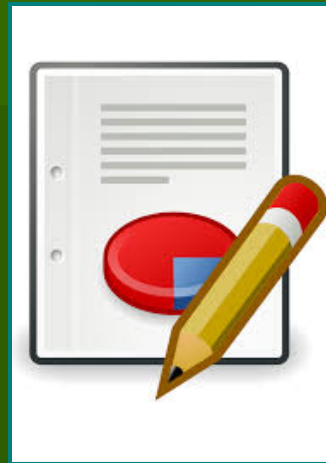
Greening Annapolis/ Environment

- 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

Step Four: Draft Document



DESCRIPTION:
Community Role - provisions for shopping, services, employment, and housing for city residents and nearby neighborhoods. Serves as a walkable destination.
of the Mix - a balanced mix of commercial and residential uses to include retail, office, restaurants, institutions and houses. Mixed use buildings/offices 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 Height - 3 to 4 stories (4F +/-)
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)
 - Kentlands (Gaithersburg, MD)

CHARACTER TYPES **URBAN VILLAGE CENTER (UVC)**

DESCRIPTION:
Community Role - provisions for shopping, services, employment, and housing for city residents and neighborhoods. Serves as a walkable destination.
of the 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 Height - typically 2 to 4 stories (4F +/-)
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:
 - Clarendon Centre (Arlington, VA)
 - Lakelands (Gaithersburg, MD)
 - King Farm (Rockville, MD)
 - Bethesda Row (Bethesda, MD)

CHARACTER TYPES **URBAN CENTER LOW (UCL)**

Solutions:

- Show community character graphically with a pathway to codification
- Map greenways
- Draft design guidelines with AACO
- Model traffic conditions and update guidelines

DESCRIPTION:
Community Role - protect, enhance, and connect gateway elements 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 uses to include:
 - Conservation areas
 - Preservation easements that protect tree canopy, forest cover, wildlife corridors, sensitive elements, and coastal areas.
 - Public school and park sites.
 - HOA managed private open spaces and buffers that are planned but may not be preserved by easements.
 - City and County owned lands along roadways and former railroad right-of-ways.
 - Cemeteries.

CHARACTER TYPES **GREENWAY CORRIDOR OPPORTUNITIES (GCO)**

Step Five: Plan Adoption Process

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

Questions?



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