

Community Subcommittee	
Questions	Responses
<p>Financial feasibility – Page 20 of the Redevelopment Proposal is missing substantial information. Additionally, according to the information provided, it does not appear the proposal is financially feasible. Is there more information to share or do we submit our outline report assuming it’s not feasible to construct the two pedestrian bridges and that it’s possible the entire proposal is not feasible?</p>	<p>Many mobility, pedestrian, and biking grants are available, but some require the City to provide matching funds. A list of potential grants is found in Appendix A. The City intends to leverage the proceeds from the land swap to the maximum extent possible for the desired amenities, such as the pedestrian bridges, bike paths, and athletic fields.</p>
<p>It was stated at the kick-off meeting that DPW considered several possible sites for location of the public works facility (none of which included the Forest Drive site). Could we please obtain a list of the sites considered and the reasons they were rejected, including reasons relating to community impact?</p>	<p>The City considered many sites that were determined to be too small, not meeting the 3-acre minimum size. The sites the City considered in detail were:</p> <ol style="list-style-type: none"> 1. The WNAV site on Admiral Drive: This site was initially offered by Mr. Baum for the land swap proposal. After detailed consideration, the City rejected the site because it was surrounded by neighborhoods and opposed by the alderpersons from the two wards that included those neighborhoods (Cedar Park Road, Admiral Heights, Admiral Drive, and Parker Avenue). 2. The State Highway Administration (SHA) District 5 operations facility on Defense Highway: At the time, SHA was considering relocating to a new facility, but the SHA subsequently decided not to relocate. 3. The former Capital-Gazette facility on Capital Drive off Gibraltar Avenue: This facility would have allowed the City to relocate its downtown office facilities in addition to Public Works. The positives of the site were that it is adjacent to other similar uses (no residential); no new construction would be required, only remodeling of the existing building; convenient location adjacent to West Street; minimal traffic impacts; and adequate space and parking for all of the City’s needs. The detriments of the site were that it wasn’t centrally located in the city and the fueling station previously serving the site had been removed. The location was ultimately rejected due to opposition to moving City offices out of the downtown area.

3. Where will the Forest Drive pedestrian bridge be located? We understand one side will be on the parcel of land to be purchased by the City along Newtown Road – where will the other side be located? Please forward a tax parcel number and name of owner.

The City has not started detailed design for the proposed Forest Drive pedestrian bridge. Coordination with Anne Arundel County, which owns and controls Forest Drive, will be required. The concept for the bridge is that the landing on the northeast side of Forest Drive will be on the large, undeveloped Heritage Baptist Church parcel at the corner of Forest Drive and Hilltop Lane. (This 9.84 acre site parcel is owned by CH-College Ave Baptist Church, tax account 06-000-01396030, Map 51E, Grid 0017, Parcel 1780, located at 1740 Forest Drive.) The bridge would connect to a bike path on the north side of Hilltop Lane. The landing on the southwest side will be located on the parcels subject to the land swap and will connect to a bike lane on Newtowne Drive. See the aerial photo below.



Please clarify the number of commercial vehicles that will based on the site and the approximate number of trips (in and out of the site) each vehicle will make per day.

There will be 105 Public Works vehicles and equipment assigned to the site. The list of vehicles and equipment is posted on the Task Force website. Additionally, other City vehicles, including police cars, fire apparatus, and vehicles assigned to the other departments, will be serviced at the new facility.

On an average day 30-40 vehicles (large trucks and small pickups) would leave in the morning and return in the afternoon. Additionally, approximately 85 vehicles (40 large trucks and 45 smaller vehicles) are serviced at fleet maintenance as needed.

<p>What time of day will the trucks leave and return to the site?</p>	<p>The normal hours of operations for the facility will be 6:00 a.m. to 4:30 p.m. The employees assigned to Public Works Services Division work from 6:00 a.m. to 1:00 p.m.. They generally leave the site between 6:00 a.m. and 6:30 a.m. and return between 12:30 p.m. and 1:00 p.m. They arrive to the site in their personal vehicles before 6:00 a.m. and leave after 1:00 p.m.</p> <p>The employees assigned to Public Works Utilities Division work from 7:00 a.m. to 3:30 p.m., They generally leave their work site between 7:00 a.m. and 7:30 a.m. and return between 3:00 p.m. and 3:30 p.m. They arrive in their personal vehicles between 6:30 a.m. and 7:00 a.m. and depart between 3:30 p.m. and 4:00 p.m.</p> <p>A limited number of vehicles, including supervisors, return to and leave the facility throughout the work day. The fleet maintenance garage has assigned personnel from 6:00 a.m. to 4:30 p.m. to provide adequate coverage for all City vehicles requiring service.</p>
<p>Please clarify the number of employees based at the site.</p>	<p>There will be 76 Public Works employees based at whichever site is selected.</p>
<p>Please confirm there will be no fueling stations at the Forest Drive site.</p>	<p>Confirmed. The Forest Drive plan does not include a fueling station.</p>

Finance Subcommittee	
Questions	Responses
What was the existing Guaranteed Maximum Price Bid for the Spa Road project?	The Guaranteed Maximum Price (GMP) was anticipated to be \$4,347,326 in our agreement dated March 17, 2016. This did not include the rear portion of the Spa Road site, a new salt barn, or replacement or removal of the fuel tanks. It was also based on 50% stormwater management treatment. A final GMP will need to be established if and when the project is approved to move forward at either site.
On what date was that bid submitted and when did it expire?	The bid was submitted on April 22, 2014, and it does not expire. The agreement to negotiate a GMP remains in place.
There are several indices available to allow us to adjust construction costs for inflation. Does the City have a preferred index for adjusting non-residential construction costs for inflation? Unless advised otherwise, we will use 5.1% per year (https://edzarenski.com/2016/09/12/construction-cost-inflation-commentary/).	We concur with use of 5.1% per year.
Slide 10 of the handout provided at the Task Force's July 23 meeting suggests that there has been at least some initial thought given to a building plan on Forest Drive. A copy of any documents shedding light on the scope of the project, building specifications or preliminary estimates is requested. In particular, please identify material differences between the site preparation and site development needs for the Forest Drive site as differing from those at Spa Road, and how were these costs estimated.	<p>The building plan on Forest Drive was prepared by an architect hired by the potential developer, Tom Baum. Public Works had limited input on conceptual design. Mr. Baum's plan was prepared to determine whether the program elements of the Spa Road design could fit on the Forest Drive site. The concept plan is based on placing the building designed for the Spa Road site on the Forest Drive site as is and placing the vehicle and material storage buildings and salt barn on the site as they will best fit. The City has not performed a detailed analysis of the operational issues associated with the concept design provided by Mr. Baum, including entry into the maintenance bays in the main building and loading and unloading operations in the yard.</p> <p>The salt barn at Spa Road is beyond its useful life. Therefore, a new salt barn would be required at either location. Likewise, the fuel tanks and pumps on Spa Road are beyond their service lives, but still in working condition. If the facility is built on Spa Road, the City will have to remove the fuel station and purchase fuel elsewhere or replace it. If the facility is built on Forest Drive, the City will have to purchase fuel elsewhere.</p>

	<p>Since the Spa Road project was designed, the City has increased its stormwater mitigation requirements. The Spa Road site was designed with 50% stormwater treatment, but the current requirement is 75% or the maximum extent practicable with a goal of 100%. At Spa Road, 100% likely cannot be achieved without affecting Weems Whelan field. Forest Drive is considered new development, so the current requirement is 125% or the maximum extent practicable. It will be difficult to mitigate 125% on-site at Forest Drive because of site constraints. DPW is compiling the estimated costs for stormwater treatment at both sites.</p>
<p>What would be the additional design and permitting costs for the Forest Drive site, and how costs were estimated?</p>	<p>The City doesn't charge permit fees for its projects. The City hasn't prepared a detailed estimate of the additional design costs for Forest Drive, but the DPW estimates the costs will be \$250,000-\$300,000.</p>
<p>What would be the initial and annual costs to the City of securing necessary easements for use</p>	<p>The only easement required at the Forest Drive site is over a portion of the American Legion property. The City has not entered into negotiations with the American Legion as to what compensation they might want. Therefore, we cannot estimate the initial or annual costs at this time. The Commandant has indicated that they are interested in improvements to their parking lot, re-roofing their building, and construction of a memorial garden. Any agreement would have to be approved by the American Legion's membership.</p>
<p>If the DPW facility were to relocate from Spa Road to Forest Drive, our assumption is that all functions that were located at Spa Road will move to Forest Drive with the exclusive exception of the fueling operations. If correct, this means that all other of the operating cost of the DPW facilities will be common to both solutions (e.g. the same regardless of site) and therefore not distinguishing costs. If this assumption is not correct, then please clarify.</p>	<p>Correct.</p>
<p>Whether there are material differences in cost between maintaining fuel tanks and dispensers on site (Spa Road option), versus purchasing fuel from a third-party (Forest Drive option)</p>	<p>The fuel tanks and dispensers on Spa Road are at the end of their service lives, and replacement would cost \$200,000-\$250,000. Annual maintenance and insurance costs are less than \$10,000/year. If the facility were build on Spa Road, the City would have to decide whether to replace the fuel station or remove it and buy fuel elsewhere, as we would do on Forest Drive. We cannot project what the cost of purchasing fuel from a third-party would be. The County and presumably the State of Maryland purchase fuel at favorable prices per a competitive contract, as does the City. However, we don't know what compensation either might want from the City to allow the City to use their pumps. The County has indicated they are willing to consider such a</p>

<p>Whether there are material differences in efficiency based on the location of the DPW Maintenance Facility.</p>	<p>The City staff does not anticipate any material differences in efficiency between the two sites if the City removes the fuel pumps on Spa Road and purchases its fuel from a third party, regardless of the location of the maintenance facility.</p>
<p>The age and expected useful life of the fuel tanks and dispensers located at Spa Road</p>	<p>The underground fuel tanks and pumps are at the end of their service lives. They were installed in 1987-1988 and have a 30-year life expectancy. The tanks are epoxy-coated, double-wall steel tanks. The piping was replaced in the late 1990's-early 2000's. Our insurance options have become more limited over the past five years as only 1-2 carriers are willing to insure tanks that are 30 years old.</p>
<p>Any and all costs associated with maintaining the Spa Road fuel tanks and dispensers (exclusive of the cost of fuel) over the past 5 fiscal years</p>	<p>See Appendix B for the FY2015 - FY2019 Fuel Maintenance Costs. IN addition to the costs shown in the spreadsheet, DPW staff regularly monitors the fuel tanks for leaks at a cost of approximatley \$3,600 annually.</p>
<p>Environmental compliance costs (e.g. LUST, NPDES<, etc.) that are eliminated by abandoning Spa Road fueling facilities and Spa Road fueling operations.</p>	<p>Public Works staff performs the weekly environmental testing of the fueling facilities as part of normal job duties; therefore, City staff does not expect any savings if this testing is no longer required. City staff time to monitor the tanks for leaks is approximately \$3,600 annually.</p>
<p>The City's \$/gallon cost for fuel and cost for using alternate sites contemplated if the DPW moves to Forest Drive?</p>	<p>City staff does not yet know whether the County or State are willing to partner with the City to allow us to use their nearby fuel pumps or what the costs would be. Likewise, we cannot project future fuel prices. However, unless the facility stays on Spa Road and the City decides to replace the existing fuel tanks, the City will be purchasing its fuel from a third party regardless of whether the facility is located on Spa Road or Forest Drive.</p>
<p>The methods used by the City to purchase fuel and the average cost of fuel per gallon per year for the last 5 fiscal years?</p>	<p>See Appendix C for the average cost of fuel/gallon over the last five years. The City purchases fuel via a competitive bid that adds a factor to the current Oil Pricing Information Service price.</p>

<p>Whether the City has performed a centroid analysis to determine the most efficient placement of the DPW site based on the typical daily travel of employees, and how the proposed locations compare. If an analysis was performed, a copy is requested.</p>	<p>A centroid analysis has not been performed because City staff does not believe it appropriately assesses the City's operations. A centroid analysis would apply if the City's operations were a "hub and spoke" system where crews were dispatched from the operations yard to a job site, and then they returned to the operations yard after completing each job or task. In the City's operations, DPW crews dispatch from their assigned location at the beginning of each work day and generally don't return until their lunch break or at the end of the work day. Police vehicles leave the police station and travel all over the city for their entire shifts. Fire vehicles are dispatched throughout the city and routinely into the county, including to the Anne Arundel Medical Center and Baltimore Washington Medical Center. These operational travel patterns do not lend themselves to a centroid analysis.</p> <p>City staff did review the distance from the Spa Road and Forest Drive sites to the county fuel pumps on Jennifer Road and the State fuel pumps on Taylor Avenue. From the Forest Drive location to County's Jennifer Road pumps is approximately 3 miles, while the distance from the Spa Road location to the Jennifer Road pumps is approximately 2.4 miles. From the Forest Drive location to the State's Taylor Avenue pumps is approximately 2.3 miles, while the distance from the Spa Road location to the Taylor Avenue pumps is approximately 1.3 miles. We do not believe there will be a significant difference in fuel costs or staff time as the vehicle operators will get fuel when they are on the road. Employees won't leave the DPW site or police station to get fuel, come back to their starting locations, then leave again to travel to their work assignments. They will simply get fuel when they are closest to the fuel pumps in their daily travel. In a city of only 7 square miles, we believe there will be no significant differences in travel times, fuel consumption, or</p>
<p>The maintenance and upkeep costs of Weems-Whelan Field over the last 5 fiscal years</p>	<p>The City does not maintain records of maintenance costs by field. Currently the only maintenance performed by Recreation and Parks crews is to cut the grass during the summer season.</p>
<p>If DPW stays at Spa Road, whether the City would still relocate the Weems-Whelan Field to an AACPS site.</p>	<p>If the City built the maintenance facility on Spa Road, Weems-Whelan Field would remain in use as an athletic field owned and maintained by the City.</p>

<p>Which types of tax revenue-generating residential dwelling units are expected to be developed on the Spa Road properties, and for each type:</p> <p>a. How many?</p> <p>b. What mean square foot of living space?</p> <p>c. What would be the mean Real Estate Property Tax Assessment Value anticipated?</p>	<p>The highest and best use of both the Spa Road and Forest Drive sites is residential development. The tax revenue that would be generated from the residential development of either site would depend on the number and mix of units as well as the market for the units. At each location, at least 15% of the units would have to be moderately priced dwelling units, and the City no longer allows developers to pay a fee in lieu of providing MPDUs. The developer estimates approximately \$350,000 of tax revenue annually from residential development on the Spa Road site. He estimates another \$150,000 for artist loft housing on the west side of Spa Road, which is not part of the land swap.</p>
<p>a. What is the current maximum potential zoning-allowable numbers and types of property tax-generating units that could be developed there, and same questions as above for that area.</p>	<p>The parcel on the east side of Spa Road is split zoned between R2 and R3. These zoning districts allow residential use as well as a few other uses such as museums, government uses (with a special exception), churches, and daycares, but no retail or office use. Approximately 23 units could be build on the R3 portion, and 35 units could be built on the R2 portion. However, on the R2 portion, only 30% of the units could be townhomes. The rest of the units would need to be single-family detached (assuming the project comes in as a planned development).</p>
<p>How long after SWAP closes, would the City expect to see the property occupied, and thus generating tax revenues?</p>	<p>Spa Road could take 24-36 months to close and start construction. The land would go on the tax rolls at the time of closing. The housing would come onto the tax rolls over an 18 month period as each was completed, starting 12 months after closing on the land.</p>
<p>Does the City have modeling software (e.g.,Implan) to determine the imputed personal income tax of new development?</p>	<p>The City does not have modeling software.</p>
<p>Does the City have a preferred method for determining cost to the City of providing community services [i.e., the incremental cost to the City of servicing additional resident ail units and/or square footage ("SF") of commercial space]? If so, what is it?</p>	<p>While the City has no method or model of determining the incremental cost of servicing additional residential units, the City does not anticipate any material differences in the cost of community services between the two sites. The highest and best use of both sites is residential development, and residential development is subject to the City's Adequacy of Public Facilities (APF) requirements to ensure the roads, schools, recreational space, fire suppression, and police staffing are adequate to accommodate the development.</p>

<p>All plots have been identified as zoned residential. Confirm the exact zoning and permitted uses of each plot associated with the land swap.</p>	<p>Both the east side of Spa Road and the Forest Drive site are split zoned between R2 and R3. These zoning districts allow residential use, as well as a few other uses like museums, government uses (with a special exception), churches, and daycares, but no retail or office use. Commercial uses could be allowed through a type of planned development called a "special mixed." However, commercial would be limited to 30% of the land area.</p> <p>The west side of Spa Road is not part of the land swap. However, for information purposes, it is zoned R2 and has the critical area designation of IDA, which would allow slightly more impervious surface coverage. The same planned unit development requirements would apply. Because it is in the 100-foot buffer and has steep slopes that would restrict development, we estimate approximately 12 units could go on this site.</p>
<p>For the property on the west side of Spa Road, we understand that the City envisions forgoing revenue-generating residential properties on that side, in favor of some lesser value uses in line with public and/or arts purposes. However, for fiscal evaluation purposes, we would like to evaluate the "highest and best" potential use for that land:</p> <p>Any plans, preliminary plans, or renderings submitted by the developer that suggest intended use and density for each lot in question.</p>	<p>The appraisals obtained by the City appraised the east and west sides of Spa Road together, and both appraisals assert the highest and best use is residential development. However, the Mayor would like to explore other possible uses of the west side of Spa Road, including using the site for artists or art spaces, for environmental nonprofits, or for tech uses. Again, the west side of Spa Road is not part of the proposed land swap, and its ultimate disposition or use by the City is independent of whether the public works facility is built on the east side of Spa Road or on Forest Drive.</p>
<p>Please provide guidance for how you would estimate the salvage value of land and improvements at end of time horizon.</p>	<p>We have not estimated the salvage value of the land and improvements at the end of a time horizon as we expect the facility to be in operation for many decades. If we did dispose of the property in the future, we would obtain an appraisal to determine its value.</p>
<p>Please tell us the City's projected Pooled Investment Earnings rates for upcoming fiscal years for which your budget office projects earnings (e.g. the next 6 years), and, unless advised otherwise, we will use the last in that string for then-following years through the time horizon.</p>	<p>2%</p>

Traffic Subcommittee	
Questions	Responses
Is the pedestrian bridge over Forest Drive essential to the relocation of DPW to Forest Drive lot? Alternatively, is the feasibility of the bridge has been or will be evaluated separately?	The pedestrian bridge over Forest Drive is not essential to the Public Works operations from the Forest Drive site. Rather, it is an amenity that may be possible with the land swap.
Has the City's DPW performed research showing the benefit and impacts of constructing the bridge?	DPW has not specifically researched or studied the benefits and impacts of the pedestrian bridge. A pedestrian bridge would improve safety, mobility, accessibility, and connectivity along the Forest Drive corridor by providing an opportunity for alternative modes of transportation, including biking and walking, both of which have health benefits for individuals.
Has the City initiated or completed Traffic Impact Study for the relocation to Forest Drive?	The City has not initiated or completed a Traffic Impact Study for the relocation of the PW facility to Forest Drive.
What engagement has the City done with Anne Arundel County and SHA. Maryland SHA controls Spa Road. I'm sure they will request a feasibility study for the bridge over Spa Road. I had one meeting with the City's Director of Public Works.	The City has engaged with the County to discuss the pedestrian bridge over Forest Drive. The County is providing a letter regarding their willingness to consider this proposed amenity that we will provide to the task force as soon as we receive it. Spa Road from West Street to Forest Drive is owned by the City, so although the State would be notified of plans to build a pedestrian bridge over Spa Road, SHA approval would not be required.
What other development projects along the Forest Drive corridor have been approved and are there any traffic studies that support their approval?	See Appendix D for development projects that are under review or construction. Traffic studies were submitted for 979 Bay Village Drive (2016), Chesapeake Grove off of Bembe Beach Road (2015), the Kiddie Academy at Forest Drive and Thom Drive (2018), and the Villages at Providence Point (2018). We will provide copies to the task force.
What is the long term strategic traffic plan for the corridor?	There have been numerous traffic studies of this corridor, most recently in the Forest Drive/Eastport Sector Study: https://www.annapolis.gov/1240/Forest-Drive-Eastport-Sector-Study
If the Skipper Lane extension has been previously planned what are the plans that were approved and what if any steps have been taken to validate the plan from a land, traffic impact and financial perspective?	The Planning and Zoning Department is requiring the neighboring property, the Villages at Providence Point, to design a road that would go from Gemini Drive to Newtowne Drive. The Providence Point developer would be responsible for construction the portion of the road on their property.
Is there a transit plan for the corridor that should be reviewed as part of this effort. i.e. are there new bus routes or schedules that would support the proposed move?	See Appendix E for the two bus routes the bus routes on Forest Drive and Spa Road. Currently the City has no plans to add more routes.

<p>Was there any traffic impact analysis or assumptions with the redevelopment of 1750 Forest Drive that can be shared?</p>	<p>This redevelopment (the former MAIF building) was not required to submit a traffic impact analysis under the provisions of the City Code, so none was submitted. They did a limited study on the South Cherry Grove intersection that we will provide.</p>
<p>Is there a detailed budget / project plan / priority list for excess funds created through the land swap?</p>	<p>Priorities for the use of any proceeds from the land swap will be decided once the available funds are known. The Mayor proposes to use the excess funds to leverage grants for the proposed amenities (pedestrian bridges, bike paths, ball fields, etc.) The Mayor's goal is greater connectivity of city neighborhoods and pathways that allow children, families, and residents of all ages to safely travel to the Truxtun pool, the Pip Moyer Recreation Center, the Boys and Girls Club, the library, Maryland Hall and the Bates fields, etc. by bike or on foot without having to cross Forest Drive.</p>
<p>Can artificial Turf fields be constructed within Critical Areas?</p>	<p>Yes, but they are considered to be impervious surface.</p>
<p>Is there sufficient parking to handle the increased recreational fields or amenities? County RP assumes about 40+ spaces/field.</p>	<p>The Weems-Whalen field has about 20 parking spaces. We anticipate users of the Maryland Hall/Bates fields will continue to use parking at Maryland Hall/Bates as they currently do. Accessibility by foot and bike may also reduce the need for automobile parking.</p>
<p>Are there concerns with landfill contaminants under fields or subsurface drainage areas?</p>	<p>Recent testing of the soils at Weems Whelan field found contaminants. See Appendix F for the results of that testing.</p>
<p>Can the City maintain the turf fields on BOE property?</p>	<p>The City and Anne Arundel County Public Schools could enter into a Memorandum of Understanding allowing the City to maintain the fields.</p>
<p>Who would control the schedule use of the fields?</p>	<p>The City and Anne Arundel County Public Schools could enter into a Memorandum of Understanding to allow the City to control the scheduling of the fields. While the fields are on school property, they are not used by the middle school because county middle schools do not have sports programs.</p>
<p>Will lights be added to extend use of fields, since they are not available during the school day to the public?</p>	<p>Lights are not currently planned for the fields, but could be considered in the future.</p>

<p>What is the broader plan for a pedestrian/bicycle network and how do the bridges enable it?</p>	<p>The pedestrian bridges would allow people to safely travel around the city without having to cross Spa Road or seven lanes of Forest Drive. Please see the Master Bicycle Plan at www.annapolis.gov/DocumentCenter/View/1209/Annapolis-Bicycle-Master-Plan-PDF?bidId=</p>
<p>What are the key origins (residential) and destinations (schools, shopping, recreation, employment, etc.) that would benefit from the enhanced ped/bike network?</p>	<p>Key origins include Newtowne 20, Woodside Gardens, Homes on the Glen, Bywater, Greenbriar, Village Green, Kingsport, and other neighborhoods on the southwest side of Forest Drive, and Heritage, the Gentry, the Enclave, Westwinds, Admiral Farragut and others on the northeast side of Forest Drive. Major destinations include the Safeway shopping center, Bates and Annapolis middle schools, the West Street library and Germantown fields, Truxtun Park and the Pip Moyer Recreation Center, the Boys and Girls Club, Maryland Hall, the Annapolis Town Center, Annapolis Mall, Waterworks Park, Quiet Waters Park, and downtown Annapolis.</p>
<p>What are the potential funding sources, including grants, that can be used to support the bridges and network buildout?</p>	<p>See Appendix A for a listing of possible grant opportunities.</p>
<p>What are the expected benefits to traffic reduction, safety, environment, health, transportation equity, economic impact and property values from the enhanced ped/bike network?</p>	<p>The City wants to manage its traffic and transportation in new and strategic ways. This includes increasing options for modes of transportation other than automobiles, particularly bike and pedestrian option. Dedicated bike lanes are demonstrably safer than bikes on roads and encourage much more ridership. Also, there is a known correlation between bike and pedestrian facilities and enhanced property values. Both biking and walking are known to improve health outcomes and do not contribute to our carbon footprint.</p>
<p>What other actions are planned or should be taken by the City to assure the network is built out (e.g. in the Comprehensive Plan, legislation, budget, staffing, etc.)?</p>	<p>The City's Capital Improvement Program includes a Trail Connections project. FY2020 funds will be used to determine the needs and priorities for the trail system, including possible land acquisition and easement costs that are not currently included in the CIP. The City will seek future MODT grants in conjunction with the County to design and construct the trail system in FY2021-2022.</p>
<p>Are the county and SHA aligned with the ped/bike plan?</p>	<p>The City has not formally met with the County and SHA to get their support and alignment with the plans.</p>

Are there any traffic studies for Spa Road available from the past 5 years?	There are no traffic studies for Spa Road in the past five years.
Will the Forest Dr. site support the DPW long term (20-30 year) growth plan?	Since the City is essentially built out, we do not anticipate significant growth in DPW staffing, especially for the operations and maintenance crews. This would change only if the City annexed large areas in the County.
How much has been spent to date to redevelop the Spa Road site and on what?	The City has spent \$1.5 million to date on design, permitting, temporary trailers and storage yard, site demolition, minor grading, site stabilization, and maintenance of sediment and erosion control features.
Based on the previous efforts on Spa Rd can you provide cost estimates on the engineering and development needs for a move to Forest Dr.?	We are working on the response to this question.
Can you provide a distribution of DPW service locations for the past 6 months for traffic analysis?	DPW services include pothole repair, cutouts, street sweeping, sidewalk replacement, right-of-way maintenance and landscaping, utility maintenance and repair (water, sewer, and stormwater), and facilities maintenance and repair of City facilities. DPW has been dispatched to several thousand service locations in the past six months, all within the city's boundaries of only 7 square miles.
What is the anticipated timeline for completion of the new facility if approved?	The anticipated timeline to complete a facility on Forest Drive is 24-36 months. Design will take 6-8 months. A special exception permit is required, which could take several months to obtain, depending on appeals. Permitting would then take 4-6 months. During the permitting process, the design/builder would be obtaining pricing from subcontractors. After permitting and pricing were completed, the construction notice to proceed would be issued, and construction would take 12-14 months to complete.

<p>What is the anticipated timeline for completion of the project on Spa Rd if it stays there?</p>	<p>The anticipated timeline to complete a facility on Spa Road is 22-28 months. The current budget approved for the maintenance facility is no longer sufficient. The design for Phase I for the portion of the site closest to Spa Road is complete, the special exception and grading permits have been issued, and the demolition work was complete. However, the design included only 50% stormwater management, and the City now requires 75% stormwater management for redevelopment with a goal of 100%. (100% would be difficult to achieve without impacting Weems Whelan field.) Therefore, a significant redesign for stormwater management and a new grading permit would be required, which could take 4-6 months. The City would also have to seek additional funding from the City Council for the additional stormwater costs and anticipated cost increases attributable to inflation and tariffs on steel, for a new salt barn, for storage facilities, and possibly to replace the existing fuel tanks. Once the design was complete, the project builder would have to reprice the project and get quotes from subcontractors, which would take 4-6 months. After the construction notice-to-proceed was issued, construction would take 12-14 months to complete.</p>
<p>Can you provide accident data for the Hilltop Ln Forest Dr. intersection as well as the Cherry Grove Forest Dr. intersection Chinquapin Round and Forest Dr. and Bay Ridge Bv and Forest Dr?</p>	<p>The Annapolis Police Department is preparing a summary count of accidents at these intersections.</p>

OTHER QUESTIONS AND RESPONSES	
Questions	Responses
What are the estimated cost of the potential amenities, including two pedestrian bridges, enhancement to the American Legion facility, park along Spa Creek at the Spa road site, and athletic fields at Spa Road?	We cannot estimate the cost of the pedestrian bridges or a park on Spa Creek because neither have been designed yet. We have met with the Commandant of the American Legion and some board members, and they are open to the construction of the facility on Forest Drive. However, we have not yet negotiated what improvements or compensation they might want in exchange for the ability to construct a driveway and shared parking. Therefore, we cannot provide a cost estimate at this time. The cost of athletic fields varies depending on whether they are artificial turf (more expensive than grass fields to construct), have lighting (not planned at this time), etc. Again, we have not designed the fields, so we cannot yet provide a cost estimate. Anne Arundel County has budgeted \$6.3 million for 9 artificial turf fields. Some are new, additional fields, and some are replacement fields, but the average cost is
What is the designed height of the proposed PW facility?	35'3"
Verify 105 vehicles and pieces of equipment will be stationed at the new facility.	This is correct.
What are other parking options if the driveway becomes the Skippers Lane extension?	Additional parking will be required at either the American Legion or at the adjacent undeveloped site on the other side of the facility.
How many mature trees will be removed at the Forest Drive site?	A tree survey has not been initiated for the Forest Drive site. The survey would be required during the design and permitting phase of the project. The City's "no net loss" forest conservation laws would apply to this project.
Is 100% treatment of stormwater possible at the Spa Road site?	The City Council's new stormwater management policy is 75% for redevelopment projects. The City would likely be able to achieve the 75% treatment requirement, but we would have difficulty treating 100% without impacting the Weems Whalen field.
Can increased greenery be included in the Forest Drive plan?	The Forest Drive site will be extremely tight for all of the DPW operations. If greenery can be added to the landscaping or frontage design, it will be.