City Dock Advisory Committee: Visions and Guiding Principles

ANNAPOLIS

Phase One Report
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Acknowledgements

The City Dock Advisory Committee consists of twenty-five dedicated and hard working individuals. They are: Chairman Kurt Schmoke, Vice-Chairman Gene Godley, Adriana Apolito-Bevis, Karen Theimer Brown, Joe Budge, Anthony Clarke, Dick D'Amato, Cathy Durkan, Debbie Gosselin, Matt Grubbs, John Guild, Kitty Higgins, Catharine Incaprera, Ann Jensen, Gary Jobson, Rhonda Pindell-Charles, Orlando Ridout V, Joseph Rubino, Chris Schein, Gary Schwerzler, NT Sharps, Peggy Summers, Robert Waldman, Chance Walgran, and Carol Nethen West.

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Introduction

The City of Annapolis, the capital of Maryland, is located on the banks of the Severn River where it flows into the Chesapeake Bay. For over 300 years, the City has been a waterfront destination and its downtown district was named a National Historic Landmark in 1965. Governor Francis Nicholson's 1695 town plan for Annapolis introduced Baroque town planning to the American colonies and Annapolis's unique melding of 18th, 19th, and 20th century architecture is unique to the entire region.

The City Dock is an intrinsic part of the town. Up until the 1950's, this area was known as a working port and seafood marketplace that was integral to the economic well-being of the City. Oyster season was a busy time of year, and City Dock was known for its crowd of skipjacks and other working boats.

Today, Annapolis continues to enjoy a national reputation as a desirable place both to live and to visit, based on its history and access to the Chesapeake Bay. Downtown businesses cite these same factors as key advantages for competing on both a local and regional basis. Annapolis' unique history, with intact historical city plan and architecture, combined with its location on the Chesapeake Bay are powerful and desirable qualities. These qualities and the amenities that come along with them are enviable by any world-class city.

While many of these core character-defining features remain, there are several factors that compromise City Dock's waterfront character. Over time, a greater emphasis has been placed on vehicular circulation and asphalt parking lots. There is little public open space for outdoor recreational and cultural activities. The feeling of a historic seaport is marred by visual clutter. Viewsheds and key sight lines are compromised. Businesses struggle to compete with development outside the district, while vacant storefronts are a blight on the economic landscape that indicates a lack of vitality in the city center. The waterfront itself, the foremost attraction to downtown, has become a de facto parking lot, and the transition from water to land has been compromised.

The City of Annapolis adopted a Comprehensive Plan in 2009. One of this document's policies was to "enhance the public realm of City Dock and its environs." This policy called for a plan that would maximize public access to the waterfront, maximize pedestrian and bicycle friendly features; incorporate a variety of open spaces for people to congregate for various purposes; accommodate boats of all types; host public events that balance the needs and interests of residents, businesses, and the event itself; and to include measures that address transportation and parking, with a specific recommendation to clear proposed civic space of parking with an appropriate alternative.

In September 2010, Mayor Joshua Cohen formed a citizens committee to advise the City on rejuvenating City Dock. The City Dock Advisory Committee (CDAC) grew out of the comprehensive planning process, and was established to serve as the public piece of a year-long visioning and planning effort. The CDAC began to meet in November 2010, with past Baltimore Mayor Kurt Schmoke appointed as Chair. Over 100 members of the community expressed interest in serving on the committee. The 25 who were selected were chosen to represent a broad variety of stakeholder interests. Members include business owners, property owners, historians, artisans, and designers. A listing of the CDAC representatives and their qualifications can be found in Appendix A.

The CDAC was charged with three objectives: first, to establish guiding principles for the use and redevelopment of the City Dock area to ensure that the needs of the businesses and people—residents and visitors alike—are being met; second, to develop and define a design plan for City Dock based on those principles; and third, to encourage and coordinate public participation throughout the process. The goal of this diverse Committee is to develop a proposal to enliven and enhance this well-loved space on both the land and the water. The study area includes Compromise Street to the Eastport Bridge, Memorial Circle and Market Space, and Dock Street to Susan Campbell Park (see Study Area Map on page 5).

The Committee's work is divided into two phases. During the first phase, the Committee identified the vision and guiding principles for the purpose and function of the City Dock area after conducting extensive information gathering sessions, consulting interested parties, soliciting input from outside expertise, and reviewing previous studies of City Dock (a summary of which can be found in Appendix B). This vision and the guiding principles are documented in this report. These ideas will be further clarified and prioritized as the Committee moves into Phase 2. This does not yet represent a consensus report, but rather initial and evolving preferences.

The vision and guiding principles will become the basis for designs generated during Phase 2. In the second phase, the Committee will generate a Master Design Plan. The Design Plan will address the objectives from Phase 1 and will be produced by a design team or teams contracted by the City. CDAC will advise on the preferred method of utilizing a design team and will provide key feedback as designs are generated and refined. The CDAC will also recommend opportunities for public participation in the design planning.

The Vision

The Committee's work began with brainstorming the strengths and challenges that face the study area, and there was general consensus on these important observations. The Committee agreed that the recommendations for City Dock must do two things:

1. Identify, preserve and build upon the study area's strengths and assets
2. Mitigate and improve upon the perceived problems and challenges

The ideas and themes that emerged from the early brainstorming sessions can be found in Appendix C and D.

The City Dock is an area that grew naturally, mostly as dictated by the needs of Annapolis residents, who in the early days also represented most of the businesses. Much of the basic structure and authenticity of this area has survived. The area's assets include: sight lines to the harbor and Bay as well as the sight line from the water up Main Street to St. Anne's Church; public access to the waterfront; historic resources; numerous attractions and destinations; and boating, maritime, and water-oriented activity. There is much about City Dock that we enjoy and appreciate today. Its strengths (to preserve and build upon) include:

- City Dock is "a people place"
- It's lively and attracts a variety of people, activities and businesses
- Standing on the edge of City Dock we simultaneously feel part of the maritime world and within the historic city
- It has a small town feel
- Its human scale
- It's the heart of our "hometown" and the waterfront is our "gem"
- Our city's heritage is historic and maritime in nature
- Visitors come from all over the world to see Annapolis
- The City Dock is the gateway to the Chesapeake Bay, and conversely functions as a threshold into Annapolis for visitors arriving by boat
- The Baroque city plan is an historical urban design model
- Sailing and boating of all types are an important component of our identity

Some of the perceived problems and challenges (to mitigate and improve upon) include:

- Downtown businesses are struggling
- Something is missing in the atmosphere to encourage business downtown
- Not enough visitor attractions exist around the City Dock area
- There is a lack of vibrant public spaces in the City Dock study area
- The land immediately surrounding the waters' edge is underutilized
- The main use of the land immediately surrounding the water's edge is for parking cars in surface parking lots
- We need to promote and better utilize our existing parking garage facilities
- We need better wayfinding to direct motorists to the existing underutilized parking garages
- There is a need for dedicated daily merchant parking downtown
- The area is dominated by the automobile
- The public art element could be enhanced

Annapolis' waterfront is one of our greatest assets, and our City's downtown is a beautiful place to live and visit. The Committee came to realize that the City Dock study area represents an "interstitial zone" between the water's edge and the more intact areas of Annapolis' historic district such as Main Street, Church Circle, State Circle, and numerous other historic streets, buildings, and attractions. The City Dock study area, this "interstitial zone," has more than its share of historically "non-contributing" buildings (the Marriott hotel, the old Fawcett's building, the Fleet Reserve, to name three) and large surface parking lots that do not contribute positively to the historic character or aesthetic. This physical attribute combined with the general sense that local merchants are struggling to thrive are important challenges to address in the Committee's recommendations.

The Committee's vision for enhancement of the City Dock area focuses on several qualities:

- Comfortable and aesthetic—the City Dock area should be comfortable and attractive on a human scale as well as on the greater "civic" scale
- Engaging—the space should support and provide activities that captivate and engage
- Water-centric—features of the space should allow people to connect directly with water without barriers
- Accessible—the City Dock area should be easy to get to and through for humans, bikes, vehicles, and boats
- Flexible—the way City Dock is experienced changes daily, seasonally, and over the years

In formulating its vision, the Committee recognized an important constraint: both preservation of the viewshed down Main Street to the Bay and hosting major public events such as the Boat Shows preclude establishing large structures or vegetation on outer Dock Street or Susan Campbell Park. However, there are still many opportunities to operate within these constraints.

The vision for the City Dock area is to embrace and strengthen all that makes it unique and integral to Annapolis while bringing the focus of the area back to the waterfront. The core principle for guiding changes to City Dock should be to enhance its assets and the public's ability to experience the City and the water.

Annapolis City Dock

Study Area Map

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Guiding Principles

"Annapolis is already steeped in history, and possessed of an embarrassment of riches, both in terms of natural beauty and bona fide points of interest. We should be using those as the foundation, building on them through a process of place-making." (Durkan)

Throughout the discussion of these principles, the Committee hoped to emphasize the importance of flexible and experimental ideas that could be implemented incrementally over time.

Defining the principles and goals for City Dock came naturally to the Committee. The majority of the group agreed on these big picture objectives. Following the meetings based on the themes discussed above, the Committee was given the homework assignment: "What I would like to change about City Dock and why I would make this change." From these written comments, compiled in Appendix E, six general principles were developed. They are listed below, followed by quotes from the homework assignment. Throughout the discussion of these principles, the Committee hoped to emphasize the importance of flexible and experimental ideas that could be implemented incrementally over time. Any improvements to City Dock should be supported by the community and enhance the economic and cultural vitality of the area while improving access to the waterfront.

✳ **Number One:** Improvements should be made gradually and emphasize historic layout and scale, access to the waterfront, sight lines and views. A preservation ethic should be reflected in our treatment of City Dock—through interpretive opportunities, historic walks and markers, and the demarcation of the historic shoreline. Power lines should be buried underground to further enhance vistas. All improvements should reinforce the "Beautiful Historic Seaport" brand and maintain a strong, clear identity.

"As it stands now, the city dock viewsheds and vistas accentuate the relationship between the built environment and the natural setting. You stand on the edge of city dock and simultaneously feel that you are in the maritime world and in the historic city. The water's edge, natural topography, and the USNA's boundaries have helped contain sprawl and gives us a scale that is manageable. The area has an historic village-like setting due to its historic layout, height and zoning restrictions, and few traffic lights. All of these elements must be retained." (Theimer Brown)

✳ **Number Two:** The management of City Dock should be coordinated year-round. The purview of the management entity should include the programming of public space, ensuring trash pick-up and cleanliness, reducing clutter, monitoring the progress of implementing visions for City Dock, collecting data, incorporating feedback, coordinating marketing, and supervising Market House operations. This management should support local businesses as well and help them to thrive. Furthermore, the management should advocate for City Dock and protect the historic core.

"And there needs to be a public-private authority whose sole job is to manage all this public space and the Market House, to program the vendors and the entertainment and the farmers market, to interface with the business folks, to work with the police, and to get up in the morning and go to sleep at night thinking only of City Dock." (Waldman)

✳ **Number Three:** A central organizing feature of improvements should be high quality pedestrian-oriented and walkable public open space that is flexible enough to support a variety of uses in a variety of seasons and under a variety of conditions (such as

accommodating sea level rise). This could include a continuous promenade along the water from the Marriott Hotel to the site of the future Sailing Hall of Fame, more seating and benches, and shelter from the elements. There should be many destinations to attract people to different parts of City Dock.

"Everyone agrees that Annapolis' waterfront is one of our greatest assets, and while downtown is a wonderful place to walk, the single largest factor negatively influencing the City Dock's waterfront character and pedestrian quality is the over emphasis on vehicular circulation and asphalt parking lots. There is very little public open space available for outdoor recreational and cultural activities within downtown Annapolis and even less available along downtown's waterfront." (Schein)

✳ **Number Four:** Improvements should support a greater *mix* of transportation modes (bikes, shuttles, water taxis, and public transit) that complement and enhance one another. There should be an emphasis on expanding off-street capacity and maximizing the use of garages. Highly visible and adequate signage and "smart" technologies such as flexible price parking based on demand, should be utilized to "catch" vehicles with an effective progression of directions and signage. There should be an efficient and uniform pay system for on-street parking. There should be creative and experimental ways to accommodate both parking and people that can be also be reversible.

There should be creative and experimental ways to accommodate both parking and people that can be also be reversible.

"Focus on incentives that will boost the use of existing but underutilized parking facilities at the Knighton and Park Place garages. This will require a dedicated transit shuttle with timely intervals, electronic tracking of space availability, and a flexible fee schedule that encourages use. Looking 10 years out, we should anticipate that an electronic tracking system can become accessible as part of GPS navigation systems, so that visitors can check availability and price from the highway before they reach the edge of town. Price differentials should be substantial, and adjusted to demand." (Ridout)

✳ **Number Five:** City Dock improvements should contribute to the City's "greening" and the area should serve as a sustainable focus for an authentic residential life. There should be an intersection of resources such as farmers markets and other local vendors with opportunities to celebrate Chesapeake Bay heritage and have meaningful and organic interactions with the water and the environment. Improvements should contribute to the economic vitality of the area.

"The City Dock is an area that grew naturally, mostly as dictated by the needs of Annapolis residents, who in the early days also represented most of the businesses. It was a true hometown. Perhaps we can bring back that hometown feeling for residents and visitors alike. Few today come from such a place, which may contribute to its appeal. Much of the basic structure and authenticity has survived. Theme parks abound elsewhere. Let's not create one here." (Jensen)

✳ **Number Six:** Public art opportunities and installations can enhance City Dock and provide both thought-provoking and entertaining experiences. The art can be permanent or ephemeral, suited to the season or a particular event. Art can help strengthen the "Beautiful

Historic Seaport" brand, move pedestrians through new public open space, and inspire creative exchanges with the water.

"Incorporate Public Art into the redesign of a City Dock. Public Art should take on a variety of contemporary forms and need not be purely figurative sculpture of historical figures." (Schein)

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Design Areas

As the Guiding Principles indicate, the City Dock needs to be considered as a whole; however, there are some generally defined discrete design areas that the Committee focused on. These four areas, again defined by the Committee in their homework assignments and in group discussions, are discussed below with some potential design solutions that reflect the larger principles and goals.

Dock Street to Susan Campbell Park

This section of City Dock can be considered the work horse of the area. Not only does it provide parking to over 200 cars, it serves as the principal drop-off location for thousands of school children and other visitors arriving by bus. It is also the location of the Harbormaster building, a visitors' center kiosk, and the staging area for the annual boat shows. The Committee's recommendations for this area include simplifying life a little bit for this work horse. While preserving sight lines and avoiding obstructions, a new green space could be created that could include interactive spaces, expanded walkways along Market Slip and Dock Street businesses, water features, public art, seating, and small-scale trees. This area should become a destination point for visitors and residents alike.

The Committee feels that parking could be greatly reduced in this area, however, not eliminated all together. There would still be access to serve the needs of tourist busses, delivery trucks, and businesses. However, the parking that is immediately along the water's edge should be removed to create a more aesthetic and comfortable pedestrian walkway. Some parking spaces farther from the water's edge could become flexible use space, compatible to a mix of purposes. In other words, many parking spaces could be parking spaces for the majority of the time except for during events like the boat show, or, conversely, many parking spaces could become plaza and pedestrian space for the majority of time, until parking is needed. There could also be room created here for multi-modal transportation options, such as bicycles, shuttles, and watercraft.

"Here's my thought: Designate the outer City Dock parking spaces as Flexible Use Space. They can be used for parking, as they are now. The space also can be used for temporary events which contribute to the vitality of the downtown area. Someone mentioned ice skating. Other activities, tented or un-tented, would be promoted here. Assuring that the events contribute to downtown vitality and compensate for the temporary loss of parking is one reason why a functioning management organization is necessary. The perimeter of the lot remains clear so that busses can access the tour boats and NSHOF." (Budge)

Ideally this area would function better as a whole and include strong tie-ins with the Naval Academy and the future Sailing Hall of Fame. The Harbormaster's function could be enhanced and could even include an elevated viewing gallery for visitors to use to marvel at the view. There also could be other opportunities to increase interaction with the water, such as extending the dock further into the harbor. The overall goal would be to create smaller spaces within the larger space.

Donner Lot

RANDALL ST
MEMORIAL CIR
MEMORIAL CIR
COMPROMISE ST
MAIN ST
DOCK ST
CRAIG ST

The Donner Parking Lot is a City-operated facility with 24 parking spaces. In addition to parking, this area is currently used as the site of a weekly farmer's market. The Committee by-and-large sees this parking lot as a unique opportunity to create a new waterfront park, or to excavate this space as a way of increasing the shoreline. This could also potentially be the site for new ways to interact with the water and provide physical as well as visual access to the water.

"Turn the existing Donner Parking Lot into a 'picnic park', complete with green grass, shade trees (out of the viewshed), benches, and terraced steps down into the water. There have been many calls for additional open space – and steps down to the water are going to need some of it. Given the historical significance of the remainder of the shoreline, the Donner Lot shoreline facing the turning basin is the logical place to install the steps. The promenade would be altered to pass on the landward side of the steps. What's left of the parking lot should become a calm oasis for people, not cars." (Budge)

Compromise Corridor

The Compromise Street Corridor is an important, if somewhat underrated, gateway into the City. The Committee sees this corridor as the location of mixed and flexible uses that enhance downtown and the public enjoyment of City Dock. Mixed uses, including water-dependent uses, should contribute to the sense of place and create a variety of commercial and residential options. Here, as well as the City Dock as a whole, could be the site for beautiful and functional improvements.

"I would like to see high-tech, beautiful, well-designed functional elements. An example might be subtle signage/warnings. For example, at the crosswalk between the Donner lot and Summer Garden Theatre, a lighting system embedded in the roadway and sidewalk which would alert the driver and pedestrians when each can go. These can be designed so that they do not take away from the Beautiful Historic Seaport, but subtly and beautifully add to it; like the Pei pyramid at the Louvre." (Gosselin)

The key idea for this corridor should be "integration." The Committee's recommendations include improved sidewalks and buffers; safe and more coherent linkages to the playground on Newman Street; and the development and improvement of the promenade along the water's edge.

"Create a welcoming pedestrian experience for the block of Compromise Street between Newman Street and the Market Space—wider, better sidewalks with trees and plantings on the harbor side of Compromise and matching details on the south side of Compromise, with the Community Recreation Building as the anchor on that side. I suggest using a unified theme of brick sidewalks with granite details and consistent planting beds and trees as a way to signal that a pedestrian has now entered the historic core." (Ridout)

The Committee believes that this corridor holds potential to enhance the experience of the City Dock area. In the long-term, the City could acquire the private property that is currently located to the south of the Donner Parking Lot and convert this triangle of land into a first-rate pedestrian destination. The building that is currently on this lot could be removed or reconfigured so that it no longer impedes the viewshed from upper Main Street. If there is development on this site in the short-term, it should be consistent with the six design principles discussed above. The corridor, including the Community Services Building (the City's former Recreation Center) should be devoted to the community and to public use.

Hopkins Plaza and Market Space

The Market House and Hopkins Plaza area is the most visible and, in some ways, most essential design area of the four. The Committee feels that the space *around* the Market House should support more activities (be designed for flexibility) and that there should be better and more hospitable opportunities for pedestrians. This could also be the ideal space for temporary uses such as a farmer's market or festivals. There could be expanded areas for outdoor seating and dining. Many Committee members

also feel that if the intersection at Memorial Circle is redesigned, there could be numerous additional design opportunities that could incorporate Hopkins Plaza, while preserving existing vistas. Shifting the circle or changing the intersection to a T-intersection could make more room for pedestrians. Even if the intersection is not changed, many Committee members believe it is time to install a Tolerance Monument, as was proposed in the early 1900s, or another work of art that would mark this an a feature area.

"I would redesign Hopkins Park for not only the Tolerance Monument but also for really good benches, trees, an interactive information kiosk from which one could call for a taxi, see maps, learn when the next shuttle to the parking garages would be by, and do whatever else interactive things do. I would redesign Hopkins Park to be useful for farmers markets and other vendors year-round. I would redesign Hopkins Park so as to be a useful adjunct to the Market House, which needs to be bigger to be successful. And I would redesign Hopkins Park to be a transit stop for city buses, taxicabs, horse carriages, and electric shuttles to the parking garages." (Waldman)

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Next Steps

The goal of Phase One of the City Dock planning process was to define the vision and guiding principles for ongoing planning. This report achieves that goal. The principles defined in this report set the framework within which future improvements will be planned, designed, and implemented. Phase Two will develop a Master Design Plan for the City Dock area. The Master Design Plan will:

- Translate the guiding principles into specific design solutions
- Prioritize phasing for different sections of the design
- Provide short-term and long-term implementation strategies
- Coordinate with capital improvement projects planned in future years, such as the redesign of the harbormaster's building and the rebuilding of the Hillman Garage
- Allow more public and stakeholder input into the development of the plans and designs

Several initiatives should proceed in concert with Phase Two. These include:

1. The redesign of Market Space and Hopkins Plaza by the City's Department of Public Works (DPW) is proceeding in the summer and fall of 2011 in support of the Market House revitalization effort. Committee members have volunteered to work with DPW as a subcommittee to ensure the seamless integration of ideas for the larger area with designs for Market Space and Hopkins Plaza. The configuration of Memorial Circle and Randall Street will necessarily be addressed as part of this. Construction on Market Space is scheduled to begin in January of 2012.

2. The City Dock Committee endorses the idea of "cheap and experimental" projects that could be carried out at City Dock that would require little investment from the City. The purpose of these projects could be to test the practicability of:
    - Removing parking in certain locations
    - Widening existing pedestrian walkways
    - Experimenting with different locations for pedestrian crosswalks
    - Creating shaded seating
    - Creating different view locations
    - Creating different movement patterns (for example: for bicycles, crossings, in parking areas, or for tour buses)
    - Experiment with innovative wayfinding techniques
    - Creating a different interface with retail establishments or with transit stops
    - Testing the ideas listed in the Design Area recommendations section of this report

    These projects would give residents and business owners a chance to see how certain changes would work before making them permanent.

    In the next phase of work, the Committee could research and expand on this list. It was also suggested that a smaller team of people, including residents, members of the business community, and City representatives should conduct the experiments and then bring the results back to the Committee as a whole.

    An example of such a project might be to temporarily turn a small number of parking spaces into a pocket park for a limited time, for example a day or a week (see picture of a similar initiative in San Francisco below). Several Committee members have suggested temporarily replacing the

parking spaces north of the Market House as the first site of a parking-to-park (or expanded Market House seating) experiment.

http://www.resonantcity.net/?p=173. Accessed 19 July 2011

3. The Committee strongly recommends the establishment of a management entity dedicated to City Dock. This entity would be responsible for advocating for downtown and City Dock and strengthening coalitions and partnerships between private and public stakeholders as well as commercial and residential interests. It could also be responsible for:
    - Data collection for parking
    - Data collection for market segments
    - Implementing a comprehensive parking program (see below)
    - Retail recruitment
    - Marketing and public relations (including aesthetic functions such as flowers and street beautification)
    - Public space activation (a.k.a. "Programming")
    - Special event coordination

    There are several different ways such an entity might be established or integrated into an existing structure. The structure of such an entity will need to be researched further before this recommendation could proceed. This recommendation acknowledges the following factors:
    - The Urban Land Institute Technical Assistance Report (November, 2010) proposed the idea of a Business Improvement District (BID) that would enhance data collection on market capacity and parking, help manage special events, and strengthen existing public and private partnerships. Such an idea would need the enthusiastic support of downtown businesses to be successful.
    - The City formed the Main Street Program in 2008 and the program was re-energized in the summer of 2011. The Main Street Program provides the organization and a work plan for tasks related to design, organization, promotions, and economic restructuring tasks. Several Committee members have suggested that Annapolis Main Streets take a

lead in forming this management entity. If they do, there should be a slot on the board created for a City Dock Advisory Committee member.

- A variety of City agencies and other entities currently have a role in managing aspects of the City Dock area. These include: trash collection is done by DPW, parking enforcement is done by the Transportation Department, special events are permitted by the Mayor's Office, and Watermark Cruises handles landscape maintenance of Susan Campbell Park. (This list is not exhaustive.)
- A new management structure for the Market House will be put in place over the course of 2011 and 2012. It may be beneficial to examine whether this management structure could be expanded to encompass more of the Dock area.

While the specifics of its structure still should be determined, the Committee feels the organization should be a non-profit group with diverse governance and diverse funding. The organization must always be kept cognizant that it exists for the benefit of its constituents, not the other way around.

4. Develop a comprehensive parking program for downtown. Such a program would ameliorate losses in parking by including better wayfinding signage and smart technologies (such as flexible pricing for parking), a greater mix of transportation modes (bikes, shuttles, water taxis, and public transit), an emphasis on expanding off-street capacity and maximizing the use of garages, and "cheap and experimental" ways to study and implement innovative parking ideas. A parking program would also be coordinated with local businesses to provide support to them and take into account the seasonality of uses and parking needs and to further study a host of additional parking options.

   Two recent studies have recommended similar programs. The Urban Land Institute's *Technical Assistance Panel Report* (2010) recommended that the City formulate a comprehensive parking strategy that would ensure the City was making the best use out of existing spaces. The report recommended that no new parking facilities be constructed until utilization of existing parking structures had been maximized. This report also recommended better wayfinding signage.

   The *Bicycle, Automotive and Pedestrian Safety Evaluation* a 2011 study commissioned by the City and undertaken by Sabra, Wang & Associates with Toole Design Group also recommended a more comprehensive parking management plan. This report recommended that the City:
   - Develop and disseminate educational materials about new or improved travel choices and economic benefits of alternative travel options through websites and social media
   - Monitor mode share through frequent counts of vehicles, pedestrians, bicycles, transit, parking surveys and employee surveys
   - Study, manage, and develop strategies to improve and fund transit (capital and operating costs), pedestrian and bicycle facilities, and modal connections
   - Implement additional wayfinding signage

As the City Dock planning process moves forward, the Committee hopes to enhance the successful aspects of City Dock while integrating new ideas for beautifying and invigorating the downtown area. The City Dock Advisory Committee moves into the second phase with a clear vision and guiding principles. There are aspects of this plan that can begin immediately, while others will take longer to

implement. All future planning efforts at City Dock should reflect the vision and guiding principles laid forth in this report.

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Appendix A: CDAC Representatives

Committee Chair Kurt L. Schmoke is the Dean of the Howard University School of Law and a former mayor of Baltimore, Maryland. Dean Schmoke earned his undergraduate degree in history from Yale University and pursued graduate studies on a Rhodes Scholarship at Oxford. He earned a law degree from Harvard Law School. Dean Schmoke served as the mayor of Baltimore City for 12 years, from 1987 to 1999, and was the State's Attorney from 1982 to 1987.

Gene Godley will serve as vice chair on the committee. Currently, he is the chair of the City of Annapolis' Port Wardens. His other contributions to the public sector include his role as an advisor to United States Senate and to the United States Treasury Department. He has also worked in the private sector as an attorney for Bracewell & Giuliani, LLP for almost 30 years.

Adriana Apolito-Bevis has been a downtown resident for seven years. She is an avid world traveler and an enthusiastic supporter of City Dock.

Ann Jensen is a downtown Annapolis resident. She lives in one of the oldest houses in the City, The Sands' House, which is featured in the Capital City Colonials tour of downtown.

Anthony Clark is the co-owner of Galway Bay Restaurant, located on Maryland Avenue in downtown Annapolis. He is also a board member for the Annapolis & Anne Arundel County Conference and Visitors Bureau.

Carol Nethen West is a business woman and arts advocate. Carol is additionally an award-winning music composer, teacher, and editor.

Catharine Fletcher Incaprera is a downtown Annapolis resident and the owner of Madison Boutique, a women's specialty retail store located on Main Street. She works in the film business locally and internationally as a costume supervisor and stylist. Her career that has spanned over 25 years includes being the star dresser for the likes of Christain Bale, Melissa Leo, Colin Ferell, Kate Hudson, Daniel Craig, Nicole Kidman, and Julianne Moore. Catharine is also credited as the Assistant Art Director on the feature film "Hotel Rwanda" filmed in Johanesburg, South Africa. She is a frequent world traveler.

Cathy Durkan is the co-owner of Mixed Greens, a retail store located in downtown Annapolis that specializes in art and clothing made from recycled or organic materials. She is also the president of the Annapolis Sustainable Business Alliance, an organization that represents locally-owned independent businesses.

Chance Walgran is a downtown resident and manager at Laurance Clothing on Main Street. He currently serves as the president of the City of Annapolis' Parking Advisory Commission.

Chris Schein has been an Annapolis resident since 1985. He is also an urban designer and landscape architect, currently a principal with Hord, Coplan, Macht, Inc. in Baltimore.

Debbie Gosselin is the owner of Watermark Tours, whose range of offerings includes private charters, water taxi service, a variety of walking tours, eight different public cruise options, and special events.

Dick D'Amato was the vice-president of Synergics Energy, an alternative energy company based in Annapolis. He is also a former Maryland delegate, as well as a member of the senior staff counsel for the United States Senate.

Gary Jobson is a sailor, television commentator, and author based in Annapolis, Maryland. He is President of US Sailing, the national governing body of sailing. He has authored 16 sailing books and is Editor-at-Large of *Sailing World* and *Cruising World* magazines. Gary is also a founding member of the National Sailing Hall of Fame.

Gary Schwerzler is a principal architect at Fourth Street Design Studio, an architectural firm located in Eastport. He has had a long interest in urban design and has served on numerous committees for the City of Annapolis.

Joe Budge has lived in the Annapolis area for 16 years and has been active with various non-profit groups in the City. He currently is the president of the Ward One Residents Association. He also served on the City's Comprehensive Plan Citizens Advisory Committee. His professional experience includes finance, marketing, and computer science.

John Guild is the president and CEO of the Historic Annapolis Foundation (HAF). HAF works to preserve Annapolis' distinctive character through public advocacy and guidelines, purchase and renovation, original research, and educational programs. The Foundation manages historic Annapolis properties including the St. Clair Wright Center, William Paca House and Garden, Shiplap House, Museum Store, Waterfront Warehouse, and The Barracks.

Joseph Rubino has been the Director of Governmental Affairs at the United States Naval Academy for the past nine years. He has a Master's degree from MIT in civil engineering, as well as a law degree from Temple University. Joe has 28 years of experience in financial and operational management, project management associated with government infrastructure, government contracting, and government work force management.

Karen Theimer Brown has served on the City of Annapolis' Historic Preservation Commission. She is a historic preservation consultant, helping applicants with State Tax Credit applications and Section 106 review submissions. She currently lives in Wardour, and has also lived in downtown Annapolis

Kitty Higgins is the president of the Higgins Company, with experience in transportation and historic preservation. She is an Annapolis resident and small business owner.

Matt Grubbs is the President and General Manager at Discover Annapolis Tours. He has more than 15 years of experience in the travel and tourism industry.

NT Sharps II has served on numerous committees and boards for the City of Annapolis, including the Capital City Cultural Arts District Planning Board as well as the Citizens Advisory Committee for the most recent Comprehensive Plan. He owns a small business on Clay Street.

Orlando Ridout V is a long-time downtown Annapolis resident and scholar. Currently, he is chief of the field research office of the Maryland Historical Trust, the state preservation office. He holds a bachelor of arts degree in architectural history from the University of Virginia and has published a number of works on the architecture and landscape of the Chesapeake region.

Peggy Summers is the Innkeeper at Gibson's Lodgings in downtown Annapolis, as well as a member of Historic Downtown Residents Association.

Rhonda Pindell-Charles is a former program coordinator for the Office of Minority Health with the county health department. She has also served as a school-community liaison specialist as well as on the Mayor's transition team.

Robert Waldman, a local attorney with an office in West Annapolis, serves on the City of Annapolis' Planning Commission. He is also a resident of Ward 2.

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Appendix B: Bibliography of Previous Studies of City Dock

Affiliated City of Annapolis Studies

Maritime Zoning and Economic Strategy, 1986

This study looked at ways to preserve the waterfront city-wide for maritime uses. It recommended changes in zoning that would make it harder to establish a non-maritime business such as a restaurant or hotel. It also recommended four maritime zoning districts (Maritime Conservation, Maritime Industrial, Maritime Eastport, and Mixed Maritime). It included recommendations for low bulk and lot coverage allowances; waterfront visibility requirements; and height restrictions.

Implementation: The City did adopt the majority of these recommendations city-wide.

Maritime Districts Existing Land Use Patterns, 1986

This report provided an analysis of land use patterns in different maritime districts city-wide. The districts in Ward One that were studied included the "City Dock Maritime Area," which consisted of three parcels of land on 3.26 acres (Fleet Reserve Club, the Yacht Club, and the Annapolis Hilton Hotel/Yacht Basin). The "Residential Maritime Area" consisted of four parcels of land, including the parcel of land at the tip of Shipwright Street that was used as a sewage pumping station. Other maritime districts city-wide were also analyzed.

Ward One Traffic, Transit and Parking Study, 1990

The Ward One Traffic Study was undertaken as an early part of the Ward One Sector Study (finalized in 1993). A survey of Ward One residents was conducted via mail and 855 responses were received. The survey gauged residents' opinions of traffic volume and parking in their neighborhoods. It also asked about public transportation options. Many residents expressed the opinion that parking and car traffic should be limited downtown. There was also strong support for building a light rail system in Annapolis.

Ward One: Traffic, Transit and Parking Survey of Ward One Business, 1991

This survey was also part of the Ward One Sector Study effort and a counterpart to the residential traffic survey discussed above. The report analyzes the results of a survey given to downtown businesses regarding transportation and parking concerns. It asked businesses about the number of employees they had, where they parked, and also asked questions about customers and their parking and transit habits.

Ward One Sector Study Retail Analysis, 1992

The purpose of this part of the Ward One Sector Study was to survey and evaluate economic trends for the businesses on Main Street, the Dock area, and Maryland Avenue. It also looked at upper floor space and potential future market opportunities. The report discusses demographic data for Annapolis and Anne Arundel County in a broad context and also looks at specific developments, such as the rise of tourism in Annapolis, which began in the 1960s. Among the report's recommendations:

- Encourage local retail demand by relaxing parking enforcement during off-season and have more winter festivals;
- Broaden visitor industry support through improving parking availability and building a Rowe Blvd. visitor center;
- Target upscale visitor support by improving parking accessibility and signage and upgrading Market Place;

- Support Bed and Breakfast industry growth;
- Encourage more active uses of upper floor space;
- Encourage Maryland Ave. shopping; and
- Provide limited support for restaurant expansion.

Ward One Sector Study Executive Summary, 1992
This report is an executive summary of the Ward One Sector Study and provides an overview of the larger study (see below).

Maritime Retention Strategies in Annapolis, an Evaluation, 1992
This study looked at the decline in maritime businesses in Annapolis. It concluded that original maritime zoning strategy was well-conceived and that the decline in the industry was caused primarily by structural changes in the industry as well as a recessionary economy. It did recommend some permitting flexibility that would enhance the viability of the zoning strategy during recessionary periods.

Ward One Parking Study, 1993
This analysis identified current parking space inventory and occupancy levels; examined current parking-related aspects of the area including land use activity; and described critical parking-related issues. The study noted the relative underutilization of the parking garages, especially Hillman Garage on the weekends, as compared to metered spaces along Main Street. It recommended increasing the rates of the metered spaces. It also recommended improving the quality and visibility of the directional signage.

Ward One Sector Study: Final Report, 1993
This extensive study (more than 300 pages long) compiled many of the studies mentioned above. It looked in-depth at demographics, land use, zoning, transportation, parking, and retail market characteristics for Ward One. It made many recommendations for each of these areas. Among those recommendations:

- More stringent neighborhood conservation zoning, including encouraging multi-family housing conversion to single-family housing;
- Increasing shuttle service and creating one or more intercept parking lots;
- Reallocation of parking from the City Dock;
- Establish a Downtown Annapolis Parking/Transportation Agency to centralize parking and transportation functions;
- Reverse the direction of traffic on Main Street;
- Publicize and promote the Park and Shop program;
- For Market Space area: reclaim as much of the are as possible for pedestrian use; realign parking to obtain more usable parking space; and rationalize and channelize the traffic flow to eliminate confusion; and
- For City Dock: transform lower dock area into an open park with seating and greenery; provide a continuous walkway from Prince George Street to the Marriott Hotel; Maintain short-term parking, but separate parking from an enlarged pedestrian walkway along the water with trees and plantings; return Compromise Street to its original two-lane width; make space for an open-air market.

Main Street Route Reversal Study, 1994
The purpose of this study was to evaluate the recommendation from the Ward One Sector Study to reverse traffic flow on Main Street and Duke of Gloucester Street. The ultimate conclusion of the study was that existing conditions would not be improved by reversing Main and Duke of Gloucester and that there would be many prohibitive hurdles to accomplishing this route reversal. One feasible change that could be made, according to the study, would be to make Main Street two-way from Conduit to Memorial Circle.

Downtown Annapolis Parking Survey, 1995
This report studied downtown parking and was authored by the Baltimore Metropolitan Council in conjunction with the Annapolis Regional Transportation Management Association and the Downtown Annapolis Parking and Transportation Advisory Committee. Data was gathered from surveying downtown employees and employer groups. The study recommended a comprehensive and coordinated advertising campaign and promotion of existing parking and shuttle services.

City of Annapolis Comprehensive Plan, 1998
This Comprehensive Plan made general recommendations about land use in the downtown area, specifically:

- Develop strategies to encourage a diverse mix of uses in downtown Annapolis;
- Prepare and implement a parking management plan for the downtown;
- Build on current efforts to market the downtown to residents of Annapolis and surrounding areas; and
- Evaluate the feasibility of the use of upper floor spaces in the downtown.

Waterways and Harbor Plan, 2003 (draft only)
This report summarized the findings of two subcommittees—the Waterways and Harbor Subcommittee and the City Dock Subcommittee. These committees had been appointed by the mayor to collect data and make recommendations. The Waterways group looked at harbor lines, boating characteristics, and the City's docking and mooring regulations. The second group looked at how to improve vehicular and pedestrian circulation in the City Dock area, as well as how to improve parking and the use of the Harbormaster's building. This phase yielded a design for the City Dock. Among the recommend for City Dock were:

- Establish traffic/pedestrian flow control at Randall Street and Dock Street;
- Reconfigure the layout of parking to increase number of spaces;
- Remove parking meters and replace with a centralized parking payment system;
- Replace light poles, trash receptacles, and benches;
- Minimize conflicts with Boat Show;
- Expand Harbormaster building; and
- Redesign Susan Campbell Park, with removable benches, a geometric granite floral design, dry deck fountains.

City of Annapolis Maritime Industry Economic Survey, 2008
This survey provided updated information on the maritime industry. It concluded that there was a need to develop a maritime business retention program in the City. It recommended the development of a Maritime Business Appreciation Week and other suggestions for how the City could be more supportive

of the maritime industry. One of these specific ideas was to create a Maritime Enterprise Zone and to create a low cost revolving loan pool for maritime businesses to draw on for purchase of capital goods

City of Annapolis Comprehensive Plan, 2009

One policy of the Comprehensive Plan was to "Enhance the Public Realm of City Dock and its Environs." It called for a plan that would:

- Maximize public access to the waterfront;
- Maximize pedestrian and bicycle friendly features;
- Incorporate a variety of open places, both large and small, for people to congregate for various purposes;
- Accommodate boats of all types, as well as docking for cruise boats, commercial vessels, and water taxis;
- When hosting public events, balance the needs and interests of residents, businesses, and the event;
- Include a transportation element which will clear the proposed Civic Space of parking places for motor vehicles, and provide an alternate nearby site for such parking and/or remote parking with shuttle transportation; and
- Propose measures, including those related to transportation and parking, which are necessary to keep existing Dock Street merchants viable.

Transition Team/Idea Team Final Report, 2010

The Market House and City Dock Idea Team (part of the Mayor Cohen's transition team) identified issues for City Dock and Market House, including the need for redevelopment of the dock area, increasing the amount of green space, expanding public access to the water, gathering input from all stakeholders, and integrating development projects. The team also recommended that the City begin a planning process for the redevelopment of City Dock and do a feasibility study to reconfirm the parking capacity and program of the Green Street Board of Education site.

Other Studies

NSHOF Feasibility Study, 2007

This study examined the feasibility of establishing a National Sailing Hall Of Fame and Sailing Center at the bottom of Prince George Street.

EnVISIONing Annapolis, 2008

EnVISIONing Annapolis was a privately funded lecture series. The group hosted a charrette to gather community input. This charette was then evaluated by a group of fellows. For City Dock, the following ideas were put forth:

- Make City Dock a public pedestrian space (instead of parking);
- Program focused activities for public use;
- The Navy may be able to incorporate a program of activity open to the public;
- A specific retail plan should be studied just for the waterfront;
- Program waterfront festivals, food carts, etc.;
- Establish a governing body to oversee the development and programming of the waterfront;
- Put Oyster House on the Waterfront; and
- Market Square needs to be restored to its "funkiness."

Catholic University of America, 2010

This study was undertaken by a group of graduate students at Catholic University. They explored the following recommendations:

- Maximize public access to the waterfront;
- Maximize pedestrian and bicycle friendly features;
- Incorporate a variety of open places, both large and small, for people to congregate for various purposes;
- Accommodate boats of all types, as well as docking for cruise boats, commercial vessels, and water taxis;
- When hosting public events, balance the needs and interests of residents, businesses, and the event;
- Include a transportation element which will clear the proposed Civic Space of parking places for motor vehicles, and provide an alternate nearby site for such parking and/or remote parking with shuttle transportation; and
- Propose measures, including those related to transportation and parking, which are necessary to keep existing Dock Street merchants viable.

Urban Land Institute Technical Assistance Panel Report: Annapolis City Dock, 2010

The Urban Land Institute is a nonprofit education and research organization that helps to facilitate "the open exchange of ideas, information, and experience among local, national, and international industry leaders and policy makers dedicated to creating better communities." Following a request by the City of Annapolis, ULI assembled a Technical Assistance Panel (TAP) to look at the Annapolis City Dock and make recommendations for potential improvements. The TAP recommended such items as:

- Do not build additional garages until a need has been established for them, in particular that the best use is being made of current spaces.
- Provide better wayfinding to improve garage usage.
- Create opportunities for "more water" or "more water's edge," as well as more opportunities to interact with the water, from multiple vantage points and in ways that accommodate all age groups.
- Maximize density on identified potential development sites and vacant upper floors.
- Assess current building codes and consider drafting historic building codes that will allow relaxed code enforcement for historic buildings.
- Reduce parking demand through multi-modal alternatives.

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Appendix C: Initial Organizational Themes

Early on in the Committee's process, seven key general themes were identified after the Committee's first brainstorming session. At a following meeting, the Committee added specific ideas under each theme in an idea exercise—see Appendix D for a complete list. These themes shaped the Committee's subsequent discussions.

The seven themes are:

A. Creating a business-friendly atmosphere and fostering businesses
B. Residents/visitors/businesses needs
C. History and building on the past
D. Transportation and parking
E. Prominent public art
F. Connecting to the water/connecting to the land
G. Creating a broader open and public space

In addition to writing out ideas for each theme, the Committee also heard presentations from public stakeholders and specific representatives in relevant fields.

The seven themes helped organize the Committee's meeting plan, as described in the following table:

Meeting Date	Theme	Technical Briefing	Stakeholder
Nov. 3, 2010	First meeting/brainstorming session. Committee is asked, "Is there a problem with City Dock?"		
Nov. 22, 2010	Introduction of six themes from Nov. 3 meeting, seventh theme added		
Dec. 6, 2010	Idea exercise	1.) Department of Public Works	
		2.) Harbormaster	
Jan. 10, 2011	Theme A: Creating a business-friendly atmosphere and fostering businesses	1.) Mayor's Office Special Projects Coordinator	
		2.) President/CEO of the Annapolis and Anne Arundel County Chamber of Commerce	
		3.) President & CEO of the Annapolis Economic Development Corporation	
Feb. 7, 2011	Theme B: Residents/ visitors/ businesses needs		1.) Jeff Schaub/ downtown business
			2.) Fred Delavan/ downtown business
			3.) Jane Campbell-Chambliss/ downtown business
			4.) Debbie Gosselin/ downtown business
	Theme E: Prominent public art		5.) Suzie Galler/ community artist
			6.) Carol Nethen West/community artist
Feb. 28, 2011	Theme G: Creating a broader open and public space	Board of Education	1.) RSA/landscape design
			2.) Pearse O'Doherty/ landscape design
	Theme F: Connecting to the water/ connecting to the land	Sailing Hall of Fame	3.) Susan Zellers/ Marine Trades
Mar. 21, 2011	Theme D: Transportation and parking	1.) Department of Public Works 2.) Transportation Board 3.) Parking Advisory Commission 4.) Sabra, Wang, and Associates/ traffic engineers	1.) Dave Humphreys / Annapolis Regional Transportation Management Association (ARTMA)
Apr. 11, 2011	Theme C: History and building on the past	1.) Mike Parker	1.) Dr. Margaret Palmer/ Center for Environmental Science, University of MD
			2.) Crispin Etherington/ Ashbourne Developments LLC
		2.) Historic Preservation Division	3.) Sean O'Neill/ Annapolis Business Association
			4.) Randolph Bruns/ County resident
			5.) Doug Smith/ downtown resident
After 4/11 meeting, Committee responds to Homework 1: What I would like to change about City Dock and why I would make this change			
May 16, 2011	Whitney, Bailey, Cox & Magnani, LLC /City of Annapolis Flooding Study		
	Discussion: Homework 1		
June 6, 2011	Discussion		
June 20, 2011	Revisions to draft: discussion		
July 21, 2011	Presentation of Guiding Principles to City Council		

Thematic Ideas and Presentations

Theme A: Creating a Business-friendly Atmosphere and Fostering Businesses
This theme explores the role of the City of Annapolis government and the role of other organizations in the business community in promoting events and making it easier for businesses to thrive at City Dock. How can the City government specifically contribute to the rejuvenation of City Dock? Should there be changes made to zoning or to how parking is managed? How can private businesses unify and work together to attract special events to City Dock? How can businesses help make City Dock a "sustainable" and "livable" place?

For this theme, the Committee heard from three people: the City's Development/Special Projects Coordinator, Jenelle Murph; Bob Burdon, President/CEO of the Annapolis and Anne Arundel County Chamber of Commerce; and Lara Fritts, President & CEO of the Annapolis Economic Development Corporation (AEDC).

The City's Special Projects Coordinator in the Mayor's Office assists individuals or groups who wish to use public space (like City Dock) for a special event. She also helps to provide guidance and other information related to the special event permit process. It is not generally the Special Events Coordinator's role to plan events. However, she does organize the Fourth of July Celebration, New Year's Eve Celebration, and a few other events that take place on City Dock (such as the September 11th Commemoration).

The business community has an important role to play in helping to shape and rejuvenate the City Dock area. As Bob Burdon, the president/CEO of the Annapolis and Anne Arundel County Chamber of Commerce stated during his discussion with the Committee, it is imperative that businesses work together to promote the City and promote a vibrant business culture downtown.

The Annapolis Economic Development Corporation is a private-public partnership that has recently been established. It might be possible for this entity to do market research and visitor profiles. This research could help more diverse businesses find their way to Annapolis. It could also assist in recruiting and supporting new businesses.

Under this theme, the Committee proposed such ideas as increasing the number of special events and festivals at City Dock, addressing parking, studying economically viable uses, and marketing City Dock to those viable uses.

Main ideas that emerged under this theme were:

1. The design for City Dock should include a plan for increasing livable space downtown.
2. The design of the public space at City Dock should remain flexible to allow for the programming of special events and festivals and allow people to interact with the water.
3. The design for City Dock should be a showcase for environmentally sustainable design and include innovative ways to manage stormwater, reduce energy emissions, and collect trash and recycling.
4. The design of City Dock needs to be thoughtful about parking.
5. The design for City Dock should accommodate different modes of travel, including pedestrians, bicyclists, and boaters, as well as different types of travelers, such as children and novice bicycle riders.

6. The design of City Dock should incorporate specific potential future users of that space for increased market viability.
7. The City Dock design should include a plan for how it will be marketed to the region. The design will need a "selling point."

Theme B: Residents/Visitors/Businesses Needs
The ideas behind this theme address how the needs of these three groups could be balanced. In many ways, these groups want similar things. However, conflicts do occasionally arise between them. How can each of these groups be accommodated as we re-examine the uses and function of City Dock?

For this theme, the Committee heard from four downtown businesses owners or their representatives. Jeff Schaub, owner of Annapolis Marine Art in downtown Annapolis, spoke about the importance of access to City Dock. He also mentioned that special events can hurt his business because it prevents his customers from being able to get to his store. Fred Delavan, attorney for Chandler LLC, the owners of the property at 110 Compromise Street, described this property and the history of its zoning. He also described a proposed ordinance that has been introduced that would allow more uses at that property.

Jane Campbell-Chambliss, downtown business owner, appraiser, and auctioneer, voiced support of keeping Susan Campbell Park intact. She stressed the importance of parking and said that it shouldn't be taken away without being replaced somewhere else. She also mentioned that it is very important to have a safe drop-off and pick-up place for children and seniors getting on and off buses. Like Mr. Schaub, she stated that festivals did not help local business people. Debbie Gosselin, owner of Watermark in downtown Annapolis, described the services that Watermark offers, such as tours and water taxis. She also described how their operation generally works, how much revenue it generates for the City through taxes and fees, and the amount of employment they provide.

The Committee proposed a range of ideas under this theme. Some of them were related to zoning, some were related to potential amenities that could be put in place, and some were related to different ways that business could be supported downtown.

Main ideas that emerged under this theme were:
1. The design for City Dock should consider the best location for a visitors' center.
2. The design for City Dock should put seamless access from water to land at a premium.
3. The design for City Dock should re-imagine parking and traffic patterns.
4. The design for City Dock should include unique architectural features and uses.
5. The design of City Dock should be able to include a variety of child-friendly activities.

Theme C: History and Building on the Past
This theme looks at the best way to enhance one of Annapolis's main attractions—its historic character. The City received the Main Street Designation in 2009 from the National Trust for Historic Preservation. Lisa Craig, the Chief of the Historic Preservation Division in the City's Department of Planning and Zoning, described the procedures and the types of projects the Historic Preservation Commission (HPC) reviews. She also discussed review criteria for projects and standards that new developments must meet.

The Committee also heard a presentation titled "Memorial Circle" by Michael Parker, a professor at the Naval Academy. He described the history of Memorial Circle, which can be traced back to citizen efforts in 1884 to clean up the dock area. In 1908, a statue to religious tolerance was planned for the area, however, only the basin of the statue was ever completed. From the 1930s to the late 1960s, this area was a gas station with public restrooms. In 1976 the circle as we know it was built.

The City Dock has a rich history in its entirety and this past should be brought to bear on its future. How can we build on this theme and use it as a way to attract more visitors downtown?

The main ideas that emerged under this theme were:

1. The design for City Dock should include ways for visitors to learn about its past.
2. The design for City Dock should aim to reduce visual clutter and be consistent with HPC guidelines.
3. The design for City Dock should enhance the gateways into the historic district.

Theme D: Transportation and Parking

Transportation and parking concerns loom large in City Dock. This theme looks at different potential ways to change parking configuration and to provide different public transportation options. How can we ensure adequate parking so that local businesses can thrive, while also creating new pedestrian spaces?

The Committee heard from the Chairmen of a City board and a City commission regarding transportation and parking. First, the Chair of the Transportation Board, Dean Johnson, spoke of the importance of planning for the modern city, which means including parking in the plan. He discussed the perceptions that there is a parking problem in Annapolis. Chance Walgran, the Chair of the Parking Commission, discussed how he believes there is sufficient parking downtown, but it needs to be managed better. The Committee also heard from Dave Humphreys, Executive Director of Annapolis Region Transportation Management Association (ARTMA). He believes that the Memorial Circle round-about does not work because of traffic back-ups. He also stated that the Dock area needs to become a comfortable pedestrian environment. In his opinion, City Dock planning needs to make provisions for shared transportation of all sorts—places for transit of various sorts to stop and board passengers and circulate efficiently.

In preparation for the City Dock planning initiative, the Department of Planning and Zoning had hired a team of traffic engineers from Sabra, Wang, and Associates and Toole Design Group to look at safety issues and circulation patterns in downtown. This group presented their study, titled "Bicycle, Automotive and Pedestrian Safety Study" to the Committee. In order to improve safety and enhance transportation network efficiency, the team identified key conflict points and documented the non-motorized transportation network gaps and barriers downtown. They also looked at different ways to create open spaces and improve access to the waterfront, as well as different ways to effectively guide visitors and workers to key destinations within the City.

While there is a great deal more to discuss and evaluate regarding transportation, the Committee did have preliminary suggestions for this topic.

Main ideas that emerged under this theme were:

1. The design for City Dock should include moving some parking to a different location.
2. The design for City Dock should include an improved wayfinding system to help visitors locate available parking, as well as other innovative parking solutions.
3. Traffic networks should be reconfigured to increase the amount of pedestrian space.
4. New parking and traffic considerations should be flexible, consider different modes, and not eliminate functional existing systems.

Theme E: Prominent Public Art
This theme includes ideas for how to incorporate public art into the City Dock area. How can public art attract visitors to City Dock? How can it help us re-imagine this space?

For this theme, the Committee heard from two community artists. Suzie Galler, head of Muse Entertainment, spoke first. Ms. Galler has organized many events on City Dock. She would like to see Annapolis become known as a center for the Arts. There are several ways she works with downtown vendors so that special events and festivals help them bring in customers.

Carol Nethen West, a Committee member and an award-winning music composer, had a three-part proposal to bring art to Annapolis. She would like to see the Community Services Building, formerly the Annapolis Recreation Center, become an arts and community center. She would also like to see a public art policy implemented in the City, and an Office of Culture and the Arts be established within City Government.

The Committee proposed several ideas for incorporating public art into the design of City Dock.

Main ideas that emerged under this theme were:
1. The design for City Dock should enhance the artistic experience for downtown visitors.
2. The design for City Dock should be backed by an official public arts policy.

Theme F: Connecting to the Water/Connecting to the Land
This theme highlights the importance of the water and the interaction between the people and the water. How can people get closer to the water and enjoy the waterfront in different ways?

In the last few years, there have been major public works efforts to improve this area, including burying utilities and bricking Main Street. After severe flooding caused by Hurricane Isabel in 2003, there were several building upgrades made to such facilities as the Market House in order to limit flood damage in the future. The City Dock bulkhead replacement was a major capital improvement project that was finished in 2008.

For this theme, the Committee heard from Susan Zellers, Executive Director of the Marine Trades Association of Maryland. She discussed how important the Boat Shows are for the Annapolis area economy and how unique they are in the maritime sector. She recommended that plans for the City Dock area not impinge on the Boat Shows. She also encouraged the Committee to think about changing trends in the boating world and how boaters are looking for more activities and a variety of destinations within shorter trips.

The Committee proposed ideas that would incorporate water features on the land, and that would also make it easier for visitors to get closer to the water.

Main ideas that emerged under this theme were:

1. The design for City Dock should include water features throughout the area.
2. The design for City Dock should protect the existing view of the water and include new ways for people to access the water.

Theme G: Creating a Broader Open and Public Space

This theme promotes the idea that City Dock should be used as a wide-open and public space. What types of open and public spaces would draw people to City Dock? The stakeholder presentations for this theme included two landscape designers who had previously developed plans for City Dock.

Don Reithlingshoefer and Bill Smith showed a design that incorporated a new parking garage on Green Street at the Anne Arundel County Board of Education property. Pearse O'Doherty also showed a design with a new parking garage on Green Street, although he proposed a garage that was substantially underground and used automated parking. Both groups states that a new parking garage would alleviate parking pressure and make it possible to remove the parking from the City Dock area in order to turn it into a park-like setting.

The Committee also heard from the City's Department of Public Works, who discussed the design plans for Hopkins Plaza. The architect for this project is proposing different ways of opening up the space in this plaza to create more room for both pedestrians and tables. There is also flexible space built into the proposed design that could be used for parking or could be used to expand the plaza for special events.

The Committee proposed ideas that would open up the City Dock area and allow for many different types of activities in this space.

The main idea that emerged under this theme was:

1. The design for City Dock should create new open space that can be used in a variety of ways and should incorporate numerous attractions.

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Appendix D: December 6, 2010 Committee Meeting Ideas

Theme

A. Creating a business-friendly atmosphere and fostering businesses
B. Residents/visitors/businesses needs
C. History and building on the past
D. Transportation and parking
E. Prominent public art
F. Connecting to the water/connecting to the land
G. Creating a broader open and public space

		Theme						
	December 6, 2010 CDAC Meeting Idea	**A**	**B**	**C**	**D**	**E**	**F**	**G**
	Poster: Theme A							
A1	Put weekend festivals at Truxtun Park--shuttle these visitors to downtown via water, road, bike	X						
A2	Do a comprehensive visitor profile--day vs. evening, weekday vs. weekend, seasonal. Who, from where, why here, what do they come for, how long, etc.	X						
A3	Provide pump out facility (boat or land-based) for boaters including commercial vessels.	X						
A4	Involve AEDC with potential of rejuvenated City Dock and marina options	X						
A5	Create a user-friendly clearinghouse or central resource office to assist in establishing new businesses; recruit new businesses and support newly established businesses.	X						
A6	Create functional and practical off-site parking options for downtown merchants and employees	X			X			
A7	Conservation and garbage control efforts to protect the ducks needs to be a part of a "green" urban renewal to downtown City Dock!	X						
A8	Tear up the grey (concrete/parking) and put in green--have more festivals and bring in more tourist with more for everyone to do!	X			X			
A9	Create a city position, an "event/concert promoter" who will promote the city with weekend events happening all year round. Music festivals, national music acts, art festivals--get people here for more than a day! Helps businesses	X						
A10	Support city as a daytrip overnight stay and not a drive thru!	X						
A11	Increase rates on meters if City has to, but parking needs to be increased to 3 to 4 hour minimum--you can't have lunch and shop in under 2 hours?! Also, have friendlier meter maids as ambassadors to the City.	X			X			
A12	Work to diversify businesses downtown so that they appeal to residents, not just tourists--fewer t-shirt shops, more unique, small businesses/control rent licenses/incentives for businesses to locate downtown	X	X					
A13	The new plaza will BE THE DESTINATION if it is for pedestrians/people. Businesses will thrive.	X						

	December 6, 2010 CDAC Meeting Idea	A	B	C	D	E	F	G
A14	Must find a way for bus tourists to access tour boats	X			X			
A15	Sponsor a "brick and bench" program like in Fells Point Baltimore to help pay for new cobblestone	X						
A16	Make street in back and on side of Market House a foot path/close off street	X			X			
A17	Have concerts/support street performers on weekends in a square area or walking area	X						
	Poster: Theme B							
B1	Places and activities for our children and grandchildren		X					
B2	Create areas (wider sidewalks) along Dock St. for umbrella tables, benches		X					
B3	Larger pedestrian plaza and allow vendors to come and sell their merchandise arts, crafts, etc.		X					
B4	Pedestrian traffic: re-locate one pedestrian crossing to original location across Dock St., closer to Alex Haley statue. Use trained crossing guards on busy weekends to manage.		X		X			
B5	Paddleboats!		X					
B6	Get rid of parking lot on prime waterfront and give it to the tourist and locals for musical concerts, festivals, with a water fountain and with ice skating in the winter. Bring energy back to the city!		X		X			
B7	Aesthetic improvements! Program to clean, repair, beautify downtown		X					
B8	(Affordable) Live/work rezoning (like Annapolis St.)	X	X					
B9	Daily child oriented attraction, i.e. small train ride similar to the one at the mall		X					
B10	Build plan first then accommodate Boat Shots and business, don't put Boat Show first!		X					
B11	Market House--a mini "Whole Foods," give it a liquor license to serve wine and beer with nice outside eating area or "Dean & Deluca"--a stable business that supports local	X	X					
B12	Shelter for hundreds of visitors from rain, sun. Especially students on field trips, seniors waiting for bus.		X		X			
B13	Access to dock for boaters. Big, small, sail, power, dinghies, *et.al.*		X		X			
B14	Access to docked boats for visitors (Important part of the changing scene)		X		X			
B15	Access for visitors to land/sightseeing tours--walking/trolley/carriage		X		X			
B16	Water fountain in new "green" area on City Dock that becomes an ice skating rink in winter time!		X					

	December 6, 2010 CDAC Meeting Idea	A	B	C	D	E	F	G
B17	Boardwalk that goes all the way around even past Pussers		X					
B18	Access to dock for groups (almost always traveling by bus/coach) students/seniors		X					
B19	Fawcett's site offers a key opportunity and should be focus of special emphasis--what is best use, and how to get there?		X					
B20	Prime pedestrian crossing should shift back to front and center of Market House, crossing to head of dock.		X		X			
B21	Sidewalk congestion is already a problem and café tables are often too dominant. Any boost in pedestrian activity will further strain existing plan.		X					
B22	In redesigning traffic patterns, pay attention to impact on local residents who have to be able to park near their residences.		X		X			
	Poster: Theme C							
C1	Historic Annapolis visitor and interpretation center			X				
C2	Develop interpretive makers to commemorate where oysters homes once stood			X				
C3	Take advantage of the Marion Warren photo collection--use in interpretative panels and a walking tour of then and now.			X				
C4	Outline old shoreline of City Dock in pavement			X				
C5	Inscribe names of historic vessels around the perimeter			X				
C6	Maritime related events			X				
C7	Consider re-constructing former building with interiors as gallery/performance/commercial space.			X				
C8	Convert old rec. center to a new museum			X				
C9	Fawcett's--turn it into oyster/crab museum that interacts with public and tells the story of how the bay was saved -- Design with nautical theme crab pots/sails/replica oysters			X				
C10	(Can go on buildings) Provide interpretive panels so visitors can get highlights of Annapolis history.			X				
C11	Allow work boats/antique boats for their scenic value and historic interest.			X				
C12	HAF History Museum should be a focal point, with steps taken to improve visibility and link to other sites.			X				
C13	Significance of Sands House on lower Prince George's St. should be recognized and protected in any plan affecting traffic on that street.			X				
C14	National Historic Landmark buildings and gardens on Duke of Gloucester Street are being ignored in all discussion of uses for Board of Education parking lot.			X				

	December 6, 2010 CDAC Meeting Idea	A	B	C	D	E	F	G
	Poster: Theme D							
D1	Traffic circle relocation or elimination--Improve traffic flow around Market House				X			
D2	Green Street parking garage				X			
D3	Keep traffic circle--most efficient way to move traffic through				X			
D4	Incoming traffic parking management--way finding--direct visitors directly to available parking				X			
D5	Improve parking lot and garage signage (People new to Annapolis often cannot find garages and lots.)				X			
D6	Lose the traffic circle				X			
D7	Eliminate parking in City Dock area				X			
D8	Build garage at Green Street School--eliminate parking on City Dock/Eliminate parking around Market Space/Eliminate Circle				X			
D9	Modify thinking on use of Board of Education parking. Go above ground with façade to hide garage				X			
D10	Implement real time parking info system to better utilize existing and new parking facilities				X			
D11	Make City Dock area a pedestrian only area, supplemented by shuttle vehicles--trolleys, carriages, etc.				X			
D12	Less asphalt parking/more pedestrian space				X			
D13	Eliminate traffic circle/maybe have fountain/seating to enjoy water vistas and view up Main similar to Southgate.				X			
D14	Traffic flow patterns?				X			
D15	Lots of space for big(ish) delivery trucks				X			
D16	Bus stop/taxi stand/electro shuttle stand/central dispatch phone number for elector shuttles/cabs for restaurant workers				X			
D17	Transport--turn incoming roads into one way system all going out Main Street or Compromise/Create bus drop off and connector stop at rear of Market House.				X			
D18	Short-term meters should be color coded to reduce confusion with longer term parking.				X			
D19	Establish delivery times around Market Square and close it to traffic otherwise.				X			
D20	Eliminate parking on Market Space--First from Fleet to Pinkney then to Main Street for café tables, expanded plaza.				X			

	December 6, 2010 CDAC Meeting Idea	A	B	C	D	E	F	G
	Poster: Theme E							
E1	Public Arts Policy/municipal public arts policy to establish (1) arts integration in first stage design/plan of all (public and private) municipal projects (2) "Percent for art" ordinance for municipal capital improvement (3) programs, installations, educational exhibits					X		
E2	Recommend new City office of Culture and the Arts and have staff for year round arts programming city dock and city wide	X				X		
E3	Central fountain as a gathering site European style i.e. Trevi Fountain					X		
E4	Summer concerts and free performances	X				X		
E5	Benches, sculptures, band shell, artwork, open sightlines to water, build movie/theatrical theater at Fawcett's property					X		
E6	Using 30 ft area off bulkhead create promenade with plaques telling about history and using public art to tell story--promenade should go all the way around and down to Marriott					X		
	Poster: Theme F							
F1	Open water views/move Harbormaster building/lower pilings/clear clutter at end of Prince George's Street						X	
F2	Protect/enhance critical viewsheds						X	
F3	Dig out Donner Lot to create more water and water's edge						X	
F4	Dredge to 20 feet/no docking along either side of Ego Alley/Open site lines to water/extend Susan Campbell Park out 100 feet						X	
F5	Improve way finding aids for both vehicular and pedestrian traffic				X		X	
	Poster: Theme G							
G1	Expand pedestrian space around Market House and/or pedestrian space along HAF museum--Mills Liquor etc.							X
G2	Entry plaza/visibility to National Sailing Center							X
G3	Annapolis Community Cultural Arts Center at St. Mary's Street "not your grandma's civic center"							X
G4	Ice skate park							X
G5	A large civic open space							X
G6	Extend pedestrian plaza out to Pueblo Azul							X
G7	Add fountains and water features							X
G8	A dynamic exciting new public open space managed by the City designed to accommodate a variety of civic uses/activities							X

	December 6, 2010 CDAC Meeting Idea	A	B	C	D	E	F	G
G9	An "interactive" public fountain for kids to play in							X
G10	Broaden Market House space to include the 3 streets on the land side, eliminate traffic and parking to open up the Market.							X
G11	Eliminate boat rentals and commercial boat operations entirely from dock							X
G12	Don't bother with fountains and "water features." The Chesapeake is our water feature. Mixed message--poor marketing.							X
G13	Ice skating rink							X
G14	Grassy area (park) perhaps convert parking lot next to Fawcett's for people not a dog park.							X
G15	Build venue for hosting major events/open sight lines to water/widen walkway all the way around Ego Alley/Eliminate boats alongside seawall on Ego Alley							X
G16	In open space created, create a centralized band stand area that is clearly visible to pedestrians as they walk around City Dock.							X
G17	Remove all parking spaces from City Dock and turn into interactive space with potential for water spray fountains, ice rink (in winter)/also can be closed over for large events.				X			X
G18	In newly created green areas of City Dock, create areas with large anchors for kids to play on. Also, install large masts from boats in strategic places.							X
G19	Make City Dock the "town market" with outdoor vendors, entertainment, etc. Market Place could change with the seasons. E.g., a Christmas market much like those in European cities							X
G20	Encourage open-air farmer's markets around downtown							X
G21	Christmas market							X
	Poster: Other							
4A	Create a non-profit entity to oversee City Dock/Market House	X						
4B	Create artful "fountain event" to drain water from flooded City Dock. See "The Water Jet" Geneva, Switzerland						X	
4C	Look to National Trust for Historic Preservation "Main Street" Program to help revitalize downtown business district. Maryland has a statewide Main Street program.			X				
4D	Welcome festivals and other athletic events, fairs, tall ships.	X						
4E	Immediate fix up clean area/no garbage on street/no boat tie up on seawall at Ego Alley	X						

	December 6, 2010 CDAC Meeting Idea	A	B	C	D	E	F	G
4F	Increase event programming during slow winter months	X						
4G	Involve Naval Academy performances and arrange items to be held on new City Dock on regular basis.	X						
	Poster: Map 1							
1A	(Keep the visitor center on West St.) Different kinds (psychographic) of visitors of different needs.		X					
1B	Maritime museum to old Rec. center		X	X				
1C	Move playground to rec. center site (raze building) to allow parking on Board of Ed. Lot and park		X		X			
1D	A visitor center along the harbor		X					
1E	Consider redevelopment of west side with no surface parking (pedestrian oriented/historically sensitive)		X		X			
1F	Annapolis Community and Cultural Arts Center at St. Mary's Street		X					
1G	Parking garage in Green St. lot		X		X			
1H	City maritime "living history" exhibit foot of Market Slip		X	X				
1I	Maritime museum to Fawcett's property		X	X				
1J	Lots between Fawcett's and Fleet Reserve should be shops not parking--something for people to do		X		X			
1K	Pedestrian ferry across ego alley		X					
1L	One-story height limitation Donner Lot to Newman Street on water side to preserve viewshed		X				X	
1M	Limit height of Fawcett building redevelopment		X				X	
1N	Limit height of parked boats to allow view to water		X					
1O	Create better access for boaters to visit Annapolis from the water. E.g., more hourly parking for small boats		X				X	
	Poster: Map 2							
2A	Eliminate billboards on City Dock							X
2B	Walkway all the way around Ego Alley						X	
2C	Market Slip at Newman Street walking bridge						X	
2D	No boat parking along Ego Alley sea wall		X		X			
2E	Consider dock a "gateway" to the Naval Academy							X
2F	Relocate Harbormaster's off to perimeter--take down existing structure adjacent to slips used for work boats						X	
2G	Uninterrupted pedestrian promenade, continuous public access						X	
2H	City arts planning "Barge Music" example of city arts programming	X						
2I	Tour bus access to tour boats no closer than Randall St. and No larger than school buses		X		X			

	December 6, 2010 CDAC Meeting Idea	A	B	C	D	E	F	G
2J	Remove parking lot from City Dock pier. Establish green area for flexible uses		X		X			
2K	Eliminate parking--create open park		X		X			
2L	Arts integration idea example in first stage plan/design of US Sailing Hall of Fame "etching of Chesapeake Bay navigational chart on floor"						X	
2M	Concert Hatch Shell--or concert stage		X					
	Poster: Map 3							
3A	Can we get rid of parking here too? [on Market Space]		X		X			
3B	Get rid of all parking spaces between Pinkney and Fleet. Allow café tables in parking spaces--leave emergency lane in middle		X		X			
3C	Create a functional and convenient and safe commuter stop for drop off and pick-up/horse and carriage/Discover Tours/Ecruiser stop		X		X			
3D	The area around the traffic circle provides important loading zones for delivery trucks		X		X			
3E	Increase the pedestrian friendly plaza area around the Market House; close off to traffic		X		X			
3F	Remove parking to make room for expanded plaza		X		X			
3G	Save the/a circle! It isn't broken and doesn't need fixing. (The traffic study should bear this out).		X		X			
3H	Eliminate or greatly reduce the size of the traffic circle		X		X			
3I	Eliminate Memorial Circle/Install Traffic lights/reconfigure crosswalks		X		X			
3J	Repair existing concrete that is falling around Market Slip						X	
3K	Open inner Market Skip are to more water						X	
3L	Build theater on Fawcett's property (movies and shows)		X					
3M	Build parking facility on Board of Ed. Lot/Relocate parking from City Dock to create open space				X			
3N	Redevelop rec. center using a public/private partnership	X						

Appendix E: Compiled Homework Assignments: "What I would like to change about City Dock and why I would make this change"

Robert Waldman
What Would I Change About City Dock?

If I ran the zoo, here's what I'd do……..

I would make what is now a parking lot into a magnet for people. And I would make functional the transportation, which is now an afterthought, and I would manage the parking to make it function for the businesses which need the parking. I would make really successful the water access out of what is now sort-of-successful. I would make the City Dock into a flexible beating heart of the City, a collection of parks and plazas and promenades that people want to go to -- all year, all day, and half of the night. I would make manifest what is now mostly potential. I would make this into the best waterfront on the whole East Coast.

Specifically, I would …..

I would make the water accessible. I would require the Fawcett's property to relinquish that portion of the building which intrudes on the view shed. If necessary I would trade that for the rights to a wider business activity, to a second floor or at least a floor and a half, and to the City parking lot on the corner of their current property. I would condemn a right of way from the Fleet Reserve for a promenade and, if necessary, from the Marriott Hotel and Pusser's as well, for the promenade must be completed.

I would make the water even more accessible by first turning the Donner lot into a park and build a series of steps that reach the water.

I would immediately transform the block of Market Space between the Market House and the block of Federal House, City Dock Cafe, Pink Crab, and Maria's by removing parking after 11 am and permitting the businesses with sidewalk frontage to place tables onto what will become what-used-to-be parking spaces. I would experiment with this for one month, three months, six months, and gather data on whether their businesses benefit from what will become Market Plaza. And if that is successful I would encourage the businesses on the other block of Market Space to likewise become part of Market Plaza by relinquishing and remanaging the parking spaces into pedestrian, strollable, cafe-table-sitable space.

I would make functional the intersection of Compromise Street, Main Street and Randall Street. I would recommend Option 2 as proposed by the traffic engineers. In doing so, I would take advantage of the broad, really broad walkable areas to relocate the memorial to the really broad plaza in what will become a greatly expanded Hopkins Park. The basin would move to a place that is pedestrian safe and pedestrian accessible and if some philanthropist wanted to grant a fountain, I would accept the gift and I would call it the Monument to Tolerance.

I would redesign Hopkins Park for not only the Tolerance Monument but also for really good benches, trees, an interactive information kiosk from which one could call for a taxi, see maps, learn when the next shuttle to the parking garages would be by, and do whatever else interactive things do. I would redesign Hopkins Park to be useful for farmers markets and other vendors year-round. I would redesign Hopkins Park so as to be a useful adjunct to the Market House, which needs to be bigger to be successful. And I would redesign Hopkins Park to be a transit stop for city buses, taxicabs, horse carriages, and electric shuttles to the parking garages.

I would gradually reduce the parking spaces as the following were put into place: manage parking for short term stops to the businesses that truly require short (like 15 minutes) parking, like Mills, the hardware store, the clothing stores on Main; signage on Rowe Blvd. and West St. that directs people to the available parking with real time info on prices and number of spaces currently available; a functioning shuttle system from City Dock to the parking garages; the removal of City employees from Hillman Garage. In other words, a gradual but steady change.

And I would redesign the Harbormaster side of City Dock to accommodate the following:

* a vastly expanded public plaza between the Harbormaster and Campbell Park by removing all those spaces;
* retaining the spaces the Harbormaster needs;
* reconfiguring the remaining spaces for a broader promenade, shorter parking, and tour bus and delivery access;
* tour buses turn left at the Harbormaster and exit the City Dock area down _____ Street and out Prince Georges and however they get out of town;
* incorporate both access to and an open plaza in front of the Sailing Hall of Fame.

And there needs to be a public-private authority whose sole job is to manage all this public space and the Market House, to program the vendors and the entertainment and the farmers market, to interface with the business folks, to work with the police, and to get up in the morning and go to sleep at night thinking only of City Dock.

I think the Rec Center and Market House need to remain in public hands and for essentially public use.

And finally, to get there, I think this Committee needs to break into subcommittees to study specific issues and I think we need an expert in organizing stakeholders to create the great public space that City Dock can become and that this expert should be financed not by the City but by the private sector. This city is rich, everybody wants something done, and we need to pony up to get someone to organize the people, and the City will follow.

That's what I would do if I ran the zoo.

C. Chance Walgran

Good afternoon:
As I began to think about the home work assignment we were given last week I decided to read Robert Waldman's ideas in an attempt to avoid redundancy. Well, what I discovered is that he pretty much has said it all. The one additional item I suggest would be to build a parking garage on the Green Street lot. While I believe we have adequate parking if you include Park Place and Knighton garages, we are going to lose parking on City Dock and we will eventually have to shut down Hillman for much needed reconstruction. Not to mention that even though the lots out West Street are convenient, the simple fact is people prefer to park near the water. These issues coupled with the fact we will never have a better chance to work with the School Board, vies-a-via their plans to renovate the school, combine to make a compelling case that now is the time to move on this project.
Look forward to continuing conversation with all of you.

Anthony Clarke
Hello All,
There are a number of things that I would like to change about City Dock however no matter how much I wish I was the enlightened prophet of successful downtown waterfront change I realize that to do it right I would need the help of experts.

To put this in perspective I would like to pose the following question –
Would you allow your Primary Care Physician to perform Open Heart Surgery on a member of your family or yourself?

I don't think many people would respond with the answer yes to this question unless the Primary Care Physician just happened to be a qualified Heart Surgeon at the same time. Although this might be a little extreme as an example my point is that just like Primary Care Physician's, who know, generally, about medical health and wellness, they are not qualified experts and should not be allowed to muck around with your most vital organ. For me City Dock is the most vital organ of the City of Annapolis and although we as committee members all have great ideas (as well as the countless great ideas that have been proposed over the last forty years) we are not experts in this field and I am not aware of any one of us having actually achieved success in this area in other communities elsewhere. I say this respectfully.
What I would change is the approach in how we go about trying to change City Dock and look to the experts that have proven this time and time again and have a record of achievement. – I am referring to the organization "Project for Public Spaces" www.pps.org a non-profit that has been advising and working with waterfront communities in the United States and around the world for over 35 years. For the purposes of this homework I am providing one of the Guiding principles that are being used for a current project that PPS are working on not too far from here at this time – this is what I would like to see happen with our most vital organ of City Dock.

> **Placemaking:** Public spaces are an extension of the community. When cities and neighborhoods have thriving civic spaces, residents have a strong sense of community. Great civic spaces are really great public places. They are recognized and valued in their cities and towns as places with their own special flavor that relate to and nurture the larger community and bring the public together. A great public

space is a people magnet. People go there not only because they must pass through it on business, but because it is just pleasant to be there. Great public spaces are generally characterized by four key attributes: Access & Linkages, Comfort & Image, Uses & Activities, and Sociability.

Some of you will recall that a group of local businesses, property owners and associations hosted a presentation on March 7th by Fred Kent, the founder of PPS. For anyone that may have missed the presentation you can find a video at this link
http://www.buylocalannapolis.com/

Gary Jobson
April 19, 2011

Annapolis City Dock Ideas

A Legacy for the Future

1. Build Venue for Hosting Important Events. (Examples)
    - Tall Ships
    - Maritime Festival
    - Outdoor Film Festival
    - City Fair
    - Cycle competition
    - Running events
2. Enhance the Public Experience
    - Benches
    - Sculptures
    - Artwork
    - Fountain(s)
    - Children's activities
    - Band shell
    - More trees
    - Tie in with Naval Academy gate on water
    - Open sight lines to water
3. Facilities
    - Dredge harbor to 20 feet (currently 15 feet)
    - Widen Dock Street sidewalk
    - Widen walkway along Ego Alley
    - Eliminate most parking on City Dock
4. Major Projects
    - Create movie theater on Fawcett property
    - Build garage at Green Street School
    - Eliminate traffic circle

Build open walkway surrounding Market House
Extend City Dock out into harbor 100 feet

5. Immediate Improvements
   - No trash on display
   - Regular cleaning
   - No boat tie-ups along seawall (Ego Alley)

Carol Nethen West
To all;

Thanks for your positive response to include thematic Prominent Public Art in the Annapolis City Dock Redevelopment from the plan and design stage through to completion.

Please take a moment for an explanation of PUBLIC ART from another waterfront destination, Newport News Public Art Foundation:

Public art fits a much broader definition than art in a gallery or a museum. In simple terms, public art is any work of art or design that is created by an artist specifically to be sited in a public space. It can tower several stories high, or it can call attention to the pavement beneath your feet. It can be cast, carved, built, assembled or painted or performed. Whatever its form, public art attracts attention. By its presence alone public art can heighten our awareness, question our assumptions, transform a landscape, or express community values, and for these reasons it can have the power, over time to transform a city's image. Public art helps define an entire community's identity and reveal the unique character of a specific neighborhood. It is a unifying force.

Why Public Art?

The impact of public art on a community is priceless and immeasurable and once experienced it only appreciates. Public art has the power to energize our public spaces, arouse our thinking, and transform the places where we live, work, and play into more welcoming and beautiful environments that invite interaction. Public art can make strangers talk, children ask questions, and calm a hurried life. It enhances the quality of life by encouraging a heightened sense of place and by introducing people to works of art that can touch them and generations to come.

The Many Benefits of Public Art

Beyond its enriching personal benefits, public art is a true symbol of a city's maturity. It increases a community's assets and expresses a community's positive sense of identity and values. It helps green space thrive, enhances roadsides, pedestrian corridors, and community gateways; it demonstrates unquestionable civic and corporate pride in citizenship and affirms an educational environment. A city with public art is a city that thinks and feels.

Public Art Funding

Funding public art is a wide-open endeavor. It can be funded by state, local or federal governments. It also offers funding opportunities for percent-for-art programs, public agencies, the general public, individuals, churches,

educational institutions, museums, hospitals, corporations, and private foundations. Public art is a community-wide mission with no boundaries for participation and sponsorship.

FOR ANNAPOLIS:
I'll take this opportunity to respectfully submit Themes for Public Art Development in City Dock Redevelopment and encourage discussion on priorities:

1. Community as stakeholder - most impacted contributor, greatest contributor stakeholder
2. Maritime Heritage
3. Historic Annapolis Preservation
4. Tolerance
5. Inclusion of all generational interests
6. Inclusion of modernistic design and changing culture
7. National waterfront destination
8. Support from coordinated city, county and state offices
9. A cleaner environment
10. Education
11. Remembrance

Public Art must also be created and sustained by the community, as in a foundation. Only in this way, will it grow, despite political and economic trends and decisions.

Thank you.

As an addendum to my recent homework assignment email on Public Art in Annapolis and in tribute, I'd like to share with everyone important information about William Donald Schaefer's contribution to the arts. This came to me in a recent message from The Maryland Citizens for the Arts:

During his many years of public service, as City Council Member and then Mayor of Baltimore, Governor and later Comptroller of Maryland, Governor Schaefer made outstanding contributions to the arts. While on the Baltimore City Council, Schaefer wrote and secured the passage of the 1964 Baltimore City Percent for Art Ordinance. As Mayor he created the Mayor's Advisory Committee on Arts and Culture and significantly increased city funding of the arts. It was under his leadership that ARTSCAPE was inaugurated. As Governor, Schaefer created the Governor's Commission of the Future of the Arts in Maryland in 1992. In 1994, he signed into law the Arts Stabilization Act – a landmark piece of legislation ensuring ongoing protection of arts funding in Maryland.

All:

addendum to my homework submission on Public Art.

The Old Rec Center:

If not already published, the Capital called me for an interview about my proposed "Art and Civic Center at St. Mary's St". Elisha, who is the regular reporter to the city, did a great interview and will be writing about the "Arts and Civic Center" idea, as well as U of MD Environmental "think tank" proposal and Architect. developer's "work force" residence proposal. Please keep a look out for the Capital article.

Knowing fully well that Speaker Mike Busch's recent designation of funds to Maryland Hall for Creative Arts, new Bates theater for arts magnet school and rehab of the old rec center might rearrange priorities for the old Rec Center, I was careful in the interview to refocus on the possibility of Historic Preservation's consideration of "community service" at the Old Rec Center as a "contributing resource." I don't know if "function" can be established in Historic Preservation and defer to more those more expert on the subject. However, it seems to be up to CDAC to propose this consideration to irrevocably plant the community as a fundamental stakeholder in city dock redevelopment.

Market Slip

I am currently researching Public Art integration at the end of Market Slip, closest to the Market House, as a possible site for a comprehensive in the water LIVING HISTORY site for Chesapeake Maritime Heritage. Some features of LIVING HISTORY sites include hands'- on education by visitors, staff of authentic true waterman to show different aspects of historic maritime industry. Bugeyes, oyster boats, crabbing, and all would be featured.

It would be complement to the US Sailing Hall of Fame. Also, visitors coming to the site would go into a retail area, all about the maritime industry. There is no better spot for this than the Fawcett Bldg. No one business can afford the rent, however. It would take a co-op of maritime businesses to go into that space to be able to afford it: alot of work. But, isn't it worth it? Don't change the zoning!

LIVING HISTORY exhibits are fun, family driven, ecologically sensible and educationally important. Calvert Lighthouse is a convincing Living History Exhibit. There are a few in Baltimore too.

I appreciate every one's ideas on this esteemed committee. It's an honor to submit these "Public Arts" ideas.

Ann Jensen

What I would like to change about City Dock and why I would make this change.

Once upon a time, when you left the market, you found yourself on quiet streets of homes, where people walked to work downtown, did most of their shopping there, and complained about horse and buggy and even bicycle traffic. Some things never change. Even then, the waterfront and the historic sites were places people liked to visit. But the dock area wasn’t a venue. It was at the heart of a real hometown and, still has some of that same appeal. It doesn’t need a make-over that will destroy its unique and appealing character.

Somewhere recently I read that “we stand to lost what money can’t buy”. I think that’s what is at stake now. Many of the things that will make a difference aren’t that expensive. Some of the changes I’m suggesting and my reasoning follow.

* Catching visitors before they get to the Dock with effective directions to parking away from downtown
* Maximizing use of city garages
* Eliminating parking from Creagh Street to Susan Campbell Park except in front of Hell Point and its neighbors
* The space gained there would be for added use during events and to allow for tour bus access, but not for adding anything that would obstruct views of the water
* Eliminating parking along the water side and that side of the center parking meter island on Dock Street
* Controlling auto and pedestrian traffic from Compromise Street to Randall
* Somehow entice Trader Joe’s into the Fawcett property. It would certainly be an attractive and much needed addition for visitors who come by water and need to replenish supplies. It’s also one thing that could bring residents downtown from nearby communities and would be welcomed by downtown residents.
* The City Dock is an area that grew naturally, mostly as dictated by the needs of Annapolis residents, who in the early days also represented most of the businesses. It was a true hometown. Perhaps we can bring back that hometown feeling for residents and visitors alike. Few today come from such a place, which may contribute to it’s appeal. Much of the basic structure and authenticity has survived. Theme parks abound elsewhere. Let’s not create one here.
* The City Dock is a people place. It invites festivals and other events. It always has, from colonial fairs to firemen’s carnivals of the early twentieth-century and the variety we have today. Festival and event organizers have successfully made the most of the space available. It’s not necessary to radically change the dock to further accommodate them. There have been concerts on the dock for years. We don’t need a band shell that would obstruct the view of the water and diminish the evening’s enjoyment. When we can go home and flip on a wide screen TV or go to a movie theater, I don’t think we need that sort of entertainment at the Dock. We have the real thing. From sailing events to entertainment, let’s keep it live.
* The most important change that can be made to City Dock is to reclaim the waterfront as a picturesque place for jogging and dog walking, for day and evening strolls, for meeting friends, for breakfast or lunch while enjoying the views, for listening to street musicians or other performers, viewing art and artists at work, etc.
* More benches and other seating facing the water would greatly enhance the experience. The water is what draws us and should be the focus. What happens on the land must relate to that and not compete. Sculptures, artwork, trees, and greenery should have a place that enhances the waterfront experience but doesn’t intrude upon views of the water. From almost anywhere at the lower end of town, it’s nearly impossible to actually see the water, except for a narrow slice the dock offers. Any glimpse of the harbor and Bay beyond is obscured by cars, trees, pilings, the Harbor Master’s building, and, if it’s a sunny day, throngs of people. If you want a good view, you have to walk up Main Street. Let’s change that.
* Something has to be done about parking and traffic for the benefit of businesses, residents, and visitors. Frustration is universal, but more often at some times than others. Many Annapolitans avoid downtown during tourist season, even if the rest of the year they use it to get to or from

Eastport or Route 50. Getting into and out of downtown can be a trial. I would think that visitors would enjoy their visit much more if they don't start off sitting in traffic.

* The Transportation director's plan to promote use of the city garages with a regular shuttle should help a lot. Assuming the shuttle buses don't get backed up in traffic, that is. A short ride from a Knighton or Park Place should not deter people from visiting. A bus stop may be closer than wherever they've parked their cars. If people know not to expect parking, they'll soon adjust as they do for boat shows and other events that bus them from the stadium.
* Shopping or dining incentives for those who use the garages could help.
* For this to work, there must be highly visible and adequate signage to direct people to parking before they get downtown.
* The problem of pedestrian traffic has to be addressed. On weekends and sunny days, anywhere below Conduit is clogged with cars and pedestrians waiting none too patiently to get where they're going. Or anywhere sometimes. An apparent attempt at a quick fix was to change the timing of the light at the corner of Randall and Prince George Streets, but the real problem is the pedestrians passing freely at a leisurely pace at the many, confusing crossings around Dock Street and Market Space and at Compromise and Randall Streets. Somehow, they have to be controlled by human or mechanical means. Full-time week-end and everyday noon-time crossing guards could probably adjust more realistically to conditions than lights and would probably cost less. Changing the location of the crossings as discussed would be a good idea.

Joe Budge

What I would like to change about City Dock and why I would make this change.

May 8, 2011

Theme A: Creating a business-friendly atmosphere and fostering business

A.1. Stand-alone management entity: I completely subscribe to the Urban Land Institute's recommendation that City Dock and the Downtown areas need a stand-alone entity to manage:

Data collection for parking
Data collection for market segments
Parking
Retail recruitment
Marketing and Public relations
(including aesthetic functions such as flowers and street beautification)
Public Space Activation (a.k.a. "Programming")
Special Event Coordination
Strengthen coalitions and partnerships between public and private stakeholders
Strengthen coalitions between commercial and residential interests.
Advocate for Downtown and the City Dock area

To succeed our City's core cannot continue to wander aimlessly, wondering why no one is doing anything to compete with the expansion of the Mall and Parole. As ULI so aptly put it: "…someone must wake up every day with their sole purpose being the management and activation of those spaces…"

The stand-alone entity could be contained within the Annapolis Economic Development Corporation (although that hardly makes it stand-alone), be a re-activated Downtown Annapolis Partnership, or be a wholly new organization. The choice will be the Council's.

I have put this change first because if we do nothing else, this entity can drive all the other changes necessary at City Dock.

A.2. Zoning for Businesses: The studies we have seen give our Committee a straightforward choice for the Compromise Street side of Ego Alley: University of Maryland proposes that all the existing buildings be torn down and the area turned into an open public park. In contrast Catholic University and the Urban Land Institute propose redevelopment as residential, hospitality, and retail. They emphasize the importance of supplying residents or overnight visitors downtown who will be customers of the establishments around City Dock. For that reason I would rezone the land between Ego Alley and Compromise Street as "Mixed Use", with the restriction that first-floor uses on the water side of the buildings must be retail/restaurant. This rezoning would be consistent with the existing Comprehensive Plan. It should remain subject to the existing height restrictions in that part of the Historic District (22' cornice, 32' building height).

Theme B: Residents/visitors/business needs

B.1. Zoning for Attractions: The ground on which the National Sailing Hall of Fame will sit should be specifically zoned for a museum or other public attraction. We've been told in may forums (fora?) that a successful district needs multiple attractions to keep customers returning over and over again. Annapolis is fortunate to have many attractions already: the Historic District, the State House, USNA, the Bay, and Market House (cough!). We will soon be gaining another, the National Sailing Hall of Fame. The ground on which it will sit is currently zoned a combination of C2 and WMC. The zoning should be consistent for the facility. I believe the City should make it a "Public Attraction" zone to keep the site as an important anchor to City Dock in perpetuity.

Similarly, I would apply the same "Public Attraction" zone to the old Recreation Center. The Center needs to either bring people to Annapolis (as an attraction) or supply them (as an office, hotel, or residence.) We achieve much more leverage with an attraction. Our Committee has received two specific proposals for what type of attraction it should be: An Arts and Civic Center or Maritime Museum (presumably an extension site for the Annapolis Maritime Museum.) In addition, during Envisioning Annapolis the University of Maryland team proposed an Oyster Museum for the Marriot site. This could be a use for the Old Recreation Center as well. All of these ideas are good ones and there are probably others – I don't propose that the Committee needs to choose.

B.2. Flexible Use Space: I support the concept of turning the outer block of Dock Street (past the Harbormaster) into a pedestrian plaza, but I don't see a clear way to achieve this. The tour boats and the NSHOF will want tour and school bus access, and the Boat Shows will want a clear, flat space. These two constraints limit our options for the space. This leads me to wonder: If we're going to have a broad, flat, hard space there, why can't it serve multiple purposes?

Here's my thought: Designate the outer City Dock parking spaces as Flexible Use Space. They can be used for parking, as they are now. The space also can be used for temporary events which contribute to the vitality to the downtown area. Someone mentioned ice skating. Other activities, tented or un-tented, would be promoted here. Assuring that the events contribute to downtown vitality and compensate for the temporary loss of parking is one reason why a functioning management organization is necessary. The perimeter of the lot remains clear so that busses can access the tour boats and NSHOF.

I recognize this approach lacks sizzle. And I really would like to support Mr. Waldman's suggestion to gradually turn this area into a park. Perhaps my suggestion is simply one step down that path.

B.3. Shelter for visitors from rain and sun: The pending redesign of the Harbormaster's facility should include overhangs to shelter guests waiting on busses and water taxi's.

B.4. Pedestrian shuttle across Ego Alley: With attractions and shops on either side of the water, a means to cross back and forth conveniently is needed. At least a few studies have suggested a bridge. A bridge that 's the appropriate scale for the area would be bad news for even the smallest sailboats. Let's start with a ferry shuttling back and forth. (It's easier to sink if it doesn't help.)

B.5. Promenade: I endorse the suggestion of too many studies to count that the public pedestrian promenade should be extended from the present Donner Lot to the far side of the Marriott. Attractive pedestrian space is essential to luring visitors out of their cars and circulating them about town. The promenade should be wide enough to allow both pedestrians and business activities that spill out onto the walkway (café tables, temporary merchandise racks, and so forth.) I admire the owners of 110 Compromise St. for recognizing this and stating that they always will keep their portion of the promenade open to the public. However this would depend on the property not changing hands. The City should use eminent domain to obtain permanent right of way at a fair price over the private properties that line that side of the waterway.

Theme C: History and building on the past

C.1. Museums: I've discussed above the Maritime Museum or an Oyster Museum in the Old Recreation Center.

C.2. Old shoreline in Pavement: Why not? The early shoreline was basically along the line of the buildings which front Dock Street, Market Space, and the "uphill" side of Compromise Street. This would be hard to outline. Later shorelines would be visible and interesting to visitors.

C.3. *Preserve the existing building line along Dock Street*: The line of facades along Dock Street correspond pretty much to the original shoreline. Some proposals have suggested expanding the buildings into the Dock Street and parking lot area. I believe it is important to preserve the existing line of facades as a marker of the original shoreline.

C.4. Reconstructing Old Buildings: Let's not reconstruct the 3-story warehouses that stood at the head of Market Slip, where the Donner Lot and 110 Compromise now sit. They completely walled off the foot of Main St. from the harbour.

Theme D: Transportation and parking

D.1. Memorial Circle/Market Space/Randall St: I favor Option 1 presented in the Transportation Study. My personal experience has been that the existing circle works well. Traffic issues in the area are entirely a product of backups on Main St. and pedestrian traffic between Market Space and Dock Street. A traffic light at Memorial Circle wouldn't address either of those problems, so keep the circle. A light can be added to the Market Space/Randall St./Dock St. intersection to control pedestrian/vehicle timing there.

This option reduces the ultra-short term parking (15-min) in the bottom block of Main St. An equivalent number of spaces in Market Space should be converted to ultra-short term.

D.2 Green Street Parking Lot: The proposals for a high-capacity parking structure on the School Board lot trouble me. All of them depend on digging down below sea level. Sure, that can be done. However, any structure below sea level at City Dock is going to flood. Heck, many of our above-grade structures flood on a regular basis. How are we going to keep the sea out reliably? As a taxpayer who will get to pay for the flooded cars when we fail, I don't care to sign up for this.

If we agree the parking needs to be above sea level and recognize that roof-top parking doesn't belong in the Historic District without 360° shielding from view, that basically restricts the lot to one level of parking with a playground/park on top. It can be done, but at an enormous cost per parking space. If the City wants to dig down, the appropriate place to do so would be during the rebuild of the Hillman Garage. By digging down the City could extend parking under Gorman St. and pick up even more spaces. Basement levels of Hillman would more than compensate for spaces removed in other reconfigurations of the City Dock area.

At any rate, I think the Committee should spend serious time discussing the Green St. lot. We should either strongly promote it (and then help make it happen) or articulately kill it. We should not have another 20 years of "You really should put a parking lot over there."

Theme E: Prominent public art

E.1. Arts and Civic Center: Discussed above.

E.2. Fountain in Memorial Circle: It's been 103 years since Mayor Claude proposed the Fountain of Toleration in Memorial Circle. It's time to git 'er done. We may want to update the design a bit…

E.3. Prominent Art at outer Dock Street and Campbell Park: The broad, open spaces of the outer City Dock area cry out for prominent sculptures. Their size would be limited by the need to remove them for Boat Shows and other temporary events.

E.4. Play Fountain: The 2007 proposed redesign of Campbell Park, the Catholic University Study, and the Urban Land Institute all suggested a ground-level fountain that pedestrians could interact with on hot days. I believe the best place for this fountain would be the steps we're going to build leading down to the water. See below.

Theme F: Connecting to the water/connecting to the land

F.1. Promenade: (Discussed above.)

F.2. Protect Viewshed: The City should aggressively protect the viewshed of lower Main St. It's hard to connect with the water if it's invisible. The City should acquire the outer corner of 110 Compromise St. that protrudes into the Main St. viewshed. Further, the City should legislate that other intrusions into the viewshed are not allowed.

F.3. Boat Height Restriction: Several studies and Committee members have suggested banning boats from tying up in Ego Alley everywhere except the slips. I agree that staring at a wall of fiberglass doesn't exactly connect me with the water. However, I think a dock area with no boats is sterile and dead. Further, it dishonors our heritage as a lively port. A middle ground, which I believe sensible, would be to allow only boats whose "solid portions" do not extend above the eye-level. This would allow many sailboats and low powerboats to use the seawall and promenade while preserving the viewshed.

F.4. Terraced Steps To The Water: The Urban Land Institute told us that in order to connect to the water people had to actually get to the water. I agree. But where to put this access?

The existing shoreline of 95% of Ego Alley has been in place for at least 100 years. That qualifies as "historic" in my book, and something to preserve, not alter. The only exceptions are the Compromise St. and Donner Lot sides of the turning basin in front of Market House. These two shorelines were established in the late 1970's and early 1980's. The additional pedestrian space along Compromise St. created by Traffic Option 1 (above) could be terraced down to the water. Alternatively the Donner Lot could be so terraced. More on this below.

Theme G: Creating a broader open and public space

G.1. Promenade: Discussed above.

G.2. More pedestrian space around memorial circle: Addressed by Transportation Study Option 1, above.

G.3. Café Plaza: The Catholic University Study recommended significantly broadening the sidewalk in front of the commercial buildings on the first block of Dock Street (Randall to Craig) to create a plaza for benches, café tables, and shade from small trees. This would create an area for people to relax and enjoy City Dock without disrupting bus and service traffic to/from outer Dock Street. I'm somewhat ambivalent about the shade trees – they would certainly be enjoyed by everyone in the plaza but contradict the viewshed of the City from the water. I suppose we could cut them down if they don't work out. The rest of this plaza idea I support.

G.4. Donner Park: Turn the existing Donner Parking Lot into a "picnic park", complete with green grass, shade trees (out of the viewshed), benches, and terraced steps down into the water. There have been many calls for

additional open space – and steps down to the water are going to need some of it. Given the historical significance of the remainder of the shoreline, the Donner Lot shoreline facing the turning basin is the logical place to install the steps. The promenade would be altered to pass on the landward side of the steps. What's left of the parking lot should become a calm oasis for people, not cars.

Turning the Donner Lot into a grassy park would eliminate its use as a farmer's market. The Farmer's Market can be accommodated by temporarily closing off one of the two blocks of Market Space.

G.5. Plant Grass at Campbell Park: Our Committee has received numerous requests to relieve the acres of sun-baked asphalt and brick on City Dock. Plant grass. It's been done before. It doesn't look like it needed fixing:

(City Dock Plaza, Late Fifties: M.E. Warren, MD Illustrated File 125, P59025 no date, Archives of the Historic Annapolis Foundation. Auto restorers tell me the youngest car in the photo is a '58 Plymouth.)

Karen Theimer Brown

Assignment: What I would like to change about City Dock, and why I would make this change.

Elements to retain:

As it stands now, the city dock viewsheds and vistas accentuate the relationship between the built environment and the natural setting. You stand on the edge of city dock and simultaneously feel that you in the maritime world and in the historic city. The water's edge, natural topography, and the USNA's boundaries have helped contain sprawl and gives us a scale that is manageable. The area has an historic village-like setting due to its historic layout, height and zoning restrictions, and few traffic lights. All of these elements must be retained.

New elements to be incorporated into the committee's plan:

1. Reduce the amount of asphalt. Eliminate much of the parking on along Dock Street. Allow for a wider promenade that encourages greater pedestrian flow.
2. Enhance the Susan B. Campbell Park and the Dock street area as the city center destination – provide both shaded and sunny areas, grass and benches, a place for performances, and a feeling of safety (especially for children from moving cars). Provide a variety of smaller spaces to allow for multiple simultaneous experiences. The Harbormaster building should serve a greater purpose, to include clean and safe bathrooms, a greater police presence, and visitor information.
3. Place a greater focus on the pedestrian experience. I do not support the idea of additional traffic lights, not only for aesthetics, but because it devalues the pedestrian experience and places an emphasis on the auto. We need to increase walkability along the waterfront. Instinctively people want to experience an uninterrupted promenade. A path from the USNA to the Marriott would be wonderful and would heighten our connection to the water from the land. Wider sidewalks along Dock Street properties would be a part of the promenade. Pedestrian scale is also very important. The billboard on Dock Street is entirely out of human scale and is a visual eyesore. Sidewalks and the boardwalk allow for people to interact with one another, which makes for a greater sense of community. At off peak, slow down the traffic to allow for a safer pedestrian experience. At busy times, improve mobility by better mixed transit.
4. Allow for a greater mix of transportation modes. Accommodate greater bike access and access for tour buses pick up and drop off. Encourage the use of segways and small shuttles.
5. Eliminate visual clutter as much as possible. For example, the newspaper boxes on Hopkins Plaza and outside the harbormaster building should be eliminated or relocated.
6. An improved and uniform signage/wayfinding system is critical. This will assist with parking challenges and help with the clutter issue.
7. Parking is a serious issue. Some suggest it is only a perception problem, but having lived in the heart of the district for several years without a parking space, I can attest that at times finding a place to park is a major challenge. Recent studies indicate that there are enough parking spaces downtown to accommodate the need. However, finding those parking spaces is the challenge. An enhanced wayfinding system, shuttles, and 'smart' parking system in the municipal garages would all help this problem. Parking cannot be unreasonably inconvenient or inaccessible. The parking plan must address seasonal parking problems as well, particularly during the legislative session.
8. We need to be a part of the 'greening of America' discussion. We must continue to support and foster urban garden plots, farmers markets, mixed modes of transportation. Historic building and infrastructure rehabilitation are critical to the preservation and sustainability of our historic district. This could open up availability to external funding sources.
9. We must help establish a greater preservation ethic. As a National Historic Landmark District, Annapolis' history and architecture are the backbone of the downtown experience. The city dock is a focal point of our identity as a community. How we interact with our cultural and maritime history must be enhanced. Interpretative opportunities, historic walks and markers, and maps of historic shorelines are a few ideas we can adopt to increase our historic experience. The city must work to develop incentives for preservation. For example, financial tools for improving energy efficiency in buildings must include

assistance for owners of historic properties to rehabilitate and upgrade their properties within historic preservation standards. Code officials must be easier to work with and a flexible system for expediting reviews should be allowed for when working with historic properties. A greater preservation ethic will also foster greater civic and community engagement, as architecture is often an important component of a community's attachment to a place.

10. Good, solid management is key for attracting a variety of uses, ranging from festivals to outdoor movies. This management group should be year-round to provide a seasonal strategy, addressing the slow times as well as the busy times. We need an advocate for the downtown - a management group whose sole purpose is to promote and protect our historic core.

Catharine Incaprera,

Dear City Dock Committe Members,

I am a business owner, mother, and resident of downtown Annapolis. With three investments tied to this city I have a wish list and a hope to see the city prosper and become more then just a historic stop for tourists and only those locals who live nearby, such as myself, to come to visit. I want to see "my downtown" become a place for those who live further then "local" to come downtown regularly to shop, eat, and enjoy the culture of our city! Boo hoo malls and Towne Centres! I want to see our city praised in national magazines and to be sited with awards for restoration and revitalization! To get "best of" awards for most romantic city, coolest "eco" restoration city, the best festivals, dog loving town, kid friendly city, artsy city and so many more! There is so much this city has now to offer, but there is more potential awaiting. If well planned and thought out our committee could really put our city on the map! I want to thank Mayor Cohen for seeing that downtown is up for a make-over, as i would call it. Now, i know there are those concerned that downtown will loose it's charm or those locals who live downtown who don't want change at all. Downtown has the potential to be a much better visibly as well as economically. I believe and have faith that the committee's ideas will be monumental in keeping up with the times of today, looking ahead into the future, while still keeping it's historical beauty in tack.

Here are a few of my wishes for Downtown's revitalization:

1. Create a more PEDESTRIAN friendly downtown city dock. (Including the removal of the traffic circle). I don't want to go into this other then to say that it is dangerous for pedestrians and silly to loose that much land for a big circle unless you put a fabulous fountain in the middle of it? hum?

2. More regularly occurring events and street performers to draw day trippers and to liven up the atmosphere. Ideally creating a more European chic destination like Covent Gardens in London but always maintaining Annapolis' historic charm.

3. Create a city staff position for a professional event planner/promoter or contract one that would spend time creating, coordinating, and marketing weekly events. That person or group would have to be truly savvy with marketing, advertising, charities, and event planning. With a proven track record. Examples for these weekly sponsored events could have professional or local recording artists, art festivals (the first annual Ego Alley art festival- have a contest with the local artist to draw the promo poster for the event great exposure who would win!), May day flower festival, our very own jazz festival, our own film festivals, our own oyster festival, a kids fest, summer series picnic in the park classical music festival, chili fest cook off- featuring local restaurants chefs competing against each other, ice cream making cook off, family movie night at the point, ...the ideas and events are endless! I know that when downtown hosts events ,such as the boat shows, wine festivals, or midnight madness' my business does extremely well with more foot traffic! Business owners love that foot traffic!

4. Loose the parking out on the point as well as behind the market house and support the city's work doing so by creating a "buy a brick", and "buy park bench" campaign to help fund the pedestrian walk ways and create a sense of community involvement. Your purchase of a bench or brick will help pay for the work done repaving the area keeping it historical and also a nice memorial to you or a loved one. I saw it work first hand in Fells Point, Baltimore when Inner Harbor East was being developed!! Take those areas and give them a visual park type feel for tourist and locals to stroll out to the water and enjoy. A place to stroll, a place to play, a place to hear concerts, and a place to hold those killer weekly events that you are going to now draw a bunch of tourist and locals to downtown! Put in a large fountain to turn into an ice skating rink that will draw locals and tourists during the super slow winter months where for a retailer time stands still during those slow winter months!

5. Let's put downtown Annapolis on the map by actively cleaning up spa creek. Start a city wide locals campaign to clean it up. Get some free advertising for the city by getting local and national news involved. Coin a green slogan and have local businesses support it! That will get national attention in light of our world wide environmental situation. Win awards or funding in our effort to clean up that water where everyone comes to downtown look at and to feed the ducks. yuck! Trashy and oily mess. I think starting with that might be a good one to do as well as the going "green" idea when the parking lot is turned to a beautiful green area! Eco friendly loving city!

6. The Market House, well can someone call Whole foods or Wegmans? Lets get a gourmet mini supermarket in that market house! Seriously, it is a no brainer! Or, do what the New Orleans did to their historic french market house! and check out how they celebrated the opening of it! very very cool! who is in there, etc. It included arts, music, cooking classes, etc. check out the website http://www.gulfalive.com/

7. Lastly, please can we get rid of the parking meters and put in the ones where you can either put in cash or a credit card. Where you get a receipt that you put in your car dash. You all know what i am talking about? Every city has them now. I never have change when I need it and these are better for the tourist who come to visit. Also, allow 3 hour limit, not just 2 hrs. My thoughts are that 2 hours is

not enough time to have lunch and to then shop or get an ice cream! That would help the businesses. We are not a "drive through" city! We are a destination city!

I just want to thank Mayor Schmoke and Sally for helping us and keeping the committee on track! This is a very exciting time for the city. You both are doing a great job! Thanks so much!

Annapolis is my favorite city!

Orlando Ridout V

My Thought on City Dock
May 9, 2011.

Annapolis enjoys a national reputation as a desirable place both to live and to visit, based primarily on its history and access to the Chesapeake Bay. These same factors are cited as key advantages for downtown businesses as they compete on both a local and regional basis. The core guiding principle for the future of City Dock should be to enhance these assets and the public's ability to experience the city without descending into throngs of people and a carnival atmosphere. Our goal should be to ensure a balance among the core constituencies that emphasizes quality over quantity—more customers rather than more people, and more stability for the residential future of the city.

With this in mind, we should identify key opportunities to improve site lines to the harbor and bay, enhance access to the waterfront, and create or enhance key public assets that emphasize history, the environment, and the Chesapeake Bay. Opportunities for additional shade and seating, new facilities, and "activity features" should all begin with a careful look at maintaining view sheds and key sight lines.

To be successful, I believe any plan will have to be designed so that it can be implemented incrementally over a ten-year span (or longer if needed), and to the extent possible by modifying or enhancing existing city plans and priorities, looking for ways to amend or re-shape budget line items rather than create major new spending initiatives.

To accomplish this, I suggest enhancing a number of existing city projects already in the 2012-2017 CIP and adding one new one.

First, tackle the parking and transit problems with two initiatives. The City plans to rebuild the Hillman Parking Garage with "state of the art controls, ADA…access, elevators, and appearance more compatible with the

surrounding community," at a projected cost of $22 million, and evidently duplicating the present capacity of 435 vehicles.

First Recommendation: Reprogram the design to include two levels of underground parking totaling approximately 234 new spaces within the existing footprint, and more if extended out under the Gorman Street corridor. Underground spaces cost significantly more [approximately twice as much?] but should be standard practice in Annapolis for all sites with sufficient elevation above sea level. The subterranean decks could be used to meet reserve parking needs for the city and for lease to downtown businesses, leaving the above-ground decks entirely for public parking, with electronic monitoring of space availability.

Second Recommendation: Focus on incentives that will boost the use of existing but underutilized parking facilities at the Knighton and Park Place garages. This will require a dedicated transit shuttle with timely intervals, electronic tracking of space availability, and a flexible fee schedule that encourages use. Looking 10 years out, we should anticipate that an electronic tracking system can become accessible as part of GPS navigation systems, so that visitors can check availability and price from the highway before they reach the edge of town. Price differentials should be substantial, and adjusted to demand.

Third Recommendation: Use expanded off-street parking capacity to soften the impact of parking on the City Dock area, but do not radically change the basic elements. Instead, tinker with design and materials to reduce the amount of black, superheated asphalt, and create buffer elements to separate parking lanes from busy intersections.

A small scale example: The short-term pull-in spaces in the block between Green Street and Compromise (i.e., in front of Mills and Mangia) should be retained in present form, but sacrifice two spaces at each end of the block to create brick-paved "bump-outs" to separate parked cars from traffic lanes. The bump-out at the east end provides a safer, more visible pedestrian crosswalk at one of the key crossings, and the space in front of the HAF History Museum provides space for activity, temporary exhibits or interpretative material to enhance the visibility and marketability of one of the key public attractions on the waterfront. Meanwhile, replace the asphalt paving for these parking spaces with brick, bordered as elsewhere with granite edging and curbs, to clarify separation from traffic, and remind everyone that they are in the historic zone of the city.

The traffic study has proposed alternatives to the traffic circle, "back-in" parking spaces, and narrower traffic lanes (to say nothing of traffic light options). I recommend against all three. Anyone who thinks traffic lights will be an improvement just hasn't spent enough time dealing with summer traffic on City Dock. While the circle could be shifted (and I am open to a careful analysis), I think we have to leave "dead space" where delivery trucks can pull in without competing with auto parking needs. Spend some time watching the challenges of making deliveries to waterfront businesses, and you will be hard-pressed to come up with an alternate plan that works.

A larger scale example of softening parking areas: On the Dock Street side of the harbor, we could retain the first few spaces (from Stevens to Armadillos) as 30-minute or loading-zone spaces, and convert (ten?) parallel parking spaces from there to Craig Street to a broader pedestrian area with small-scale shade trees and seating.

From Craig Street to Campbell Park, I agree with Joe Budge's suggestion that the space be made more compatible to mixed purposes—fully viable as a parking lot and used for that purpose most of the time, but more pedestrian friendly when special events require conversion to festival space. The biggest difference would be to replace black asphalt with brick, or another material that generates less heat. Some trees could be included in this plan, but with careful attention to site lines—in the eastern lee of the harbormaster's building, for example, and scattered along the north edge of the parking lot, respecting visibility and view shed issues for the businesses on that side of the lot.

Next, make a bold move to change the equation on the waterfront:

Fourth Recommendation: Acquire the Chandler property (i.e., Fawcett's) on the south side of the inner harbor, and make this the cornerstone of a new design for the southwest side of City Dock, as follows:

Combine the Chandler property with the "Donner Lot" and the small city parking lot next to the Fleet Reserve property and treat the three parcels as a single entity.

Initiate a planning and design process to examine the best combination of uses for this property. If a building remains on this site, it should at minimum be reconfigured to open up sight lines from Main Street, and should be positioned to provide more public space along the harbor rim and room along Compromise Street both for better sidewalks and planting buffers. At minimum, some criteria to pursue:

- Open up sight lines to the harbor from Main Street and Market Space;
- Expand access to the water's edge;
- Create shade, seating, and green space without interfering with key vistas to the water.
- Serve as a public open-space link to the children's park on Newman Street;
- Serve as a link to a re-programmed public use for the Recreation Building.

Re-grade the low areas at the east end of this combined city property and the adjoining section of Compromise Street to eliminate routine, wind/tide flooding, but accept continued vulnerability to hurricane-class flooding. The 2012-2017 CIP already includes a flood mitigation component but presumably does not factor in the privately-held Chandler property as part of the solution.

Extend the planned Bulkhead Reconstruction Project in the CIP to include the stretch of waterfront from the Chandler Building to the edge of the Fleet Reserve property, with a wooden, "wharf" style boardwalk as at present but with full public access and ADA requirements factored in. Raising the grade in this area will need to include raising and repaving the short extension of Newman Street, which should be paved in brick and serve as a continuation of the pedestrian path, connecting the "boardwalk" with Compromise Street. If the suggestion of creating "interactive water" space is adopted for the

Donner Lot, I suggest the board walk be extended across the mouth of that area to create a bridge or pier effect, and maintain the present border to the inner harbor.

There has been much talk of extending the pedestrian boardwalk to the far corner of the Marriott, and I certainly endorse this concept as well. I would think the basic premise could be accomplished by constructing the boardwalk outboard of the existing Fleet Reserve and Marriott property lines, but this stage of the proposal is far more complicated, and would need to be designed in a fashion that was viewed by those property owners as an overall enhancement rather than an encroachment. I can picture Pusser's and the Fleet Reserve Club's outdoor seating area as an elevated and very lively part of a waterfront promenade, but this would probably be a tough sell. Focusing on the triangle from Newman Street to the Donner Lot will be challenging enough…

On Parking: Removal of the commercial function of the Chandler Building could potentially eliminate the need for all or some of the approximately 38 parking spaces on the Chandler property. [Clarify how these spaces have been used—did Fawcett's lease some spaces to other businesses?] Still to be reckoned with are approximately 24 spaces in the small city lot and 24 in the Donner Lot—86 spaces in all.

Fifth Recommendation: Make the Community Recreation Building a cornerstone of the public experience on the waterfront. Treat this building as a special opportunity and open it up to a separate discussion of potential uses. It could easily be shifted several years out in the CIP process, and could even be made available on a long-term lease to an institution such as the University of Maryland or the Chesapeake Bay Foundation, provided the use was primarily aimed at enhancing community and visitor experiences. The key would be to retain city control of its future, and to view it as an opportunity to enhance the harbor experience; if not in the next five years, then in the next twenty. The core goal is for this site to become the southeast anchor to City Dock and to serve as part of an eastern Gateway to City Dock.

Sixth Recommendation: Treat Compromise Street, or at least the section from the Recreation Center to City Dock, as a Gateway to City Dock and the harbor experience.

Create a welcoming pedestrian experience for the block of Compromise Street between Newman Street and the Market Space—wider, better sidewalks with trees and plantings on the harbor side of Compromise and matching details on the south side of Compromise, with the Community Recreation Building as the anchor on that side. I suggest using a unified theme of brick sidewalks with granite details and consistent planting beds and trees as a way to signal that a pedestrian has now entered the historic core. [Note that the Board of Education plans presumably do not allow at present for wider sidewalks or buffer plantings. Also note congestion problems caused by people waiting to buy tickets for the Summer Garden Theatre. The Board of Education plan should be reexamined for possible tinkering along the boundary with Compromise Street.]

The small "pocket park" at Newman & Compromise gains coherence if it is part of a sequence of public seating areas rather than an isolated and often overlooked island. I would also recommend a thoughtful

look at the basketball courts that separate the heavily utilized children's park from the pocket park—these courts made sense when the Recreation Center was across the street, but now create a high, chain-link barrier between the two parks. I suggest this space be converted to a community garden, to include a section dedicated that can be used by the students at Green Street School, in place of the small vegetable garden they created this spring at the back of the Board of Ed parking lot.

The traffic study suggested adding a new pedestrian crossing for Compromise Street at the foot of St. Mary's Street. Present pedestrian traffic does not seem to indicate this as a priority, but with increased attention to pedestrian amenities on Compromise Street, this proposal should be adopted, but shifted to the east side of St. Mary's Street and to include a raised pedestrian island that forces traffic from Eastport to respect lane alignments in front of the Marriott. This would greatly improve use of the center "entry" lane that was created to assist truck traffic and St. Mary's Church/School traffic to make the turn from St. Mary's Street onto Compromise. (Note that problems are encountered at this intersection because delivery trucks park in the right lane of westbound Compromise Street and force traffic into the dedicated center lane.)

If these core steps are successfully set in motion, then it would be possible to begin to tinker with smaller details, such as:

Begin a concerted campaign to re-brand the city dock as the "Market Slip", "Inner Harbor" or "City Dock" and kill the use of "Ego Alley."

Enhance the ambience of the inner harbor by offering free dockage to any boat that qualifies as historic, available on a rotating basis depending on demand. Place restrictions on the size and particularly the massing of boats that may lease spaces along the Inner Harbor. Size is generally not an issue with any sailboat that can enter this part of the harbor, but motor vessels routinely block views of the water. Regardless of how the south side of the inner harbor is treated, ensure that the Chesapeake Bay Foundation's skipjack remains centered in the view shed from Main Street—it continues to be the star visual attraction from "up the hill."

Create more space for dinghies and small boats to tie up, perhaps by adding floating docks along the south side of Market Slip, and dedicate some space as a launch point for kayaks, rowing shells, and similar hand-portable boats.

Cut at least two feet off every piling along City Dock and replace the green plastic dunce caps with properly installed, traditional copper.

Improve pedestrian safety at key street crossings, first by shifting the prime crossing of Randall Street back to the center axis used formerly, and by adding "bump-outs" to extend sidewalks out into parking lanes in key locations, such as in front of Stevens Hardware, in front of Factors Row (formerly Riordan's), and in front of the Museum Store.

Review the present proposal to enlarge the Harbormaster's Office. This building already blocks views of the harbor—expanding it will only exacerbate that problem. And yet we can identify other needs that could be met by this building—better visitor information facilities, an elevated view of the harbor, more shade…to name just a few. One option would be to move some functions to the Chandler Lot—perhaps a newly configured building at that location could house the visitor's center, public restrooms, an exhibit area for the Chesapeake Bay Foundation, and another for the Maritime Museum (with water taxi link to that museum). Keep the harbormaster at the present site and retain public restrooms and showers there, perhaps adding an elevated viewing gallery on the harbor side.

Review the current plan for the Sailing Hall of Fame and review impact of the southeast corner of the building on site lines from Main Street, and look for an opportunity to create an elevated viewing deck that will draw casual visitors to the facility. Explore ways to increase "in the water" exhibit space for NSHOF—the "sandbaggers" and the large sailing vessel that were docked there last summer were a major enhancement to the waterfront—these opportunities should be increased. (And see suggestion for historic watercraft, above.)

Seventh Recommendation: In closing, I want to emphasize the importance of a thoughtful, carefully conceived long-range plan that keeps a laser focus on quality and coherence. We are a waterfront community, one of the most historic in the country, with a unique combination of assets to exploit. A balance needs to be maintained, and policy should make clear that all proposals for events need to incorporate sufficient lead time for a balanced assessment, and that approval should be contingent on a collective decision by the city's various constituencies that the proposed event or activity is consistent with maintaining a strong, clear identity. Too many of the proposals we have heard have all the charm of a carnival, and I would argue that a sign of success is not an ice cream cone in every fist, as Fred Kent has suggested, but a place where our children can find a good job within walking or biking distance of an affordable home (OK, I'm a dreamer…) in the City of Annapolis.

Kitty Higgins

I am very impressed with all the presentations that members of the Committee have provided. They are thoughtful, creative, reflect a growing consensus, and will ultimately lead to a very good report. Rather than repeat much of what has been said, I'd like to share a resource that I believed has been overlooked in our deliberations and has not been utilized by the City.

The National Trust for Historic Preservation runs the National Main Street Center – www.preservationnation.org/main-street/. The sole purpose of the Main Street program is to assist communities in revitalizing their historic town centers. They have worked with communities all across the country to develop plans tailored to take advantage of the historic assets to meet the specific needs and challenges faced by businesses and residents – parking, competition from suburban malls, preserving historic structures, harbors, vistas and character, attracting new businesses, etc. Annapolis was designated as a Main Street city a few years ago but very little has happened since then. It's my understanding that the City has opted

not to fund a position to run the program – a requirement of participation. I urge you to look at the Main Street website and pull up the list of Maryland communities that are participating. Look at the websites for some of the more active communities like Frederick and Easton. While Annapolis is listed, I think it's fair to say that it is not a full participant.

As we move forward with our recommendations, I hope we will also be specific about implementation. I believe the National Main Street Center, located in Washington, could be a tremendous resource in helping advance a number of the very good ideas that have been presented. City Dock is connected to Main Street. Plans for City Dock won't succeed unless they are connected to plans for revitalizing the entire business district. I believe the National Main Street Center can be an effective partner in helping us and the City accomplish all our goals.

Cathy Durkan

My thoughts:
What the City Dock needs is to embrace all that makes it unique and integral to Annapolis. Its own personality should be evident, and considerations like parking should yield to the higher goal of preserving and expanding what makes Annapolis and its waterfront center special. People don't come to a place because it is easy to park; they come to a *PLACE.* If the destination is worthy, visitors will find a way to work around the inconveniences and will tolerate having to walk. (They might even enjoy it.)

With the possible exception of Disney World, the (human-made) places that stand the test of time seem to be those that began with a purpose or function. Places became true public places because an important human function was carried out there. Life happened there. Those places are real. Over time, public places take on a persona of their own, which makes more and more people want to visit.

You can't create bona fide destinations (again, with the possible exception of Disney World) out of thin air, by inducing ever-greater numbers of people to come to them, and then expecting them to want to come back. It is like trying to plan and promote a concert without identifying the star performers, but focusing attention and even advertising on the look of the venue, where attendees will park, what kind of seats they will sit on, what kinds of concessions will be available, and where the portable toilets will be. Worthy and important considerations all, but they are not the Main Event.

Efforts to revitalize the downtown (and the Market House) have been misguided in that they have focused on ploys and gimmicks to bring in droves of people, while forgetting that once they are here, visitors (and locals) want to feel a connection to the place. They want to get to know what distinguishes Annapolis from any other town, or what makes this City Dock area unique compared to those in all the other eastern coastal towns. The residents and locals want many of the same things, with the added benefit of day-to-day functionality.

It is startling how much consensus there is among many of the presenters who have come before this Committee, as well as some of my fellow Committee members, concerning specific problem areas and obstacles

in and around the City Dock. Some of these problem areas have been vexing residents, businesses and City officials for decades, and potential solutions have been offered repeatedly, but nothing happens.

Our efforts should first be directed to aligning the specific goals and suggestions with a broader vision. Annapolis is already steeped in history, and possessed of an embarrassment of riches, both in terms of natural beauty and bona fide points of interest. We should be using those as the foundation, building on them through a process of place-making. That process can best be facilitated by using the professional experts like those at the Project for Public Spaces, who have no skin in this game, but who have studied and implemented strategies that make sustainable and remarkable Public Places.

EVERYTHING ELSE FOLLOWS THAT.

Dick D'Amato

To CityDock Committee -- Having read many of the homework submissions, I do not have alot to add, as I agree completely with many of them, such as Kitty Higgins submission, Gary Jobson's and others who advocate removing alot of the cars, asphalt and concrete from the are. In particular, in reviewing the study of the Annapolis Transportation Dept study, which maintains (and I agree) that there is more an illusion of a parking problem than a reality of one, particularly because we have parking garages which sit partly empty. Parking along Ego Alley and on the water is a luxury that some people enjoy at the expense of the broad population and the tourists who come to admire and visit. Given that parking can be redirected from the City Dock area, I would start at a minimum with eliminating the parking meters, asphalt and concrete from the Ego Alley side of the Market House down all the way to the water where the current bulkhead on Spa Creek sits. This should all be replaced with grass, some natural walks and a couple fountains. This would give the gentle air of a European style village commons, a place where the land and water meet in inspiring and quiet surroundings. It would transform the atmosphere of the downtown area in a very substantial way and be an attractive magnet for families and visitors to enjoy and wander.

The second step, a bit harder, would be to review eliminating the downtown circle and closing off the area around the market house to cars, again replacing the asphalt with grass. Obviously alternative traffic patterns need to be created vis-a-vis the Naval Academy entrance, but I believe such creativity is available.

Chris Schein

Annapolis City Dock Advisory Committee
Draft of Initial Recommendations

Annapolis is a beautiful and culturally rich city to live in and visit. Its unique history, with intact historical city plan and architecture, combined with its location on the Chesapeake Bay are powerful and desirable qualities. These qualities and the amenities that come along with them are enviable by any world class city.

Everyone agrees that Annapolis' waterfront is one of our greatest assets, and while downtown is a wonderful place to walk, the single largest factor negatively influencing the City Dock's waterfront character and pedestrian quality is the over emphasis on vehicular circulation and asphalt parking lots. There is very little public open space available for outdoor recreational and cultural activities within downtown Annapolis and even less available along downtown's waterfront.

A world class city deserves a world class waterfront. Storing cars as the primary function of our waterfront is incongruous with the historical, cultural and urban qualities that make our city great. A large portion of the parking should be relocated from the City Dock to allow for higher quality human activities to occur around the waterfront.

The following recommendations are intended to improve the quality of our water front experience and provide for a much better balance of community needs. I realize that many of these recommendations are controversial or not completely realistic, but they should be on the table for discussion. Once a better balance of parking and public open space is achieved, I believe that the sustainability of our downtown, economic or otherwise, will also improve.

PUBLIC OPEN SPACE

Build a world class waterfront that includes high quality pedestrian oriented public open space as the central organizing feature.

A new design needs to strike a balance of historical sensitivity with contemporary needs. The city needs to continue to live, grow and evolve - it is not static. A new contemporary design needs to rise to the occasion to meet the needs of the 21st century world; a place for your grand children and great grand children will enjoy and be proud of.

The new open space/park should be designed to accommodate a variety of events and users. Design for flexibility in use and activities to provide better opportunities for local residents, businesses and tourists.

As part of the new waterfront, redesign and/or expand Susan Campbell Park to provide an attractive welcoming threshold to the waterfront from the City Dock. Conversely this space is the "welcome mat" to visitors arriving to the City by boat from the Chesapeake Bay.

Convert the city parking lot on the south side of the harbor next to the Fawcett site into an integrated open space component of the waterfront.

Accommodate short term parking, quick access to retail shops along Dock Street

Accommodate fire-safety access and bus drop-off needs for the Sailing Hall of Fame, Watermark Tours and businesses along Dock Street. (Do not allow bus parking along the waterfront -buses must park elsewhere when not picking up or discharging passengers)

Events and Activities for the park can be programmed to provide a balance of community activities (large festivals vs. smaller scale community events).

The new waterfront can be designed to accommodate the Boat Shows (including set-up, breakdown & loading needs) for two weeks out of each year.

New park features can be designed within the constraints of the existing bulk head structure (reinforcing rods and dead-m en extending 30ft from the wall), and the structural grid that supports Susan B Campbell Park (brick deck).

The redesign can accommodate regular seasonal flooding; areas could be raised slightly and/or made of materials that will tolerate flooding.

The recreational and cultural opportunities created by relocating parking and adding public open space at the City Dock are endless. Some excellent ideas put forward by the committee and residents include:

- A Festival Space in summer could be converted to a Skating Rink in the wintertime.
- An interactive fountain for children to play in
- Areas for moveable table and chairs for all types of events.
- A concert/performance stage
- Expanded sidewalk/cafe seating areas in front of the shops along Dock Street
- A 'front yard", or staging area, for the sailing hall of fame events and demonstrations.
- Seating and waiting area for watermark tours.
- More green-space, a festival lawn and more trees for shade in the hot summer months.
- Expanded public seating areas to watch people, boats and the water.
- Starting and/or finishing line for running, biking, or triathlon competitions
- Congregation area for Annapolis Striders
- Incorporate Public Art into the redesign of a City Dock. Public Art should take on a variety of contemporary form s and need not be purely figurative sculpture of historical figures.

CIRCULATION AND PARKING

Parking Lots

Remove a majority of the parking spaces within the parking lots from Randall St. up to Susan B Campbell Park.

Remove the city parking lot next to the Fawcett's site.

Maintain strategic convenient short term parking at the front of the retail businesses along Dock Street. Meter this parking area for short-term parkers to ensure turn over and availability (similar to in front of Mills Wine store)

Parking Structures

Increase the number of structured parking spaces to off-set the loss of parking along the waterfront surface lots; either by expanding the existing Hillman Garage and/or by developing a new garage on the elementary school and community playground site.

Provide for better way-finding and communication, directing visitors to available city parking facilities that are underutilized. (Park Place, Knighton, Hillman Garages).

Provide a convenient shuttle circulator system dedicated to connecting City Garages to the City Dock with other stops along those routes.

The Traffic Circle

Pedestrian and vehicular circulation needs to be m ore balanced. Currently the car has too much priority. It is very difficult for a pedestrian to cross from Main St., Hopkins Plaza and the Market House over to the dock area.

One scenario presented by the traffic consultant relocated the traffic circle to the south toward Mills. This solution allows vehicular traffic to function pretty much as it does now. By moving the circle to the south would greatly increase the amount of pedestrian open space directly adjacent to the harbor and the Alex Haley Memorial. This solution also provides for better pedestrian crossing from Hopkins Plaza and the Market House to the City Dock.

This design option seems to provide m any benefits with little down side, and it is the least expensive option.

RECOMMENDATIONS FOR SPECIFIC BUILDING SITES

Fawcett's Site

Allow for rezoning -but not just for this property and not independent of a rezoning of the entire city dock area to a more flexible mix of permitted uses.

Be open to the redevelopment the Fawcett's site (and other sites like the Fleet Reserve) -the existing building has little historic value or architectural character. A new structure could be configured with a smaller footprint area similar in scale to the confronting historic buildings along Com promise and Dock Streets. The smaller and taller building would have increased leasable area and will have the effect of pulling the building away from the water and opening up views and access to the waterfront along this side.

Market House

The parking lot at the Market house could be reduced in size to allow form ore outside related activity. Provide for flexible uses around the market house, such as festivals, outdoor market space, and cafe table & chairs.

Redesign Hopkins Plaza to accommodate more market house related activities such as outdoor vending, seating and dining.

The City Recreation Center

Several interesting options were presented to the committee for the adaptive reuse this building; a community/arts center, workforce housing, and a University of Maryland think tank. Each idea has merit, and whatever the ultimate use is, it must support the sustainability of our downtown.

The Dock Master Building

Consider the removal of the city building that houses the dock m aster, restroom s & visitor kiosk and relocate those functions. While these are very important functions for our waterfront, the building's central location and "opaque" style blocks views to the water. The building interrupts visibility of attractions farther down Dock Street including shops, restaurants, Watermark Tours and the future Sailing Hall of Fame.

Relocate the brick electric utility building that was built as part of the renovation of Susan B Campbell Park -this should never have been placed in this location.

FEASIBILITY AND PHASING

Finalizing recommendations and completing a comprehensive City Dock improvement plan will take more evaluation, time and money. Feasibility and budgets of the ultimate recommended improvements need to be established and phased in over a long period of time. As part of this effort, I recommend that the City of Annapolis advertise several RFPs (Requests for Proposals) from consultants.

City RFPs (Request for proposals)

1. Study the Existing Parking Garage to determine the opportunities to increase parking capacity. (This study m ay have already been completed)
2. ParkingGarage/mixed-usedevelopmentfeasibilitystudyfortheelementaryschooland playground site.

3. A DESIG N COM PETITION

Hold a design competition for the redesign of the City Dock area. Design criteria to be developed by the City Dock Advisory Committee and City Planning Staff.

The process should first solicit teams based solely on qualifications. The teams should have national credentials for working on major public open spaces and waterfront projects. Local designers should be encouraged to join up with design team applicants.

The second phase of the design com petition would be select to select 3 of the most qualified design team s to be equally compensated to provide designs for the City Dock based on the design criteria provided in the RFP.

A committee should be established to select the winner of the design com petition.

The competing team s should present their concepts to the selection committee in a public forum.

The selected winning concept or ideas from several of the design submissions could be selected as potential implementation projects over the long term.

Debbie Gosselin

Homework for City Dock Advisory Committee
Things I would like to change about City Dock and why.

Many ideas have been floated over weeks, months, years, about City Dock and what it should look like; what features it might have: a fountain; a park; more boats, fewer boats; more attractions, etc.

The one thing that is required before any physical changes may be planned is the vision; determining the brand of downtown Annapolis. City Dock is but a part of a larger downtown area of a small city which happens to be the State Capital and County Seat. We are also a historic city center, much of which has been thankfully preserved, as well as a maritime city. Annapolis can not be all things to all people. We have to choose our identity and go with it. As we have discussed, it is the juxtaposition of the lovely human-scaled historic town at the water's edge which provides the biggest attraction of all: City Dock.

Annapolis' brand as a *Beautiful Historic Seaport* should be managed and marketed. Part of that brand should be a celebration of our downtown as a place where guests and residents alike enjoy spending time (and money). The beautiful historic seaport of Annapolis should be an economically viable, sustainable, livable place. Its downtown should contain a mix of shops, restaurants and office that attract both residents and guests (ULI says the existing mix supports both). It should be easily accessible, and a pleasure to be there.

The vision includes:

1. A mix of economically viable independent retail – all spaces full.
   Requires: recruitment of new businesses
   Efficient permitting process through all city departments
   A political, regulatory, and policy environment which supports its businesses.
   Museums should be added most sparingly if at all. They generally are not economically viable, and will compete with those already present (and struggling). Filling vacancies should be done with the BHS brand in mind. The BHS becomes the attraction, not the individual storefronts.
2. A physical solution to the high tide flooding. Not hurricane (8-foot) flooding, but the spring tides experienced this week. Sandbags, sawhorses, blocked sidewalks and roads, backed-up street drains do not support the BHS brand.

3. A trash management system which does not result in mountains of trash along the street every morning, especially weekend mornings when more people are walking around.

4. Cleanliness. Part of the management process would be maintaining a cleaner BHS.

5. More efficient movement:

Move the crosswalk between the head of Ego Alley and the Market House back to where it was;

Manage the pedestrian traffic via trained crossing guards during busy times only; most of the time they are not required.

Keep the circle. Back-ups are caused by pedestrians, bridge closures, and the lights on Main Street and sometimes Randall St., not the circle itself.

Manage various types of transportation so that they work together: buses, E-cruisers, water taxis, bikes, pedestrians, cars.

Maintain open space for optimum flexibility for deliveries, emergency vehicles, break-downs, bus drop-offs.

6. Parking: The idea that the problem is all perception can be tested with proper wayfaring – not just signage, but new technology to direct guests directly to open parking places, where they are then met with the ability to get where they want to go easily. If two more parking floors can be added to Hillman Garage by going down, it should be done. A place for buses to park with a shuttle to downtown for the driver would be helpful. Currently buses park at the stadium – that system can be maintained as long as the driver can get to town.
Parking meters: There is a new ticket system at City Dock, which is nice because it replaces the (unattractive) parking meters. However, instead of parking meters, there are now signs telling people about the new pay system. The pay machines must be faster and all work the same. Currently there are often people waiting in line to pay and some of the machines take credit cards and others don't. One city-wide system promoted and managed well would be an improvement.

7. I would like to see high-tech, beautiful, well-designed functional elements. An example might be subtle signage/warnings. For example, at the crosswalk between the Donner lot and Summer Garden Theatre, a lighting system embedded in the roadway and sidewalk which would alert the driver and pedestrians when each can go. These can be designed so that they do not take away from the BHS, but subtly and beautifully add to it; like the Pei pyramid at the Louvre. Another example: design in the trashcans, city meters, etc. Have you ever seen the trashcans in Vail? Annapolis' thistle seal would work well. Additionally, part of managing the BHS would be flowers (their absence is very noticeable this summer).

8. Events: ABA has begun a study of events to determine who benefits and how, as well as defining the negative impacts with the goal of creating guidelines that will optimize the benefits of events and minimize the negative impacts to both residents and businesses. I would like to see this effort fully funded. For the vision of the BHS, events must enhance, not detract from, the brand. The BHS should not become a carnival with festivals every weekend. The downtown economy completely changes and becomes dependent upon that type of event. Proper guidelines, marketing, and management should come together to produce high quality, optimized events. This process should not be political. Shopping centers such as Annapolis Town Center and Westfield Mall have events, but they are carefully managed to help the goals of the centers.

9. Viewshed and building scale: HPC should oversee all building at City Dock, including the proposed NSHOF museum. The human scale of downtown Annapolis, the preserved historic structures, are what set us apart from the "Towne Centres" of the country. We need to retain that competitive edge.

10. As a BHS, visitors are attracted to us, by both land and water. We do not restrict the type of vehicle someone arrives in. We do not require that only historic automobiles can park downtown. Our visitors come to Annapolis by boat – by their boat, which is probably more of a statement of who they are than their car. We should not penalize someone because their boat is new or unattractive to some. The visiting boats and boaters are part of the attraction of downtown, although not a permanent attraction. [We have the NSHOF dock for that.] They spend money, and they also enhance safety. Many a late night I have been walking along Ego Alley (Oops, Market Slip!) after working all day, and I have been grateful to have those boaters next to me all the way to the end.