

# City Dock Advisory Committee Meeting



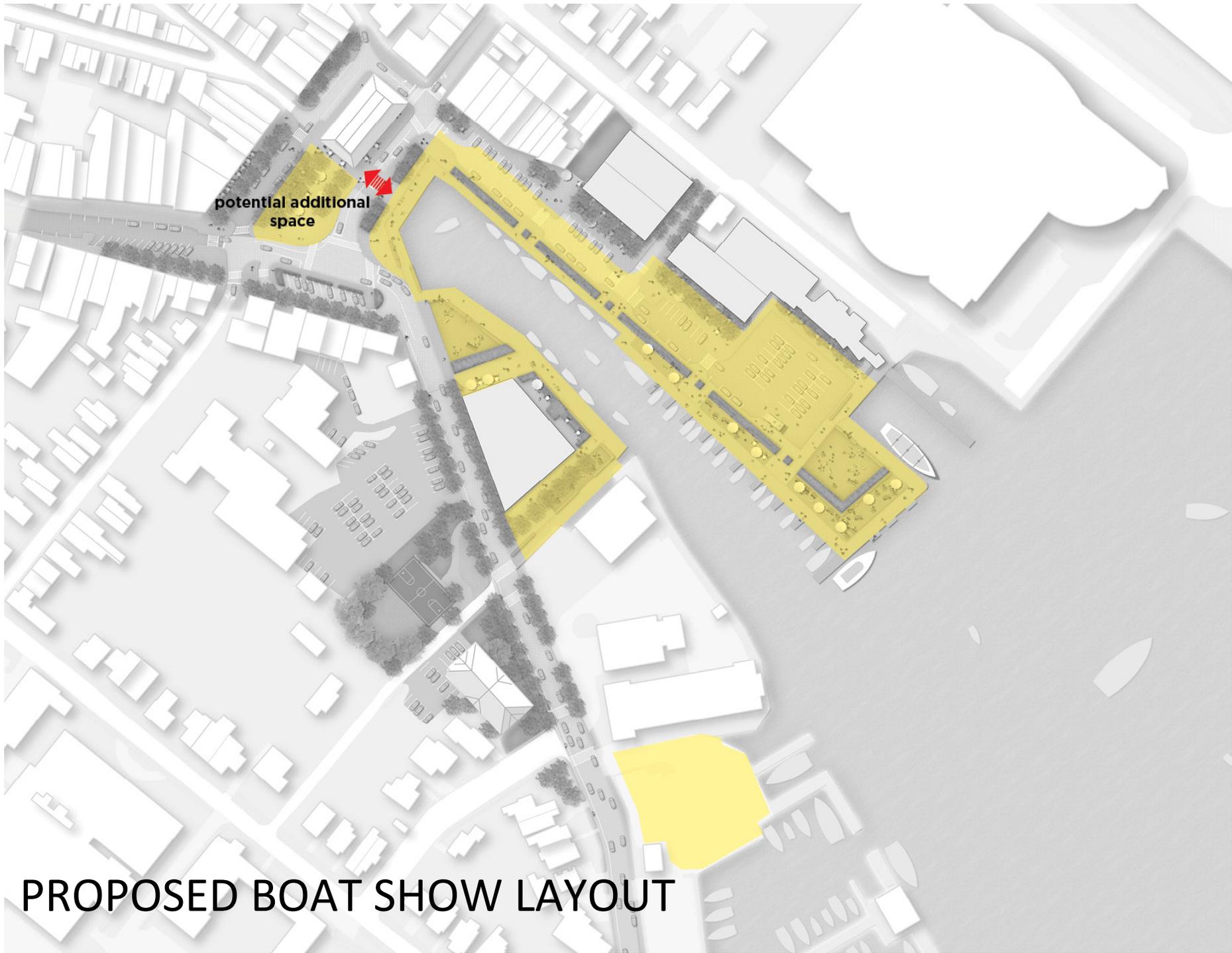
October 25<sup>th</sup>, 2012



SITE PLAN

# Current Boat Show Layout



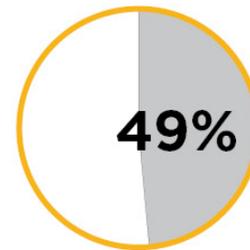


**potential additional  
space**

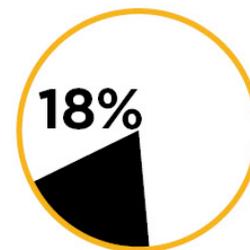
# PROPOSED BOAT SHOW LAYOUT



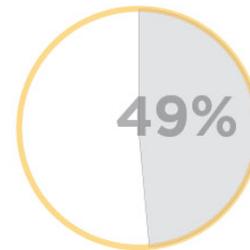
**16.8** acres of  
study areas



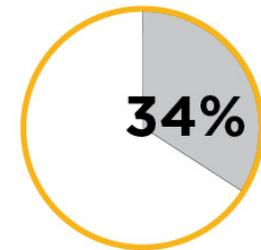
**8.3** acres of pavement



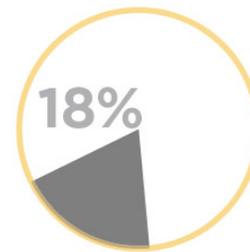
**3.0** acres of  
buildings



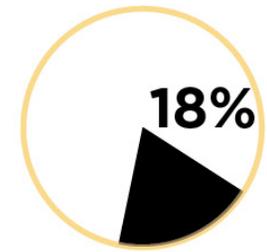
**8.3** acres of pavement



**5.7** acres of pavement



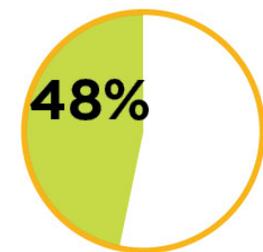
**3.0** acres of buildings



**3.1** acres of buildings



**5.5** acres of public realm



**8** acres of public realm

# Management Entity

## What you have said...

- Responsible for: “advocating for downtown and strengthening coalitions and partnerships”
- Duties: data collection for parking and marketing
- Implementing a parking program
- Retail recruitment and Marketing and PR (beautification)
- Public Space Programming
- Special Events Coordination

# Management Entity

## What you have said...

### About Structure...

- Maybe should be a BID? Maybe not?
- To be determined, but should be
  - Non-profit
  - Diverse governance
  - Diverse funding sources

# Questions

- Duplication of roles with existing groups – especially Main Streets Annapolis Partnerships?. EDC?
- Maintenance – Can City staff do it more cost effectively?
- Parking – Is it realistic that an entity can implement a parking program knowing now how complicated and comprehensive (city-wide) it has to be?

# Thoughts on Management Entity

- Must blend harbor management and public space issues with business improvement issues
- Must have real authority, backed up by City ordinance as needed
- Must be a decision making body backed up with executive director/staff
- Must have day-to-day independence from City
- Must be accountable to City – annual reporting, formal review by Council every few years, participation on Board of Governance

# Thoughts on Goals of the Entity

- Ensure that City Dock remains a world-class cruising and boating port
- Provide means for ensuring revenues generated on City Dock are re-invested on City Dock
- Ensure public spaces, promenades, and parking are managed, operated, maintained, and enhanced
- Ensure that the shared interests of area businesses are advanced
- Work to implement the City Dock Master Plan

# Thoughts on Responsibilities

- Manage supplemental upkeep
- Provide supplemental security of public spaces
- Manage and license events on City Dock
- Facilitate installation of art and arts programming
- Have a voice in parking management on city dock with Dept. of Transportation
- Advocate and Educate about Master Plan

# Possible Source of Funding

- City and County government general funds
- Sale and lease of City owned property
- Boat show license fees
- Mooring and docking fees
- License fees for events
- License fees for commercial use of public spaces
- Tax on property in the District
- Contributions, donations, grants
- Fund Raising -- Revenues from entity-sponsored events

# Recommendation

- By ordinance, the Mayor and City Council should create a City Dock management District and a management Authority.
- The Authority should be run as a public-private organization.
- The Authority should be authorized to raise and expend revenues within the District.
- A Board of governance should be established. Technical advisors in City government should be assigned.
- This does not supersede the Harbor Master operational authority.

# Phasing

# Phasing

- The Plan can be completed within 15-20 years if commitment is made and sustained.
- A Phasing Strategy is under preparation involving the City Department of Public Works and City's capital project coordinator
- Experiment and learn – e.g. how would the Boat Show work if it set up exhibit space at the site of the market square.
- Phasing is not linear. It is strategic. Depends on funding, responds to opportunities, issues, and concerns.

# Principles of Phasing for City Dock

- Prioritize Fixing the Flooding Problem (immediate)
- Leverage investments that have to be made anyway
- Make it Capital Project Driven
- Respond and Adjust to Redevelopment Opportunities
- Secure public benefits through redevelopment
- Convert parking spaces as parking strategies bear fruit (valet, performance pricing, employer parking)

# Practical Accomplishments

- Fix Flooding 1, Tidal: Back Flow Preventers
- Fix Flooding 2, System-wide: New Pump Station
  - Improve Donner Lot at same time
- Rehabilitate Bulkhead
  - Expand Promenade, Add sitting wall, Define edge of Dock Street at same time
  - Possible – underground remaining utilities at same time
- Remove Billboards in five to seven years

# Re-Development

Land Use and Zoning



PLAN





# Dock Street – 1



# Dock Street – 1

## Program

### Option 1

MF Residential: 48 units

Restaurant /Retail: 5,000 sf

### Option 2

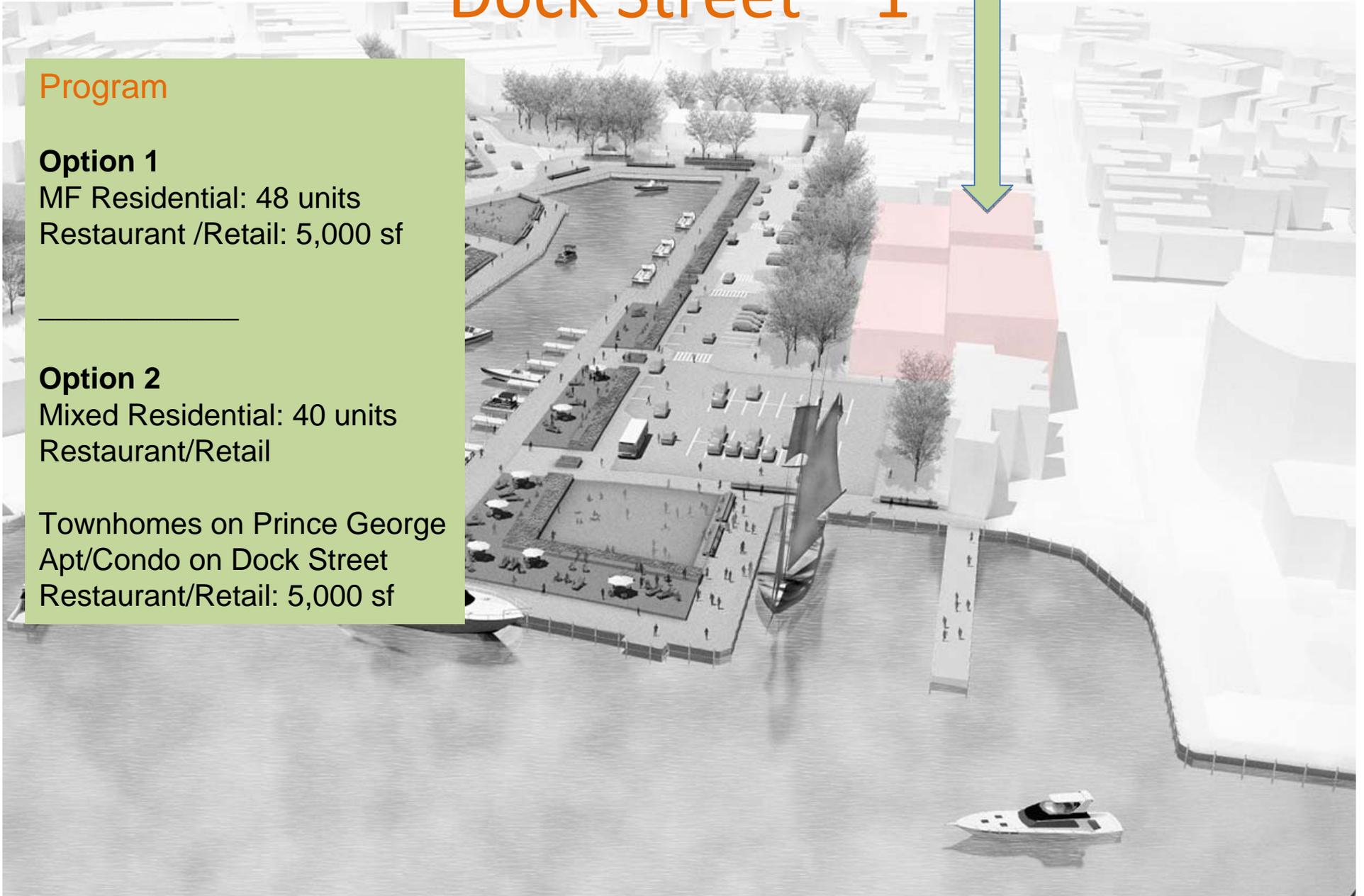
Mixed Residential: 40 units

Restaurant/Retail

Townhomes on Prince George

Apt/Condo on Dock Street

Restaurant/Retail: 5,000 sf



# Dock Street – 1

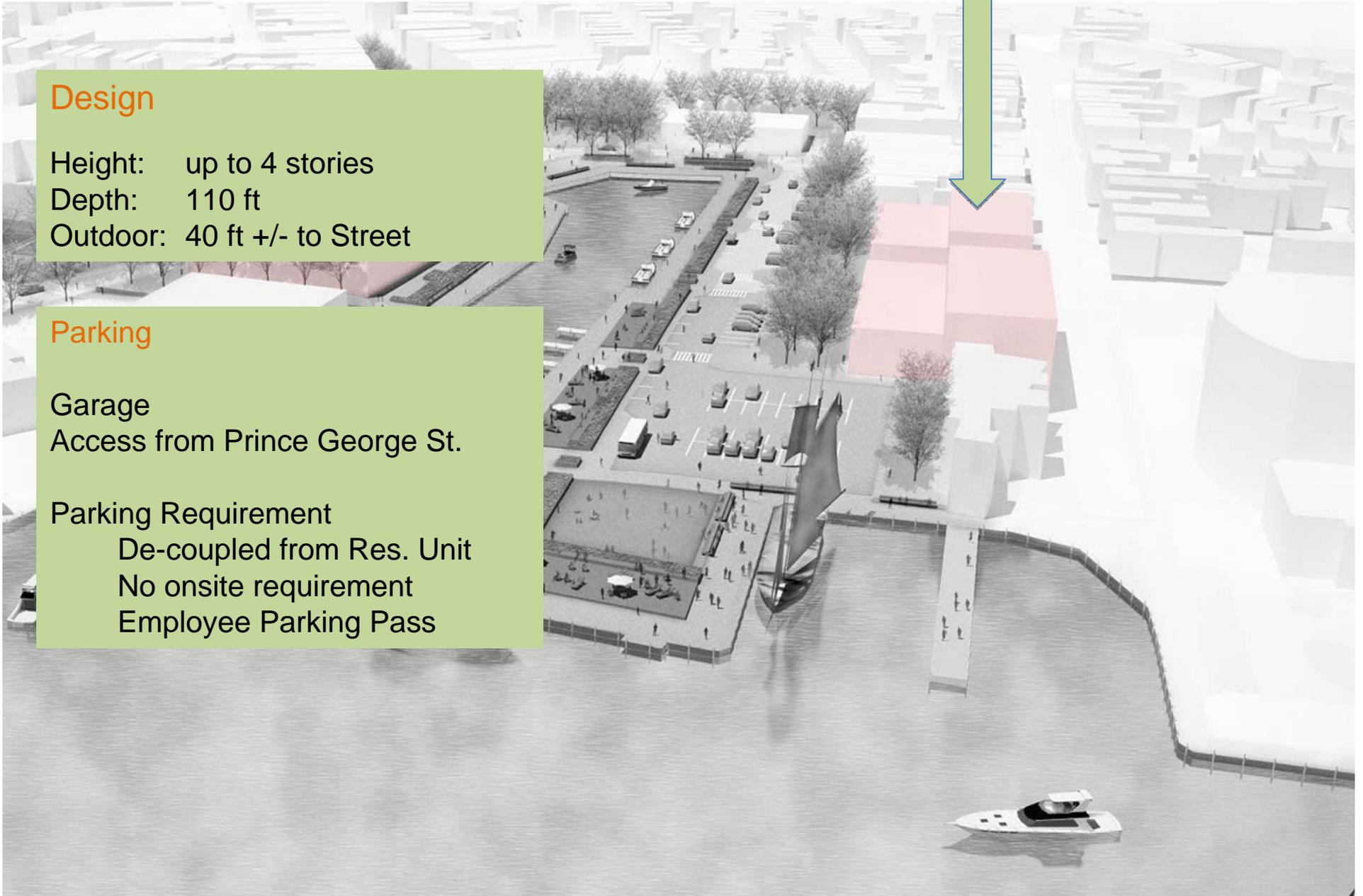
## Design

Height: up to 4 stories  
Depth: 110 ft  
Outdoor: 40 ft +/- to Street

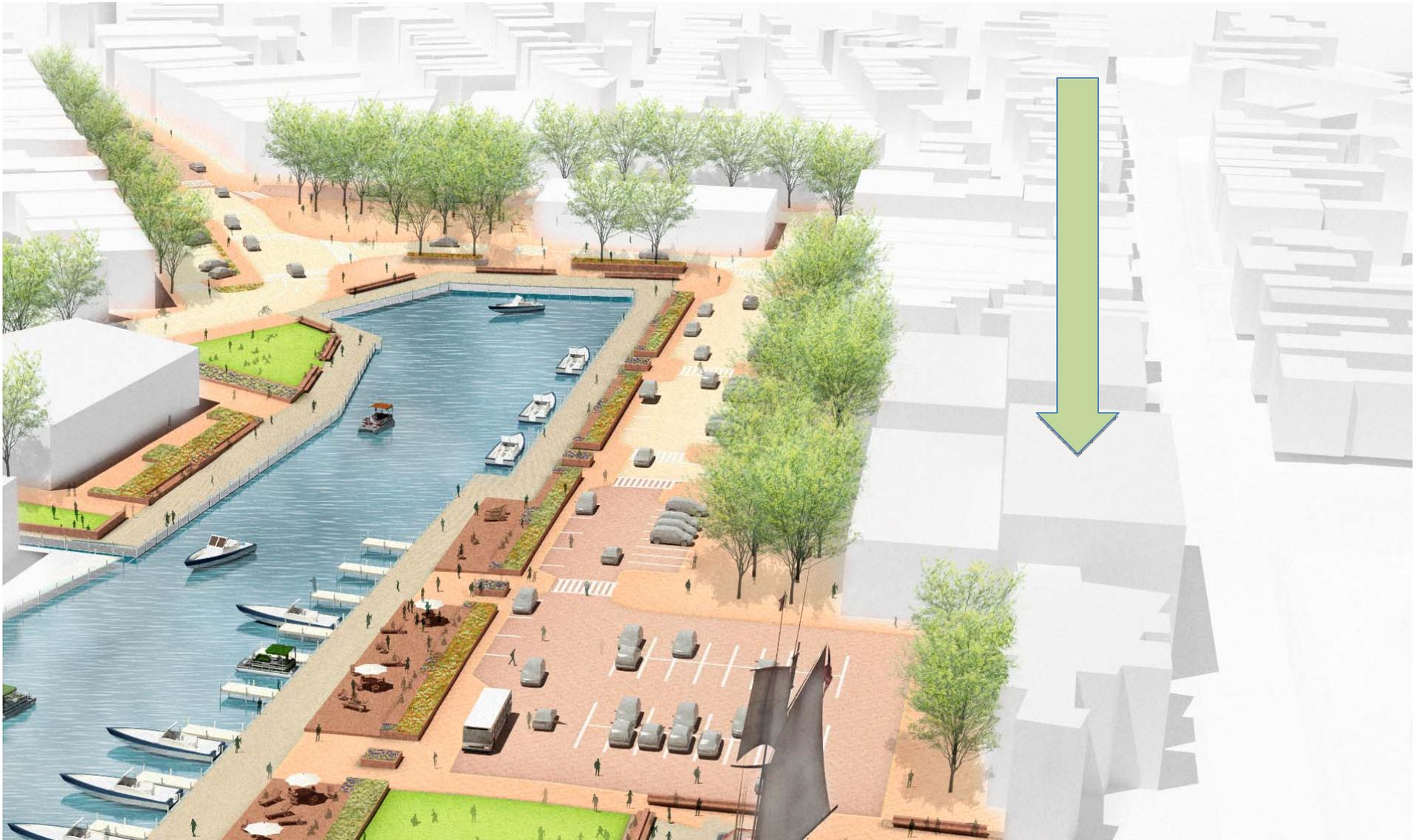
## Parking

Garage  
Access from Prince George St.

Parking Requirement  
De-coupled from Res. Unit  
No onsite requirement  
Employee Parking Pass



# Dock Street – 2



# Dock Street – 2

## Program

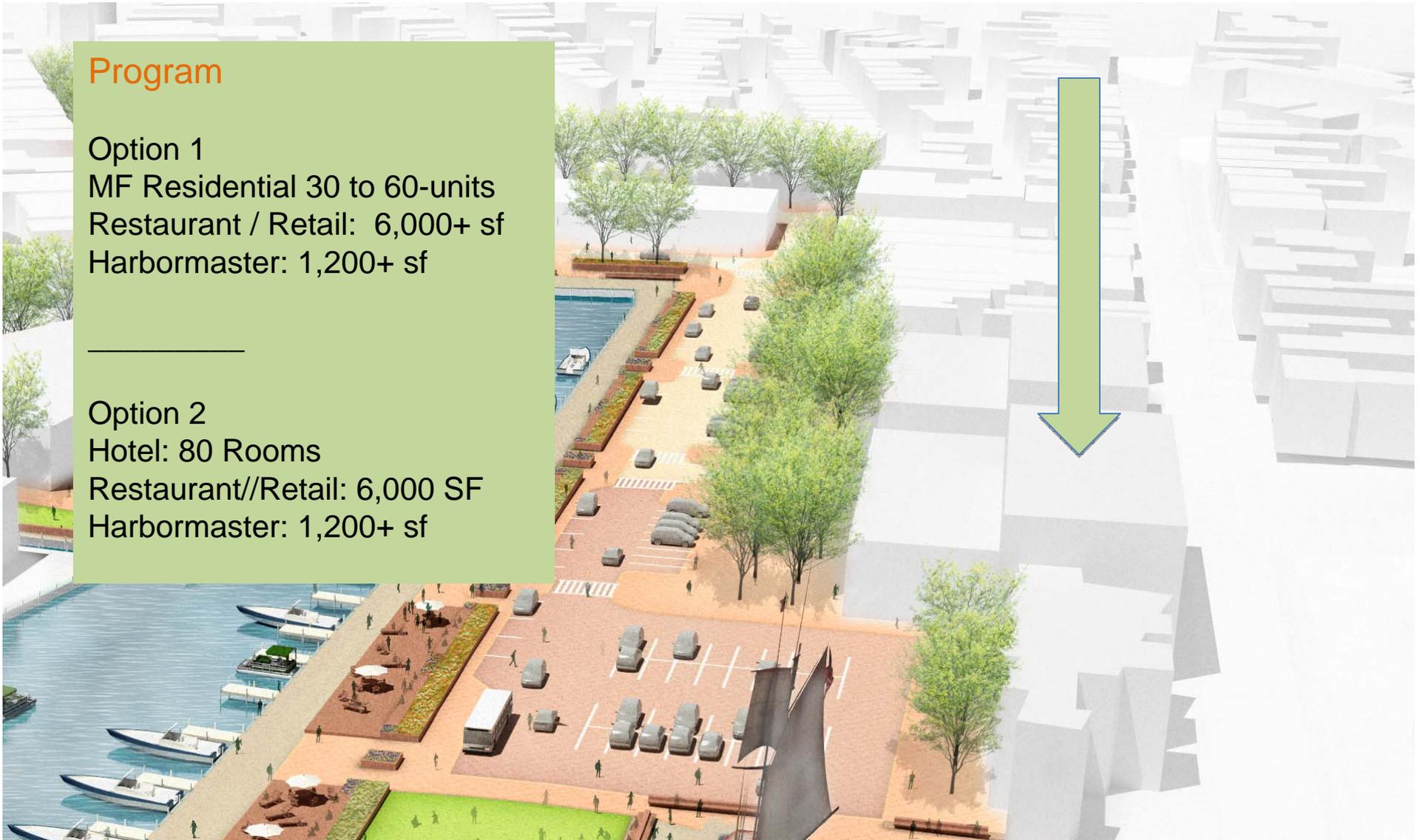
### Option 1

MF Residential 30 to 60-units  
Restaurant / Retail: 6,000+ sf  
Harbormaster: 1,200+ sf

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### Option 2

Hotel: 80 Rooms  
Restaurant//Retail: 6,000 SF  
Harbormaster: 1,200+ sf



# Dock Street – 2

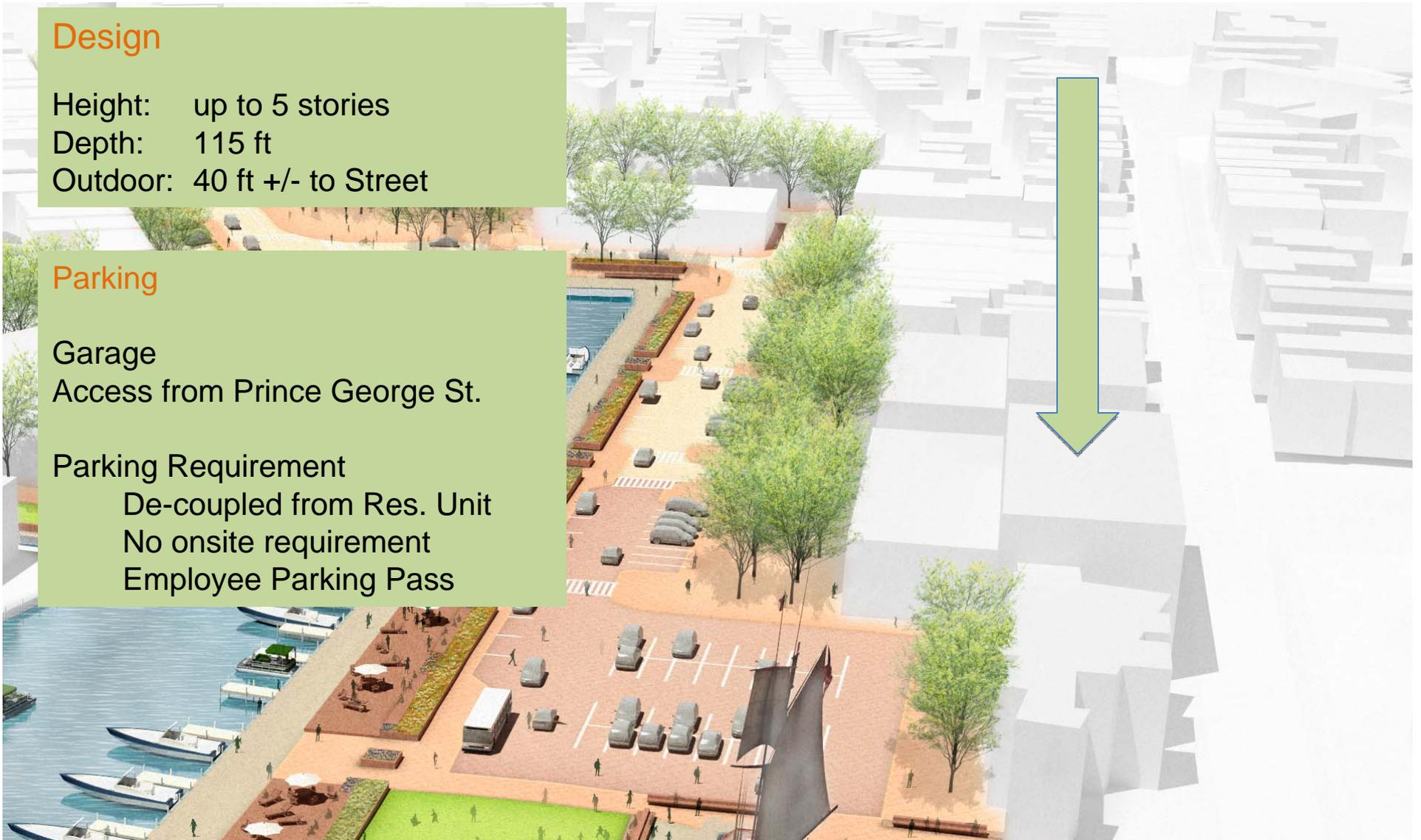
## Design

Height: up to 5 stories  
Depth: 115 ft  
Outdoor: 40 ft +/- to Street

## Parking

Garage  
Access from Prince George St.

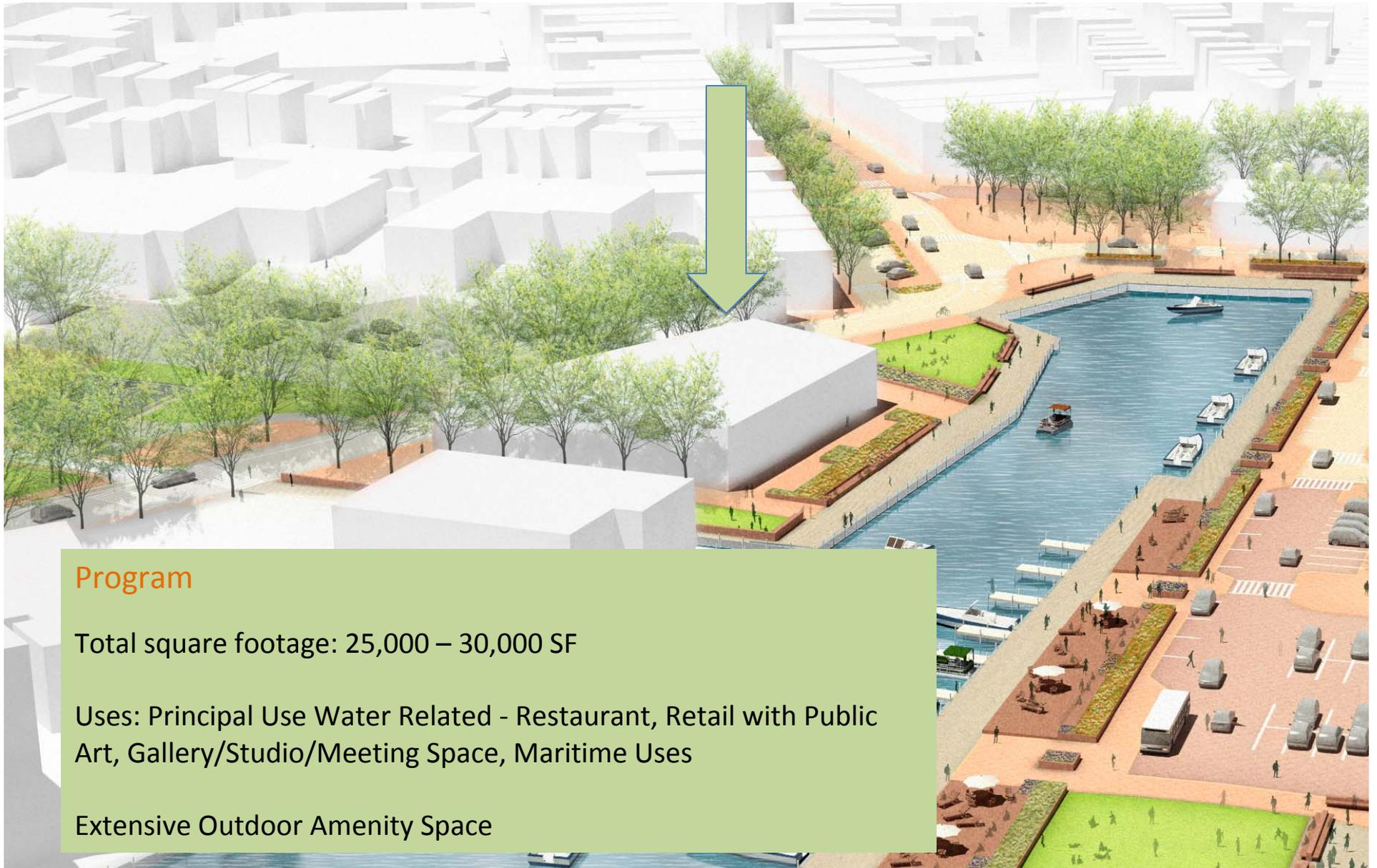
Parking Requirement  
De-coupled from Res. Unit  
No onsite requirement  
Employee Parking Pass



# Compromise Street



# Compromise Street



## Program

Total square footage: 25,000 – 30,000 SF

Uses: Principal Use Water Related - Restaurant, Retail with Public Art, Gallery/Studio/Meeting Space, Maritime Uses

Extensive Outdoor Amenity Space

# Compromise Street



## Design

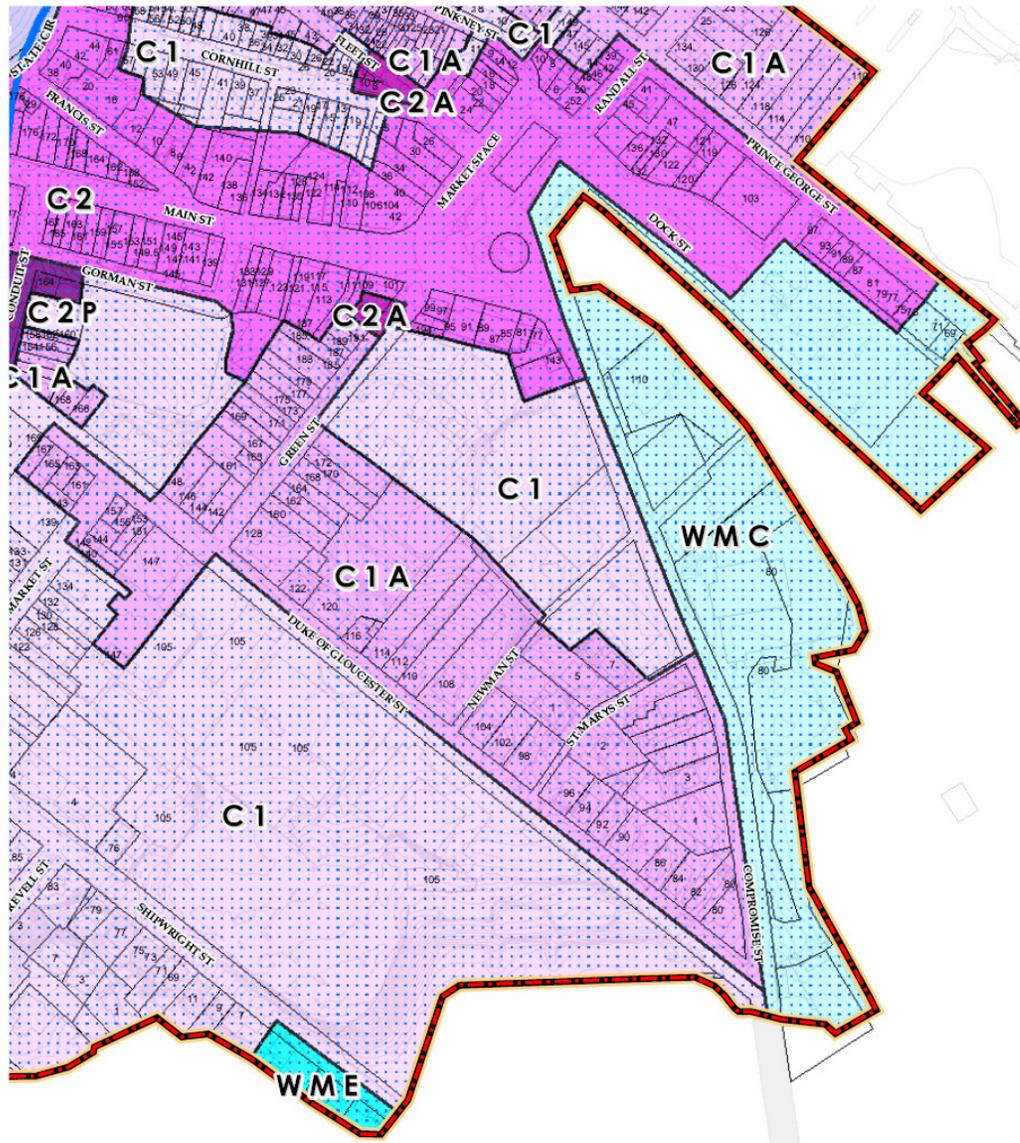
Height: 2.5 to 3 stories

Building Setbacks:

55 to 60 ft from Bulkhead

15-20 ft from Compromise St.

50 ft+/- from Newman St.



### COMPREHENSIVE ZONING LEGEND

City Boundary	PM2 PROFESSIONAL MIXED OFFICE PARK
Historic District	R1 SINGLE FAMILY RESIDENCE
Office and Commercial Design District	R1A SINGLE FAMILY RESIDENCE
CRITICAL AREA BOUNDARY	R1B SINGLE FAMILY RESIDENCE
B1 CONVENIENCE SHOPPING	R2 SINGLE FAMILY RESIDENCE
B2 COMMUNITY SHOPPING	R2-NC SINGLE FAMILY RESIDENCE - NEIGHBORHOOD CONSERVATION
B3 GENERAL COMMERCIAL	R3 GENERAL RESIDENCE
B3-CD GENERAL COMMERCIAL - CORRIDOR DESIGN	R3-NC GENERAL RESIDENCE - NEIGHBORHOOD CONSERVATION
BCE BUSINESS CORRIDOR ENHANCEMENT	R3-NC2 GENERAL RESIDENCE - NEIGHBORHOOD CONSERVATION 2
BR BUSINESS REVITALIZATION	R3-R GENERAL RESIDENCE - RESIDENTIAL REVITALIZATION
C1 CONSERVATION RESIDENCE	R4 GENERAL RESIDENCE
C1A SPECIAL CONSERVATION RESIDENCE	R4-R GENERAL RESIDENCE - RESIDENTIAL REVITALIZATION
C2 CONSERVATION BUSINESS	WMC WATERFRONT MARITIME CONSERVATION
C2A SPECIAL CONSERVATION BUSINESS	WME WATERFRONT MARITIME EASTPORT
C2P CONSERVATION PROFESSIONAL	WMI WATERFRONT MARITIME INDUSTRIAL
I1 LIGHT INDUSTRIAL	WMM WATERFRONT MIXED MARITIME
MX MIXED USE	
P PROFESSIONAL OFFICE	
PM PROFESSIONAL MIXED OFFICE	

# Generalized Zoning Districts



# City Dock Maritime Zoning Districts

