



Eastport Civic Association

FROM: Eric Pilka, ECA Architecture & Zoning Committee

TO: Thomas Smith

DATE: September 13, 2016

RE: **Review of the Final Site Plan Submission for the South Annapolis Yacht Center
by the Eastport Civic Association Architecture and Zoning and Eco-Action Committees**

On August 25, 2016, the Architecture and Zoning Committee (A & Z) of the Eastport Civic Association (ECA) completed its review of the Final Site Plan Submission for the South Annapolis Yacht Center, a mixed-use residential and maritime commercial planned development in the WME zone. Comments from ECA's Eco-Action Committee are included in this review.

The Architecture and Zoning Committee comments fall into two categories:

1. In reviewing the latest submission from the property's developer, the A and Z Committee noted that the Developer has made an effort to address the concerns of the public, residents, and neighbors from the previous (November 2015) submission.

- All 6 new single family detached housing units have been decreased in scale and mass, and no longer exceeded 3250 square feet.
- The scale of commercial buildings on Boucher and State is more appropriate.
- The potential restaurant space has been designated for another purpose. The Architecture and Zoning Committee has heard from members of the neighborhood expressing mixed preferences regarding a future restaurant on the site (some opposed, and some in favor).
- The connection from Boucher Avenue to State Street, through the parking lot, has been eliminated, thus limiting the State Street traffic primarily to residents and their guests.

2. The A and Z Committee has additional comments about the most recent proposal.

- The Committee feels that the proposed site plan offers a more orderly layout than the previous building locations. However, some on the Committee noted that on 2 separate occasions in the past, owners of residential properties in the Maritime zone were not allowed to demolish grandfathered residences and move the residence to a different location on the property. Instead, the residences could be renovated or rebuilt, but only on the site of the grandfathered residence. Otherwise, the ability to have a residence in the Maritime zone was lost. The lack of consistency in the application or interpretation

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of the Code is questioned by the Committee. The Committee also questioned why the new residences could not remain along Boucher and State streets, as are the currently grandfathered residences, with the boatyard along the waterfront. The Committee has heard from one concerned Boucher Ave. resident who strongly believes that the buildings along Boucher Ave. should remain residential, and the commercial buildings placed elsewhere on the property.

- The Committee recommends that if Building E remains on Boucher Ave., that the design includes at least one functioning exterior door leading to the porch so there is a means to enter and leave the porch from the building interior.
- In regard to Building F, the Committee asks whether it will be (? or might be) used for garages for the residences, rather than marine fabrication (thereby reducing the percent of maritime usage).
- As to Building A, the Committee asks if an application for a restaurant permit might be made after the site plan review.
- It was noted that the travel lift services space is relatively small, and the Committee wonders whether there is enough usable ground space for seasonal boat storage.
- Regarding the 6 single family detached units planned for the State Street extension, the Committee feels that the height and mass are compatible with the adjacent existing houses on State Street. However, the styling of the front elevations, with strong vertical and horizontal lines for the porch structures, are modern and geometric and are not in the vocabulary of the existing houses on State Street or elsewhere in Eastport. The Committee believes that the streetscape would benefit from a greater variety of elevations in both form, texture, and presumably color with more varied setbacks, as is typical on State Street (the Committee recognized that State Street has a broad range of designs and styles).
- The Committee questions whether future residence owners will be allowed to construct garages on to the parking pads in front of the units (contrary to the approach taken elsewhere in Eastport).
- The architectural designs for the 2 unit and 3 unit buildings were not available. The Committee would like to see the subsequent individual plans for each of the buildings (residential and commercial).

The Committee received comments from the community suggesting that SAYC should continue to maintain the public access to Spa Creek, including an area for storage of kayaks and canoes, and the creation of a waterfront walkway.

The Architecture and Zoning Committee solicited comments from ECA's Eco-Action Committee to provide comments on the site storm water management plans. The Eco-Action Committee notes that the State of Maryland Phase I storm water permits have a 20% restoration requirement, and the Maryland Department of Environment (MDE) expects to issue these same permits to Phase II jurisdictions, like Annapolis, by March 2017. This means that Annapolis must restore 20% of the City's impervious surfaces (roads, parking lots, driveways, etc.) which are not currently treating storm water. In order to reach this goal, new developments will need to assist by treating all of the storm water from their site projects at 100% not just "new" impervious surface area. The Committee expects that world class sailing centers, marinas and others seeking to develop here and share in our rich natural resources will do more than meet the low environmental legal minimum in current compliance rules. SAYC has stepped up to the plate in this regard and agreed to go far above the legal minimum requirements.

The ECA Eco-Action Committee, and others* worked with the SAYC team in order to reach the important goal of treating all of the storm water that runs off the site. SAYC has provided a thoughtful plan that includes best management practices from a skilled team of experts.

In addition, the City of Annapolis has included in its Comprehensive and Sustainability plans a goal to increase our tree canopy to 50% by 2036. While SAYC's plan eliminates trees on site other than 19 which will be relocated, it replaces them with a variety of native species which will in time be as beneficial to the ecosystem as the current tree canopy and help Annapolis reach its 50% tree canopy goal. We applaud SAYC's willingness to listen and respond to the concerns of those who live in Annapolis and deeply care about the health of Spa Creek as well as our tree canopy.

Should there be a question, we want to note that this letter is the result of the work of two Committees of the ECA, and approval of the ECA Board of Directors, and not the result of a Membership referendum.

*Spa Creek Conservancy and the Annapolis Environmental Commission