



October 31, 2018

Ms. Sally Nash, Ph.D., AICP  
Chief of Comprehensive Planning  
Department of Planning and Zoning  
City of Annapolis  
145 Gorman Street  
Annapolis, MD 21401

Re: State Agency Review of the Forest Drive/Eastport Sector Study draft plan

Dear Ms. Nash:

Thank you for the opportunity to comment on the draft amendment/supplement to the City of Annapolis's 2009 Comprehensive Plan. The Maryland Department of Planning (Planning) feels that good planning is important for efficient and responsible development that adequately addresses resource protection, adequate public facilities, community character, and economic development.

Planning has forwarded a copy of the study to other State agencies for their review. As of this date, Planning has received comments from the Departments of Transportation, the Environment, and Housing and Community Development. Planning has attached their review comments. Any comments from other State agencies received after the date of this letter will be forwarded to you.

Planning respectfully requests that this letter and accompanying review comments be made part of the City's public hearing record. Furthermore, Planning also asks that the City consider our comments as revisions are made to the draft amendment/supplement, and to any future plans, ordinances, and policy documents that are developed.

Please feel free to contact me at (410) 767-1401 or Karen Mierow, Regional Planner for Anne Arundel County and Southern Maryland, at (410) 767-38374.

Sincerely,

Charles W. Boyd, AICP  
Director, Planning Coordination

Enclosures: Comments on the Draft Amendment for the City of Annapolis Forest Drive/Eastport Sector Study

## **Maryland Department of Planning Review Comments**

**October 31, 2018**

### **City of Annapolis Comprehensive Plan**

The Maryland Department of Planning (Planning) has reviewed the 2018 City of Annapolis Comprehensive Plan draft amendment/supplement (draft amendment) and offers the following comments for your consideration. These comments are offered as suggestions to improve the draft amendment and better address the statutory requirements of the Land Use Article. Other state agencies, as noted, have contributed comments. Still others may have comments submitted under separate cover. If comments from other agencies are subsequently received by Planning, they will be forwarded to the City in a timely manner.

#### **Summary of the Draft Forest Drive/Eastport Sector Study**

The 2009 Annapolis Comprehensive Plan identified this sector as an opportunity area where growth is to be directed. It stated that “The development approved in this Opportunity Area should be aimed at creating a mixed-use neighborhood with retail and offices uses; providing a variety of housing opportunities; helping to address the traffic concerns in the area; and setting forth a model for sustainable development” (page 30). The current study draft acknowledges that prior plan implementation in this sector has been slow; and that this study seeks to address that with a specific implementation action plan. The goals of this draft amendment are to advance connectivity to adjacent areas, increase bicycle and pedestrian use, and create a sense of place in this area. This is a well-written, detailed planning study that reflects the input of an extensive public engagement effort focused on goals of community character, economic vitality, and green development.

#### **Maryland Department of Planning Comments**

Planning’s Infrastructure and Development, Local Assistance and Training, and Geospatial Data and Analysis sections have reviewed the draft Study and provide the following comments for consideration:

- Figures Two and Three on page 4 of the 2009 Annapolis Comprehensive Plan highlight these Opportunity Areas, but the maps themselves do not provide sufficient context and should either be further explained, or include a more detailed legend.
- To achieve placemaking and walkability goals, the City should consider outlot development to create a more interesting streetscape experience at a pedestrian scale (Section 3.1 Land Use and Design/Community Character).
- By bringing a build-to line closer to the street and sidewalk right of way, a sense of enclosure is created that supports walkability, provides opportunities for new businesses, public engagement, and community identity (Section 3.1 Land Use and Design/Community Character)

- The City should also consider developing design standards and guidelines for new types of development, streetscape amenities, signage, and landscaping. These should be crafted prior to developing new zoning regulations, and become a part of the development and design review process.
- Consider expanding Table Four on page 53 to address all form and scale components of the built environment that are unique to each community character, such as dimensioned graphics of street sections, building placement and setbacks. Include locations of infrastructure, open space and the treatment of transitions between uses.
- The Intensity/Density Range column on Table Four, page 53, should be re-evaluated. The FAR called for may be too low for the density and building height desired, and too low for the type of community character expressed. Planning suggests researching the FAR of other successful character types in the desirable neighborhoods referenced on page 53, including Eastport and West Annapolis.
- Planning is pleased that the City calls for access management solutions, e.g., creating street grids/network redundancy, parcel interconnectivity, and shared access points for corridor frontage properties. It will be helpful to identify, map, and prioritize specific locations and roadway segments for these types of improvements.
- Provide specific locations/roadway segments for Supporting Solution 3.2.3 and 3.2.8.
- On page 43, re:3.3.4, will this solution include improvements on Forest Drive? Planning suggests adding language to include pedestrian and bicycle access improvement to 3.3.12.
- On page 44, re:3.3.14, include a map and a list of the proposed improvements in this sector plan.
- On page 44, re: 3.3.12, identify specific areas/intersections for smart traffic signals needs.
- On page 44, re: 3.3.15, Planning suggests adding “connections to other major job/employment centers” as part of the purpose for enhancing regional existing routes and developing future routes.
- Please note that in Appendix E, on page E-5 and E-6, the solution numbers need to be revised. For example, the numbers go from 3.3.12 to 3.3.10 to 3.3.13.
- It will be helpful to map and prioritize proposed pedestrian and bicycle facility and connection improvements for various solutions, e.g., 3.4.3, 3.4.4, 3.4.5, 3.4.6 and 3.4.7.
- The City of Annapolis may want to consider incorporating funding strategies for the construction of proposed sidewalk and trails. The State Highway Administration (SHA) provides sources of potential funding for bicycle and pedestrian facilities constructed along State roads:
  - SHA’s Transportation Alternatives Program may be a funding option for sidewalk construction on state roads. More information can be found at: <http://www.roads.maryland.gov/Index.aspx?PageId=144>.
  - MDOT’s Bikeways Network Program provides a funding source for bicycle facility improvements which could be used for facilities on local roads. More information on MDOT’s Bikeways program can be found at: <http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Bikeways.html>.
  - In addition, SHA provides Sidewalk and Bicycle Retrofit Programs, Urban Reconstruction, and other programs to support the improvement of pedestrian and bicycle facilities.

- When roadway resurfacing is proposed, the City may want to consider adding marked bicycle lanes during a pavement project. This may be a quicker and lower cost option as opposed to constructing new pathways or sidewalks.
- Explain the *Economic Development Plan* strategy identified on page 47, its relationship to this study, and components to leverage for successful economic development in this sector
- Planning encourages the City to enhance the “Vibrant Economy” section and develop more specific solutions (3.6: Vibrant Economy) and action items (Appendix E) to encourage developers to transition from suburban-style development to various community character designation types planned for the sector plan area. Could the City consider leveraging financial and/or technical support to incentivize development and revitalization?
- We strongly encourage the City of Annapolis to coordinate with Anne Arundel County to develop complete streets standards to provide increased transportation choices and increased mobility for all users. SHA has done extensive work with communities across Maryland to develop roads in local communities that respect the community’s character. We encourage the City to review SHA’s “When Main Street Is a State Highway.” More information on SHA’s complete streets efforts is available at: <http://www.sha.maryland.gov/OHD/MainStreet.pdf>.
- Please consider improving the legibility of the map legend on page 16 as it is difficult to read.
- Policy 1 of the 2009 Annapolis Comprehensive Plan notes that growth will be directed primarily to four opportunity areas, including the Bay Ridge Road and Forest Drive areas within the sector. However, the sector plan shows additional areas where land use changes are proposed.
- The boundaries for the Bay Ridge Road and Forest Drive areas have changed, and the Bay Ridge Road area does not appear to include Growth Area B from Figure 5-7 of the 2009 plan. The sector plan should address whether these adjustments are consistent with the proposed land uses and capacity analysis in the 2009 plan.
- Figure 10 is titled “Medium Household Income”. Should this be “Median Household Income”?
- Demographic information presented as figures and/or text should be cited throughout the document. For example, Figure 11 does not include a source (e.g. decennial Census, American Community Survey, etc.), date, or level of geography (e.g. census tract) associated with the poverty statistics.
- The plan should discuss the implications of any demographic, land use, or economic data presented. For example, page 24 and Figure 12 (Sector Household Size Trends between 2015 and 2030) identify variations in household size across the study area. Consider concluding how this variation affects the land use or housing recommendations for the sector.
- Figure 17 (Development Framework Map/Community Character Types) is helpful for understanding the proposed land uses throughout the sector. Consider identifying the corporate limit and locations of the six inset maps (pages 54-59).
- Policy 10 from the 2009 Annapolis Comprehensive Plan includes a recommendation to evaluate risk from sea level rise decisions involving land use along the waterfront. Consider addressing any sector-specific sea level rise concerns.

- The Housing Chapter of the 2009 Annapolis Comprehensive Plan raises multiple challenges related to housing affordability for Annapolis residents of various income levels. Consider summarizing how the sector plan addresses these affordability issues. The following information in the sector plan may relate to housing affordability:
  - Public housing redevelopment
  - Recommendations for granny flats or other types of accessory dwelling units
  - Information about employment sectors among workers living in public housing, and any potential increase in jobs in one or more of these sectors

**Maryland Department of Planning Review Comments  
October 31, 2018 Draft 2018 Forest Drive/Eastport Sector Study**

**STATE AGENCY COMMENTS**

The following pages contain comments from other State agencies in support of the Maryland Department of Planning (Planning) review of the **Draft 2018 Forest Drive/Eastport Sector Study** as part of the standard 60-day review period for non-charter counties. Comments not included here may be submitted under separate cover, or via the State Clearinghouse. If comments from other agencies are received by Planning, they will be forwarded to the County in a timely manner.

Attachments

- Page 7 Maryland Department of Housing and Community Development
- Page 8 Maryland Department of Environment
- Page 10 Maryland Department of Transportation



LARRY HOGAN  
*Governor*

BOYD K. RUTHERFORD  
*Lt. Governor*

KENNETH C. HOLT  
*Secretary*

TONY REED  
*Deputy Secretary*

October 1, 2018

Mr. Joseph Griffiths  
Manager of Local Assistance and Training  
Maryland Department of Planning  
301 West Preston Street, 11<sup>th</sup> floor  
Baltimore, MD 21201

Dear Mr. Griffiths:

Thank you for the opportunity to review the Forest Drive/Eastport Sector Study - Comprehensive Plan Amendment (the Amendment). The comments below are based on a review of the plan by staff in DHCD's Division of Neighborhood Revitalization.

In general, the Amendment describes existing conditions and lays out a vision of future development that includes more intensive mixed use develop at commercial nodes and a complete streets strategy with more bicycle/pedestrian options. The study is intended to inform future updates to Annapolis' comprehensive plan. It should be noted that only the northern portion of the study area, above Hilltop Lane and west of Bay Ridge Avenue lies within the City of Annapolis designated Sustainable Community. Further, the primary land use in the portion not within the Sustainable Community is low density residential that is relatively new compared to downtown Annapolis and Eastport. These newer residential areas are generally not appropriate for Sustainable Community designation.

As part of the comprehensive plan process, the City of Annapolis should review the current Sustainable Community boundaries for possible amendment. Again, while the majority of the area may not be appropriate for designation, there may be opportunities for Sustainable Community boundary expansion where new or expanded commercial activity will take place, and along major roadways where complete streets strategies are employed.

Again, thank you for the opportunity to comment on the Amendment. If you have any questions regarding our comments, please call me at 410-209-5807.

Sincerely,

John Papagni  
Program Officer  
Division of Neighborhood Revitalization

Cc: Karen Mierow, MDP



**LAND MANAGEMENT ADMINISTRATION  
RESPONSE TO CLEARINGHOUSE PROJECTS**

<b>Project Assigned To</b>	<b>Jennifer Hopper</b>
<b>Project Review SAI#</b>	MD20180904-0758
<b>County/Location</b>	Anne Arundel County Forest Dr /
<b>Received in LMA</b>	9-5-18 Eastport Sector
<b>Due Date to OC</b>	10-1-18 Study
<b>PLEASE NOTE:</b>	<input checked="" type="checkbox"/> COPY <input type="checkbox"/> CIRCULATED THRU ADMINI.'S <input type="checkbox"/> DUE ASAP

(Check if Applies): C1 \_\_\_\_\_ R1 X R2 \_\_\_\_\_ R3 \_\_\_\_\_ R4 \_\_\_\_\_

X <sup>1</sup>Any above ground or underground petroleum storage tanks, which may be utilized, must be installed and maintained in accordance with applicable State and federal laws and regulations. Underground storage tanks must be registered and the installation must be conducted and performed by a contractor certified to install underground storage tanks by the Land Management Administration in accordance with COMAR 26.10. Contact the Oil Control Program at (410) 537-3442 for additional information.

X <sup>2</sup>If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.

X <sup>3</sup>Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3315 for additional information regarding solid waste activities and contact the Resource Management Program at (410) 537-3314 for additional information regarding recycling activities.

— <sup>4</sup>The proposed project is located near land on which sewage sludge was stored, land applied, or disposed under a sewage sludge utilization permit issued by the Land Management Administration. Specific questions regarding this site should be directed to the Sewage Sludge Division at (410) 537-3314.

X <sup>5</sup>The Resource Management Program should be contacted directly at (410) 537-3314 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.

— <sup>6</sup>CERCLA listed site MD-# \_\_\_\_\_, (name) \_\_\_\_\_, (Address) \_\_\_\_\_, is located within approximately \_\_\_\_\_ miles of (Site/Project being reviewed) \_\_\_\_\_. Contact the Land Restoration Program at (410) 537-3437 for more information.

X

**<sup>7</sup>Any contract specifying "lead paint abatement" must comply with Code of Maryland Regulations (COMAR) 26.16.01 - Accreditation and Training for Lead Paint Abatement Services. If a property was built before 1978 and will be used as rental housing, then compliance with COMAR 26.16.02 - Reduction of Lead Risk in Housing; and Environment Article Title 6, Subtitle 8, is required. Additional guidance regarding projects where lead paint may be encountered can be obtained by contacting the Environmental Lead Division at (410) 537-3825.**

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**<sup>8</sup>MDE requests that efforts be made to prevent contamination of the surface and ground water of the State of Maryland during any proposed construction and renovation activities. In the event that spills or other releases of petroleum or hazardous materials occurs from the proposed operations which may potentially impact State waters, MDE requests prompt notification at 1-866-633-4686 (toll free).**

X

**<sup>9</sup>The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please Land Restoration Program at (410) 537-3437.**

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**<sup>10</sup>The project may cause contaminated runoff from an animal feeding operation (AFO). Please contact Gary Kelman at (410) 537-4423 to determine if this AFO will require registration under the General Discharge Permit for Animal Feeding Operations.**

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**<sup>11</sup>The project will result in increased numbers of confined animals at this animal feeding operation (AFO) and therefore necessitate registration under the General Discharge Permit for Animal Feeding Operations. Please contact Gary Kelman at (410) 537-4423 to determine if this AFO will require registration under this permit.**

X

**<sup>12</sup>Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may requires site approval. Contact the Mining Program at (410) 537-3557 for further details.**

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**<sup>13</sup>Any project that will remove coal from the site as part of the exaction will require review by the Department. Contact the Mining Program at (410) 537-3557 for further detail.**

**Additional Specific Comments:**

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**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

October 1, 2018

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Karen Mierow  
Maryland Department of Planning  
301 West Preston Street, Suite 1101  
Baltimore MD 21201

Dear Karen Mierow:

Thank you for coordinating the State of Maryland's comments on the draft 2018 Forest Drive/Eastport Sector Study (the Study). The Maryland Department of Transportation (MDOT) offers the attached comments.

Thank you again for the opportunity to review the Study. If you have any questions or concerns, please do not hesitate to contact Mr. Dan Janousek, MDOT OPCP Regional Planner, at 410-865-1098, toll free at 888-713-1414, or via email at [djanousek@mdot.state.md.us](mailto:djanousek@mdot.state.md.us).

Sincerely,

A handwritten signature in blue ink, appearing to read "Heather Murphy".

Heather Murphy  
Director  
Office of Planning and Capital Programming

cc: Mr. Dan Janousek, Regional Planner, The Secretary's Office, MDOT OPCP  
Mr. Stephen Miller, Regional Planner, MDOT SHA  
Ms. Jaime McKay, Transportation Planner, MTA

## ATTACHMENT

### General Comments

- The Study's purpose is to develop a foundation for land use/community character, zoning, mobility, natural environment and economic improvements that can help to achieve the planned "Annapolis" character of the Forest Drive/Eastport sector study area in anticipation of approving the next Comprehensive Plan for the City of Annapolis. The study demonstrates a good understanding of the area's mobility needs with the appropriate recommended phased actions (near, mid and long term) to achieve the stated goals.
- We applaud the City's efforts to support the emphasis of improving roadways with emphasis on complete streets while enhancing transit, walking, biking, and overall accessibility and safety. Many of these themes support the goals outlined in the draft 2040 Maryland Transportation Plan (MTP). MDOT recommends that the plan should reference, when appropriate, the alignment of the Plan's goals with the MTP. One of the goals of the MTP is to provide better transportation choices and connections. More information can be found at [http://www.mdot.maryland.gov/newMDOT/Planning/Maryland\\_Transportation\\_Plan/Index.html](http://www.mdot.maryland.gov/newMDOT/Planning/Maryland_Transportation_Plan/Index.html).
- MDOT recommends that the plan should reference, when appropriate, the alignment of the Plan's goals with the draft 2040 Maryland Bicycle and Pedestrian Master Plan (BPMP). MDOT commends the City's efforts to achieve a more walkable and bike-able and less auto dependent community. Resources are available from the Maryland Department of Transportation State Highway Administration (MDOT SHA) to assist in the development of bicycle and pedestrian infrastructure within designated areas of the State. Please coordinate with Stephen Miller, MDOT SHA Regional Planner, at 410-545-5673, or via email at [SMiller2@sha.state.md.us](mailto:SMiller2@sha.state.md.us). More information can be found at [http://www.mdot.maryland.gov/newMDOT/Planning/Bike\\_Walk/Bike\\_Ped\\_Plan\\_Update.html](http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bike_Ped_Plan_Update.html).
- MDOT SHA's Transportation Alternatives Program may be a funding option for sidewalk construction on State roads. More information can be found at [http://www.mdot.maryland.gov/newMDOT/Planning/Bike\\_Walk/Bikeways.html](http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bikeways.html).
- Commuter Choice Maryland could be incorporated into the Plan as a strategy to support the Town's desire to reduce traffic congestion. More information can be found at <http://www.mdot.maryland.gov/newMDOT/Commuter/Commuting>.
- When referring to matters related to State-owned streets, roads and highways, the phrase "Maryland Department of Transportation State Highway Administration (MDOT SHA)" should be incorporated into the plan.

- It is recommended that any proposed projects on State roads or projects that affect intersections with State roads potentially be coordinated with Anne Arundel County to include projects in their Transportation Priority Letter, which is submitted annually to the Transportation Secretary.
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## Specific Comments

### 3.3 Mobility – Vehicular and Transit

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- Page 44 - 3.3.15

The study recommends working with the State and County to establish a commuter transit bus line that can tie to existing and future regional routes and plan for stops at the two opportunity sites while supporting a park and ride lot and/or kiss and ride at the eastern end of the corridor. Mid-Term Actions: 3 to 6 Years (2021 to 2024). The study should reference where the regional transit routes will connect to (e.g. Baltimore or Washington, D.C.). The City will need to work with MTA to confirm feasibility and institute a regional bus route in the corridor. Please coordinate with Jaime McKay, MTA Transportation Planner, at 410-767-3754, or via email at [JMcKay@mta.maryland.gov](mailto:JMcKay@mta.maryland.gov).

- Page 44 – 3.3.17

The study recommends working with the State and County to establish an intermodal transit center near the City line adjacent to Parole that can tie into other regional services. The City will need to work with MTA to confirm feasibility and institute a regional bus route in the corridor. Please coordinate with Jaime McKay, MTA Transportation Planner, at 410-767-3754, or via email at [JMcKay@mta.maryland.gov](mailto:JMcKay@mta.maryland.gov).