Eastport Streetscape Plan:
Conceptual Designs for Fourth Street & Sixth Street

March 17, 2005

Prepared by
O'Doherty Group Landscape Architecture
For
City of Annapolis

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Introduction

This conceptual plan for streetscape improvements on Fourth Street and Sixth Street in Eastport results from a planning study undertaken to improve the appearance and pedestrian amenities on these two streets. The study area is Fourth Street between Chesapeake Avenue and Spa Creek, and Sixth Street between Chesapeake Avenue and the Spa Creek Bridge.

The City engaged the O'Doherty Group Landscape Architecture to work with the community to produce the streetscape improvement plans. This concept plan establishes the general look of the two streets when improved, and will be used as a basis for allocating funds through the City's capital budgeting (CIP) process. Once project funds have been allocated, the plans will move into a more detailed design development stage.

The street plans can also be viewed in 1":20' scale at the Department of Planning & Zoning.

Background

There has been long-standing interest by the community in enhancing Fourth and Sixth streets in Eastport, dating back to the 1990 *'Eastport Views' Sector Plan*, affirmed in the 1998 *Comprehensive Plan*, and revisited in a 2003 survey of Fourth Street residents and businesses.

The 1990 *'Eastport Views' Sector Plan* called for design treatments that included landscaped entry features to the neighborhood, tree plantings, undergrounding of overhead wires, a streetscape design program that included special paving materials on Fourth Street sidewalks, and upgrading Sixth Street paving, sidewalks, curbs, drainage, crosswalks, lighting, and landscaping.

The 1998 *Comprehensive Plan* designates the area including and surrounding Fourth and Sixth streets as one of nine Mixed Use centers in the city. As such, urban design amenities are called for to create recognizable, pedestrian-friendly activity centers. The *Comprehensive Plan* also identifies the Spa Creek Bridge as a gateway into the historic city core and states that all such gateways should have landscaping or other visual cues to announce arrival into the city core.

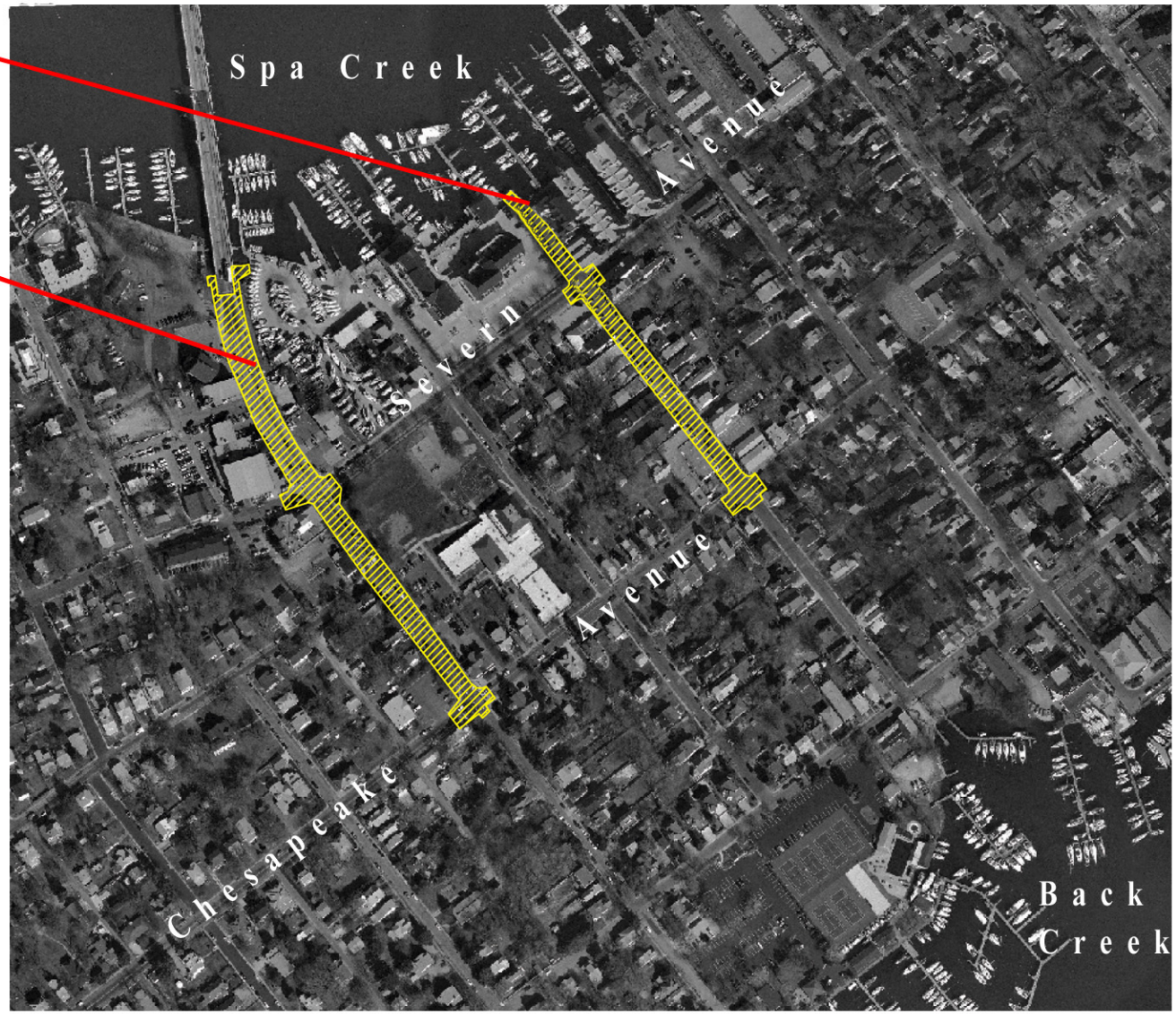
In 2003 a survey of Fourth Street residents and businesses was conducted. Asked how to improve Fourth Street for pedestrian traffic, those surveyed cited creating a more attractive streetscape and adding street lights. (Bringing interesting businesses to the area was the only solution that ranked higher.) Parking was mentioned repeatedly in the survey as a problem, so streetscape improvements should not remove any existing parking spaces. Some concerns about safety also were mentioned in the survey, in particular for those walking after dark.

The section of Sixth Street studied is a minor arterial road. Fourth Street is a local street. Both streets are existing transit routes. Parcels along the west side of Sixth Street, and Fourth Street between Chesapeake and Severn avenues are zoned for commercial use. There is a small street-end park (Leon Wolfe Park) on Fourth Street at Spa Creek.

EASTPORT STUDY AREA

Fourth Street
From Spa Creek
to Chesapeake Ave.

Sixth Street
From the Bridge
to Chesapeake Ave.



City of Annapolis - March 1, 2002

Process

The planning study began with a community meeting on September 30, 2004. At that meeting attendees were asked to participate in a red-dot/green-dot exercise. For this exercise a collection of images were shown, and participants asked to mark the images they liked with green stickers and the images they did not like with red dots. What emerged were certain trends and preferences that the consultant team used to develop the streetscape improvement plans. The record of the red-dot/green-dot exercise is on file at the Department of Planning & Zoning.

Following the September community meeting, the consultant team met twice with a community-based advisory committee to talk in a more interactive setting about ideas for streetscape improvements. Represented on the advisory committee were members of the Eastport Business Association (EBA) and Eastport Civic Association (ECA), as well as other residents and businesses from Eastport. (See Appendix B)

A second community meeting was held on November 16, 2004, to solicit public reaction and comments on the draft plans. Based on community reaction at that meeting, more drawings were developed and presented at a third and final community meeting on January 18, 2005.

The Planning Commission held a public hearing on the streetscape plan on March 17, 2005. The Planning Commission endorsed the plan and recommended to the Mayor and City Council that it be included in the Capital Improvements Program (CIP) for funding.

Streetscape Materials

This section shows general preferences for the appearance of trees, paving materials, street furniture, and for defining borders in the study area, as expressed by community members during the planning process. These general preferences should be used as a starting point when more detailed streetscape designs are developed.

Trees and Plantings

Specific tree species to be planted were not identified in the course of this planning study. In general, tree species planted on Sixth Street should achieve a more formal and regular look, while tree species planted on Fourth Street should achieve a less formal look. Plantings should achieve a naturalistic look, as opposed to a manicured look.

Paving Materials

Special paving materials are preferred for sidewalks and intersections. For sidewalk paving, "bluestone" pavers or similar grey stone paving material is favored. Intersections in the study area should be differentiated from the street. Granite cobble or similar textured pavement is favored for the intersection pavement while crosswalks should be red brick with granite banding, as built at other improved intersections in Annapolis.

Street Furniture

The general look chosen for street furniture (*eg*. benches, trash receptacles, bike racks) can be described as modern and streamlined. Amenities for dog walkers are recommended where there is sufficient space.

Street Lights

Street lights from the BGE list of options is preferred, to standardize maintenance and upkeep.

Defining Borders

A collection of images showing the edge of the public right-of-way, or boundary between public and private property is shown. Fencing and edging more typically would be installed by private property owners in the course of property improvements. These images show a general look such edge treatments should achieve.

Wayfinding Signs

Replacing old signs or installing new signs should be coordinated with the 'Navigate Annapolis' program for pedestrian and vehicular wayfaring signage.

Paving Materials – Intersections/Vehicular

Option 1

Material: Granite Cobble

Option 2

Material: Concrete Unit Pavers

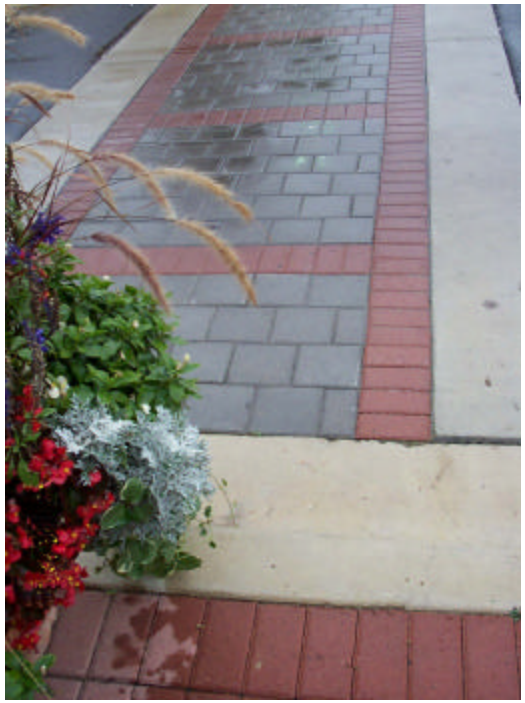
Note: Option 1 - Recommended
Option 2 - Value Engineering Alternative

Paving Materials - Crosswalks

Option 1

Material: Granite and Brick

Option 2



Material: Concrete Unit Pavers

Note: Option 1 - Recommended
Option 2 - Value Engineering Alternative

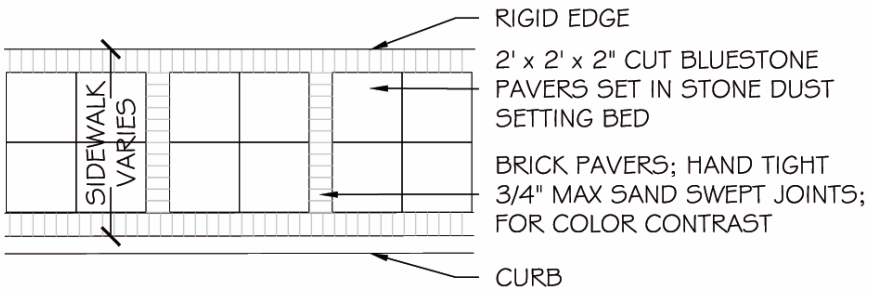
Paving Materials - Pedestrian

Option 1

Material: Bluestone Pavers

Option 2

Material: Concrete Unit Pavers



Note: Option 1 - Recommended
Option 2 - Value Engineering Alternative

Street Furniture

Location: Where viewing one direction is appropriate
Manufacturer: Landscapeforms
Model: Arcata or equal

Location: Where viewing both directions is appropriate
Manufacturer: Landscapeforms
Model: Arcata or equal

Street Furniture

Manufacturer: Landscapeforms
Model: Chase Park or equal

Manufacturer: MWH
Model: D 200; Lean on Frame B or equal

Manufacturer: Dogipot Pet Station
or equal

Manufacturer: Murdock Fountains
or equal

Street Lights

Location: Sixth and Fourth Street
Manufacturer: BGE
Model: Teardrop
Option: Double luminaire

Location: Street End Park
Manufacturer: BGE
Model: Modern

Color: Alternative color dependent upon BGE Approval

Note: BGE model selection based on style direction determined in community meetings.

Defining Edges

Recommended Ornamental Fencing

Location: Eastport Elementary School and Royal Farms

Recommended 4' Picket Fence

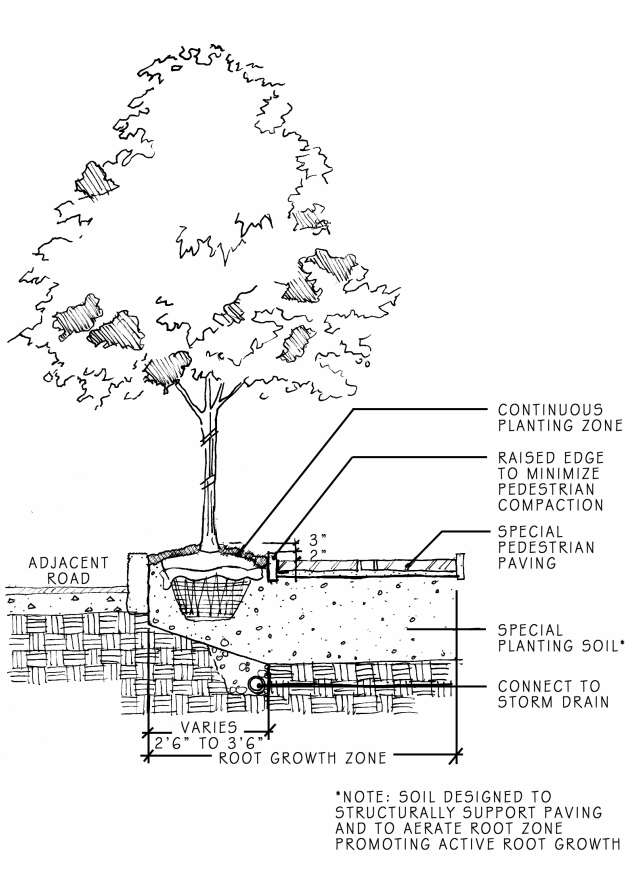
Location: End of the Tecumseh Parking Lot

Recommended Gardenesque Plantings

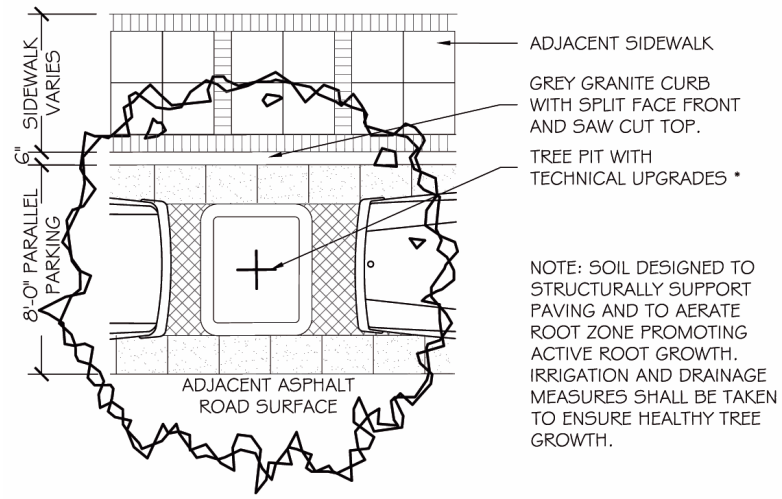
Material: Granite Curb

Recommended Signage Mounting

Street Tree Plantings



Recommended Typical Street Tree Planting



Recommended Modified Street Tree Planting

Plan for Sixth Street

The recommendations are also shown graphically on the following pages.

1. Bury utility wires and remove utility poles.
2. A water view promenade/boardwalk on the east side of Sixth Street from the base of the Spa Creek Bridge to the first curb cut, with possible water access at the base of the bridge.
3. A center turning lane to facilitate left turns at the approach to Spa Creek Bridge.
4. Curb cuts standardized to 24'.
5. Textural pavement at intersections with Severn Avenue, Bay Ridge Avenue and Chesapeake Avenue.
6. Pedestrian crosswalks upgraded with red brick and granite banding, matching upgraded crosswalks in other parts of the city.
7. Adjustments to the Sixth Street curb lines to narrow the street to a constant 31', matching the existing dimension at the corner of Chesapeake Avenue.
8. Installation of street lights and street trees in a planting strip adjacent to sidewalks.
9. Upgraded sidewalk paving.
10. Removal of curb cuts on Sixth Street immediately west of and closest to the Severn Avenue intersection.
11. Installation of transparent ornamental metal fencing along the Eastport Elementary School field, replacing the existing fence.
12. Installation of transparent ornamental fencing along Sixth Street in front of the Royal Farms convenience store.

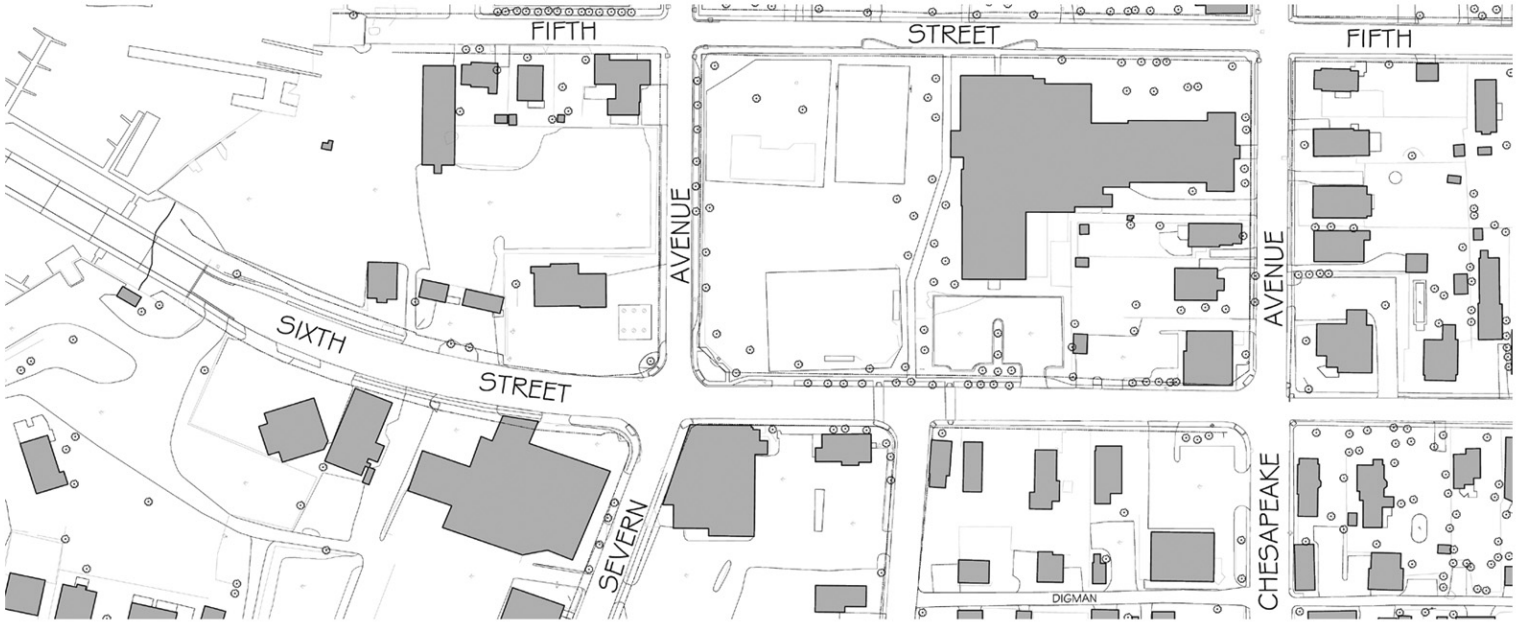
SIXTH STREET

Existing Conditions

Visual Access to Water

Typical Overhead Transmission Line

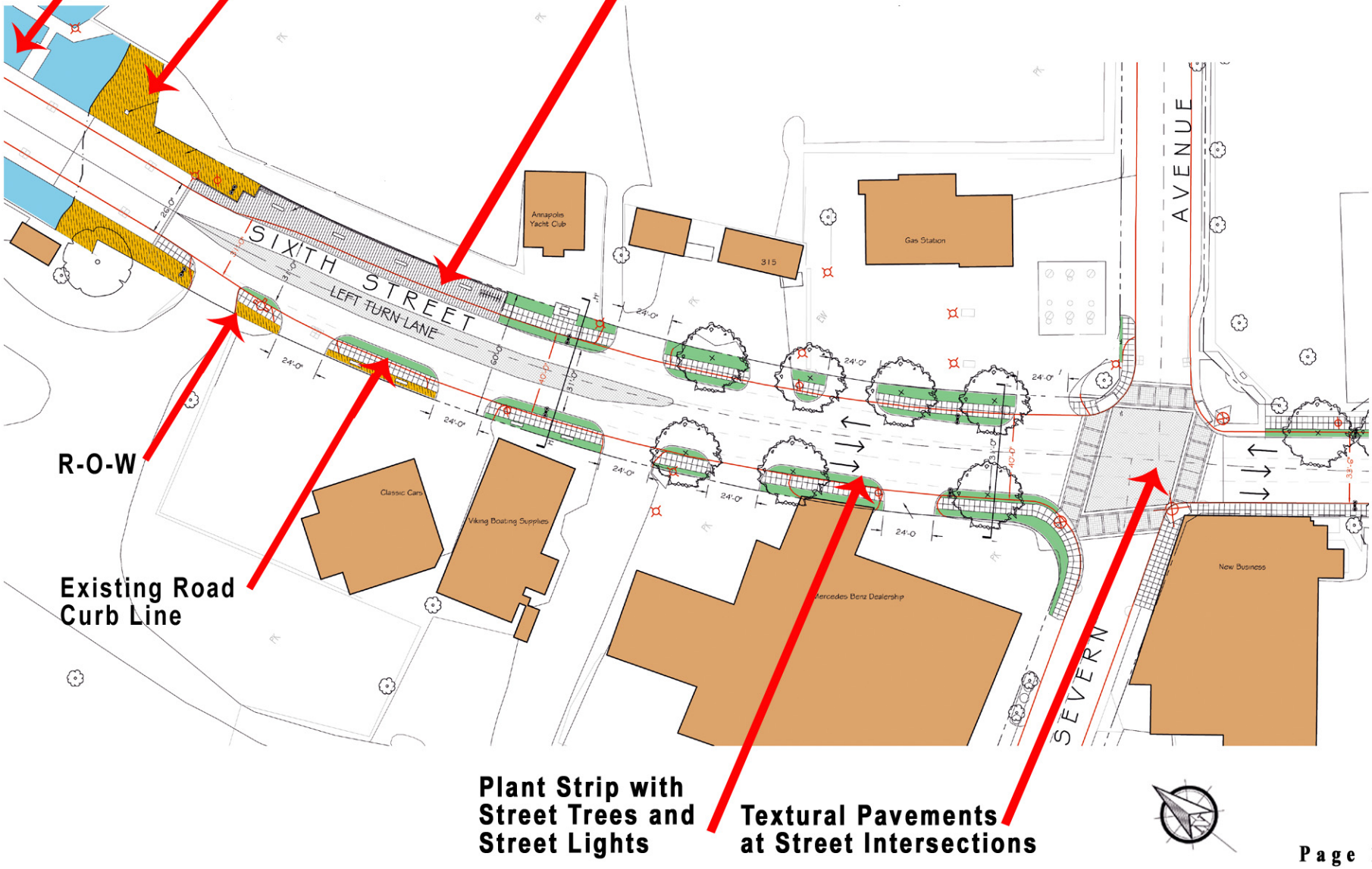
Typical Site Conditions



Extensive Asphalt at Key Intersections

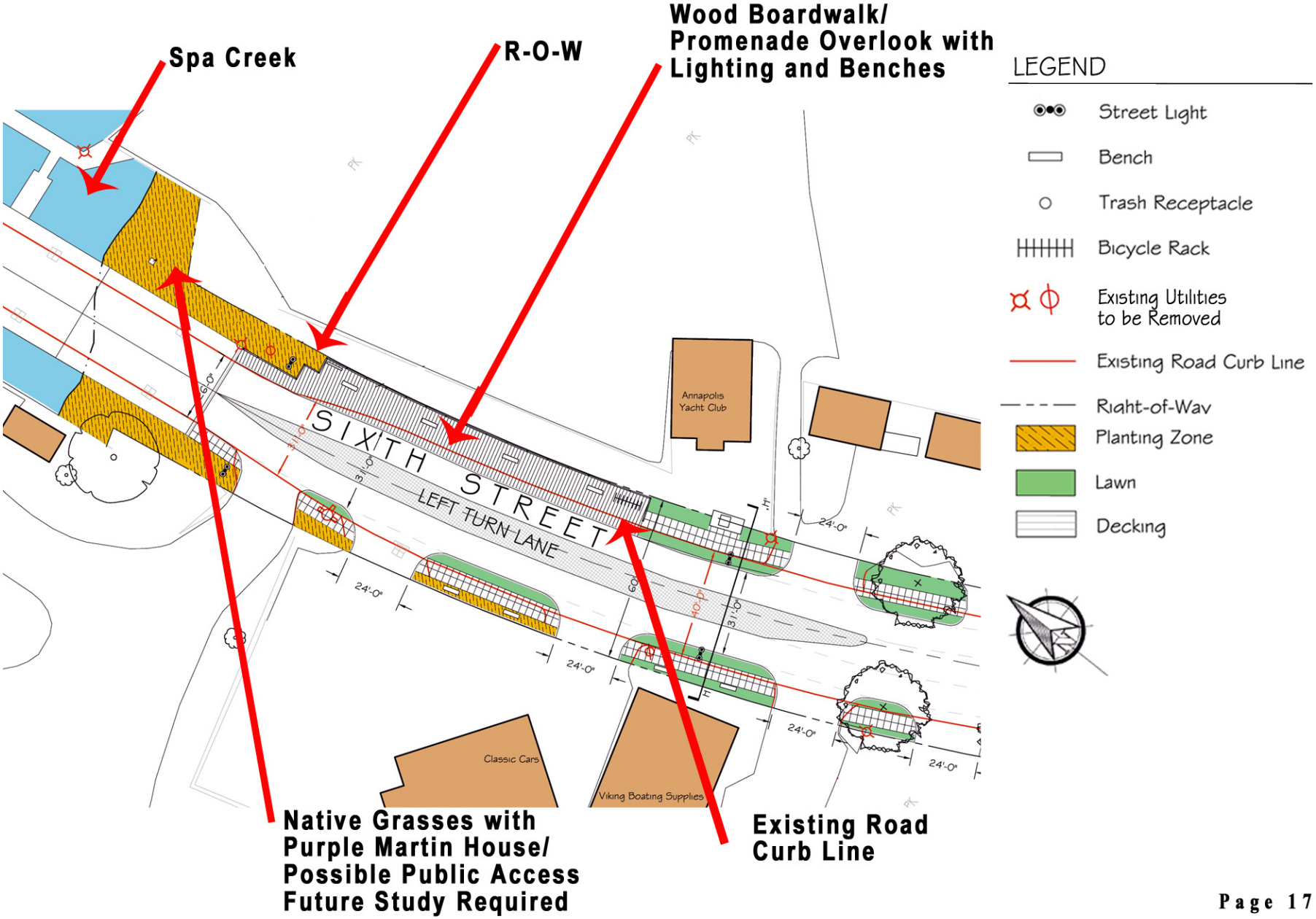
SIXTH STREET

Concept Plan - Bridge to Severn Avenue



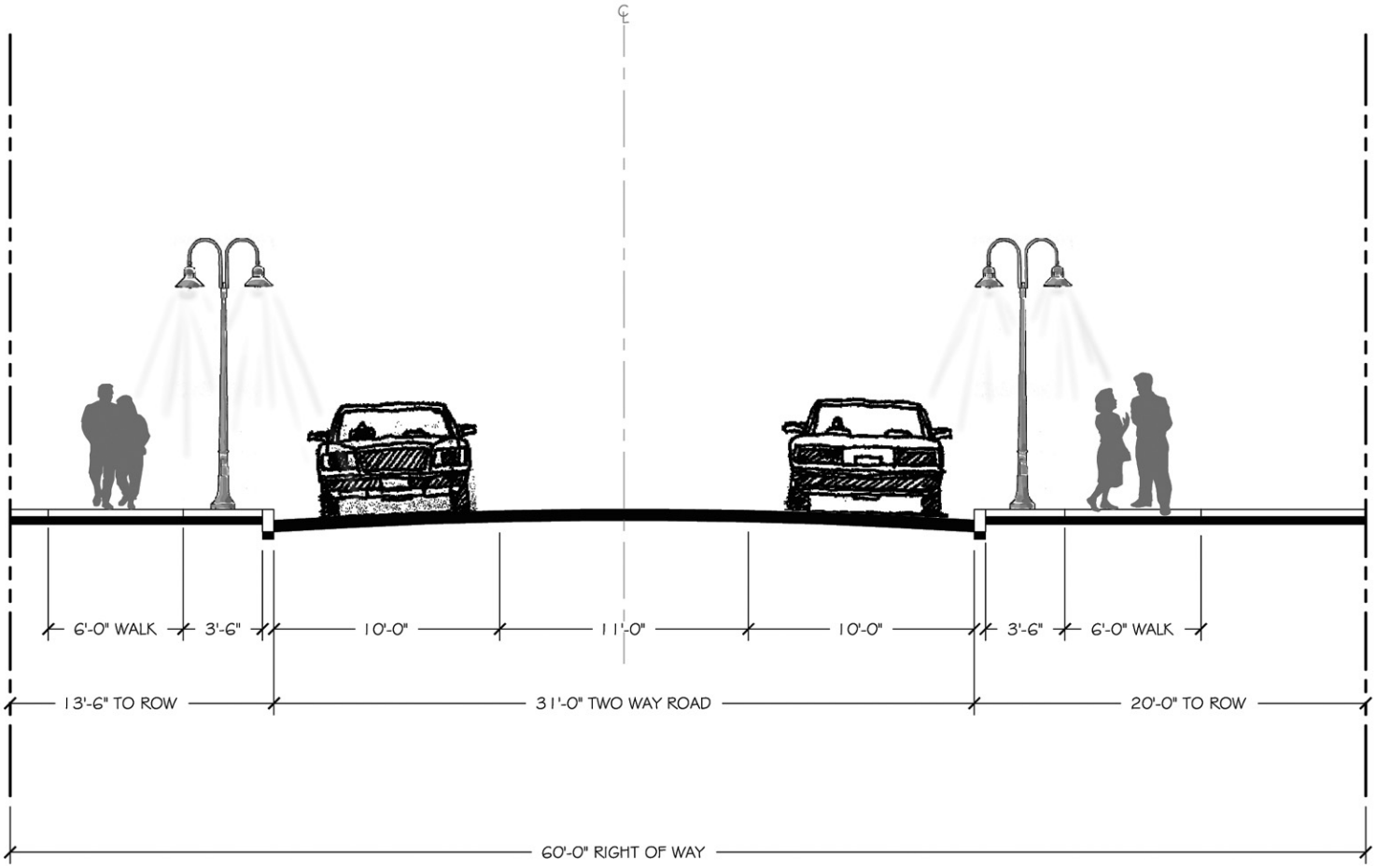
SIXTH STREET

Concept Plan - Streetscape Enlargement



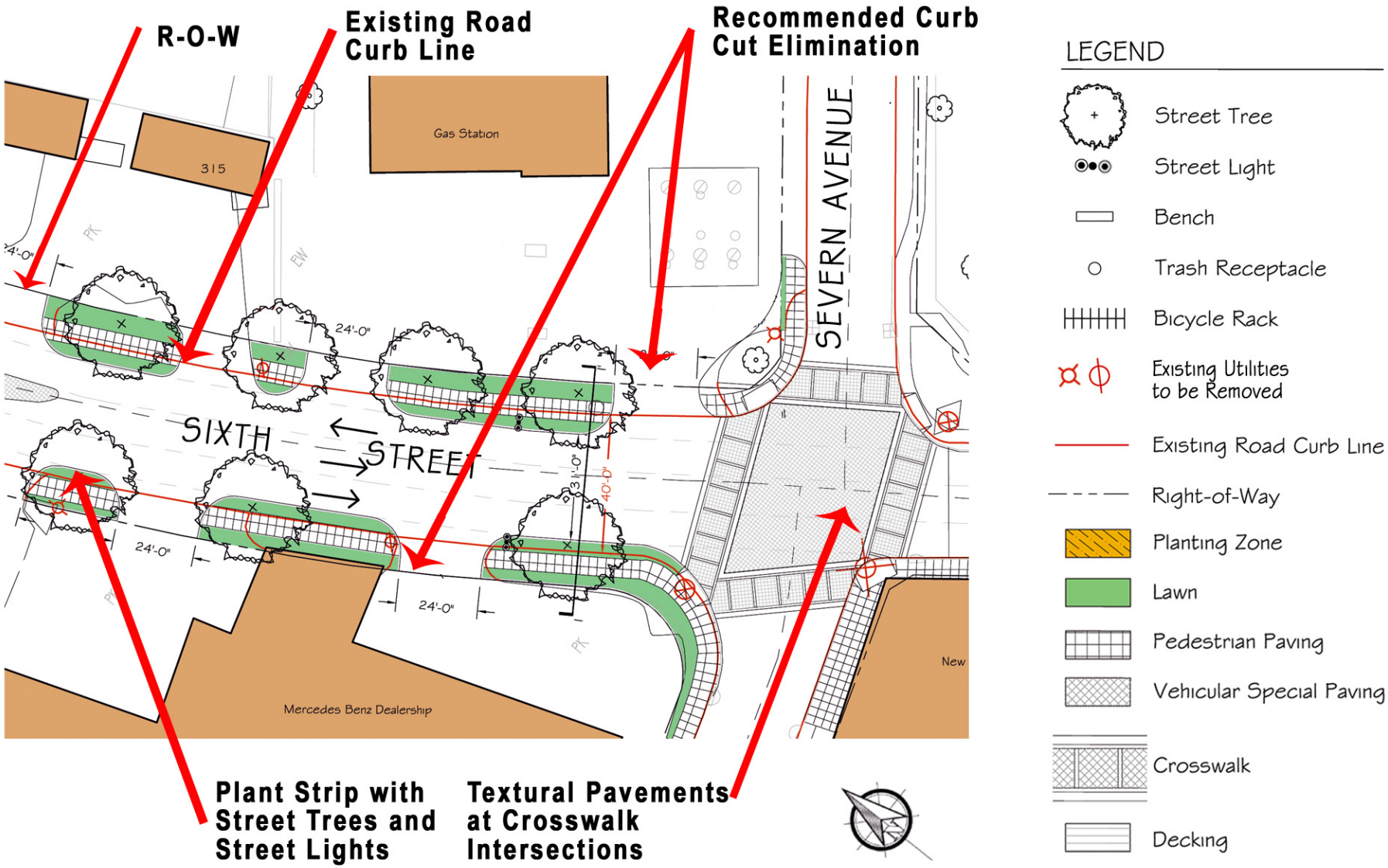
SIXTH STREET

Street Section H-H'



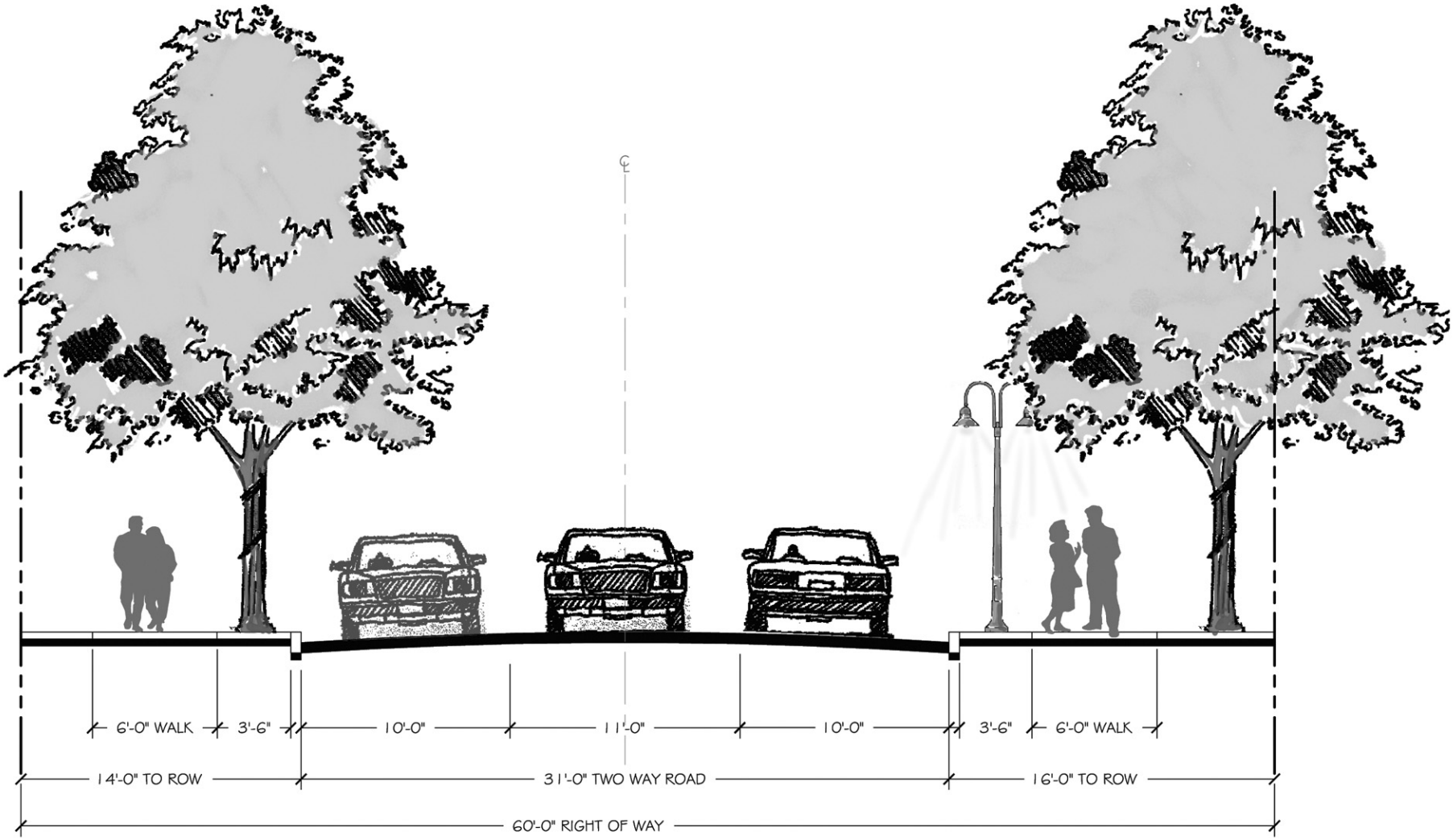
SIXTH STREET

Concept Plan - Streetscape Enlargement



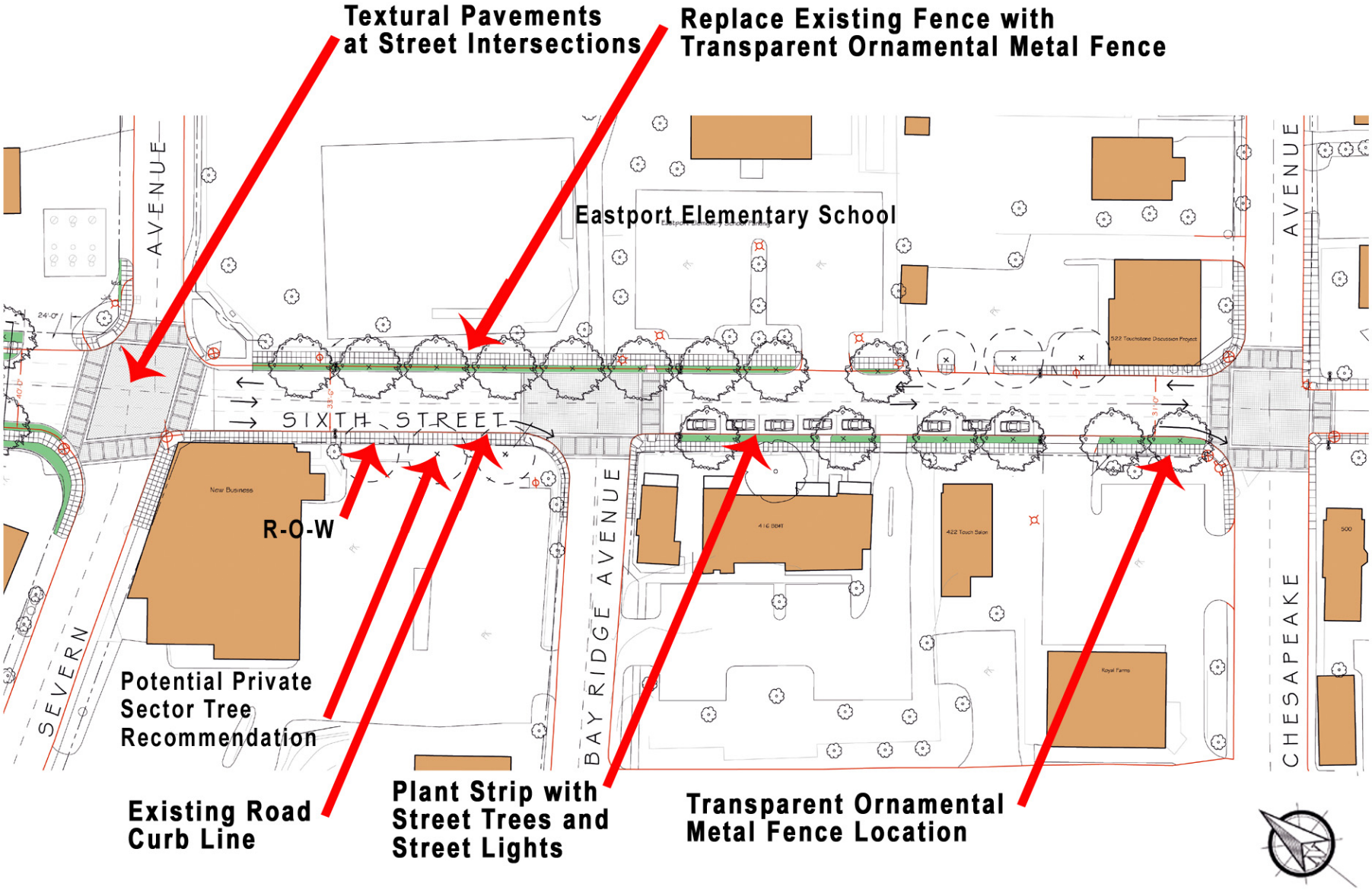
SIXTH STREET

Street Section I-I'



SIXTH STREET

Concept Plan - Severn Avenue to Chesapeake Avenue



Plan for Fourth Street

Two alternatives for Fourth Street were developed during the course of this planning study. The recommended alternative maintains Fourth Street as a two-way street.

The second alternative that was considered is shown in Appendix A. It would convert Fourth Street to a one-way street between Chesapeake Avenue and Severn Avenue, with traffic moving towards Severn Avenue. The existing on-street parking would be maintained on both sides of the street. This alternative would narrow the roadway by approximately four feet and sidewalks would be widened accordingly, allowing room for new street light poles and a “green” edge for groundplane planting or traditional tree planting.

The recommendations for Fourth Street are also shown graphically on the following pages.

1. Bury utility wires and remove utility poles.
2. Enlarge and enhance the street end park at Spa Creek. The bulkhead at this location will need repairs before construction on the park should be undertaken.
3. Textural pavement at intersections with Severn Avenue and Chesapeake Avenue.
4. Pedestrian crosswalks upgraded with red brick and granite banding, matching upgraded crosswalks in other parts of the city.
5. Installation of street lights and street trees in the “neck-down” areas at the intersections with Severn Avenue and Chesapeake Avenue.
6. Upgraded sidewalk paving.
7. Curb cuts standardized to 24'.
8. Installation of new street lights when utility poles are removed, subject to ADA requirements.
9. Pursue opportunities for installation of trees on private property. Investigate opportunities for installation of trees in parking lane using emerging technologies.

FOURTH STREET

Existing Conditions

Historic Spa Creek Bridge

Historic Marker

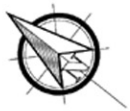
Typical Overhead Wire Conditions

Long Views to Spa Creek

Narrow Sidewalk Conditions

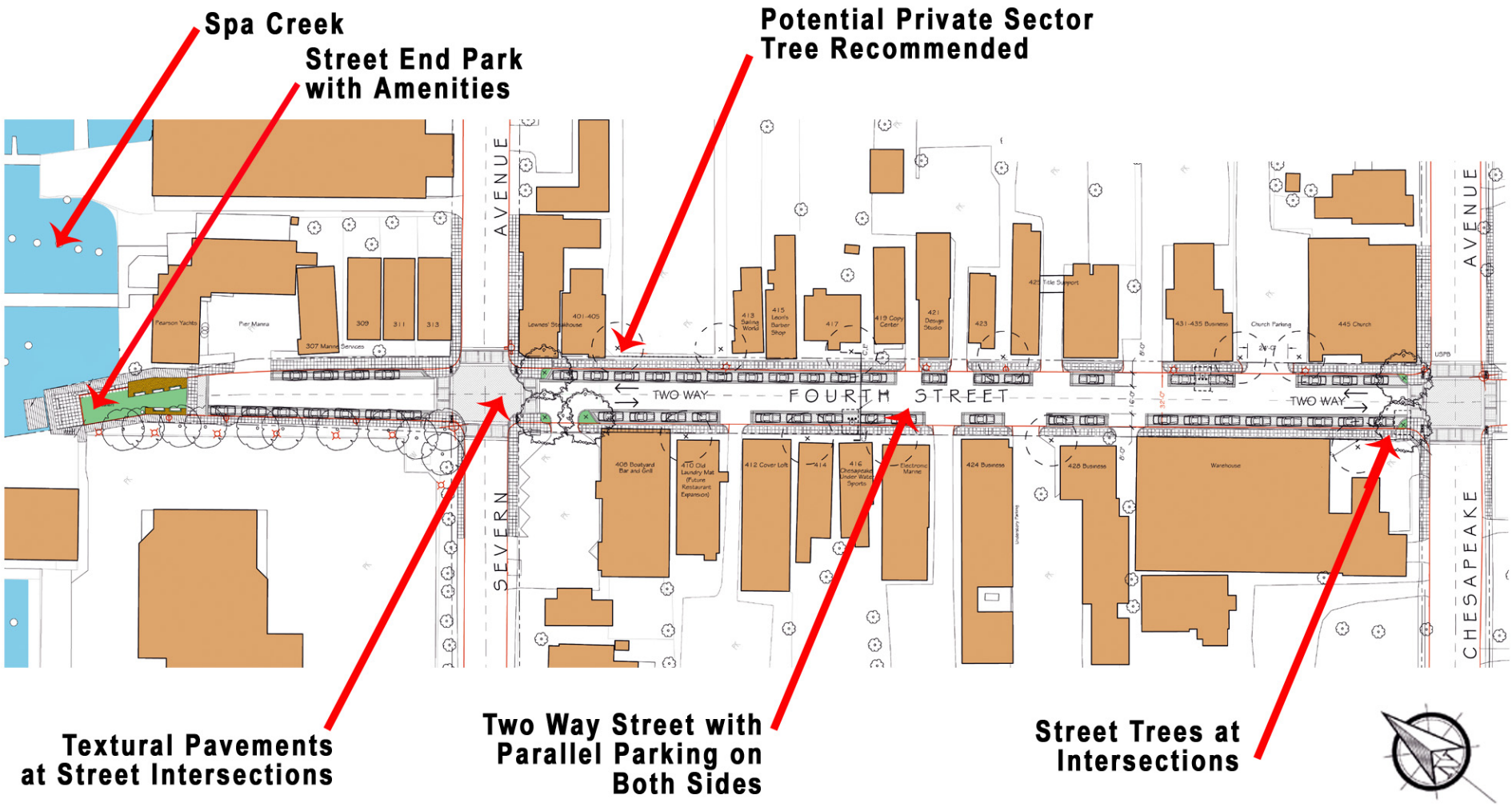
Service Access

Undefined Corners



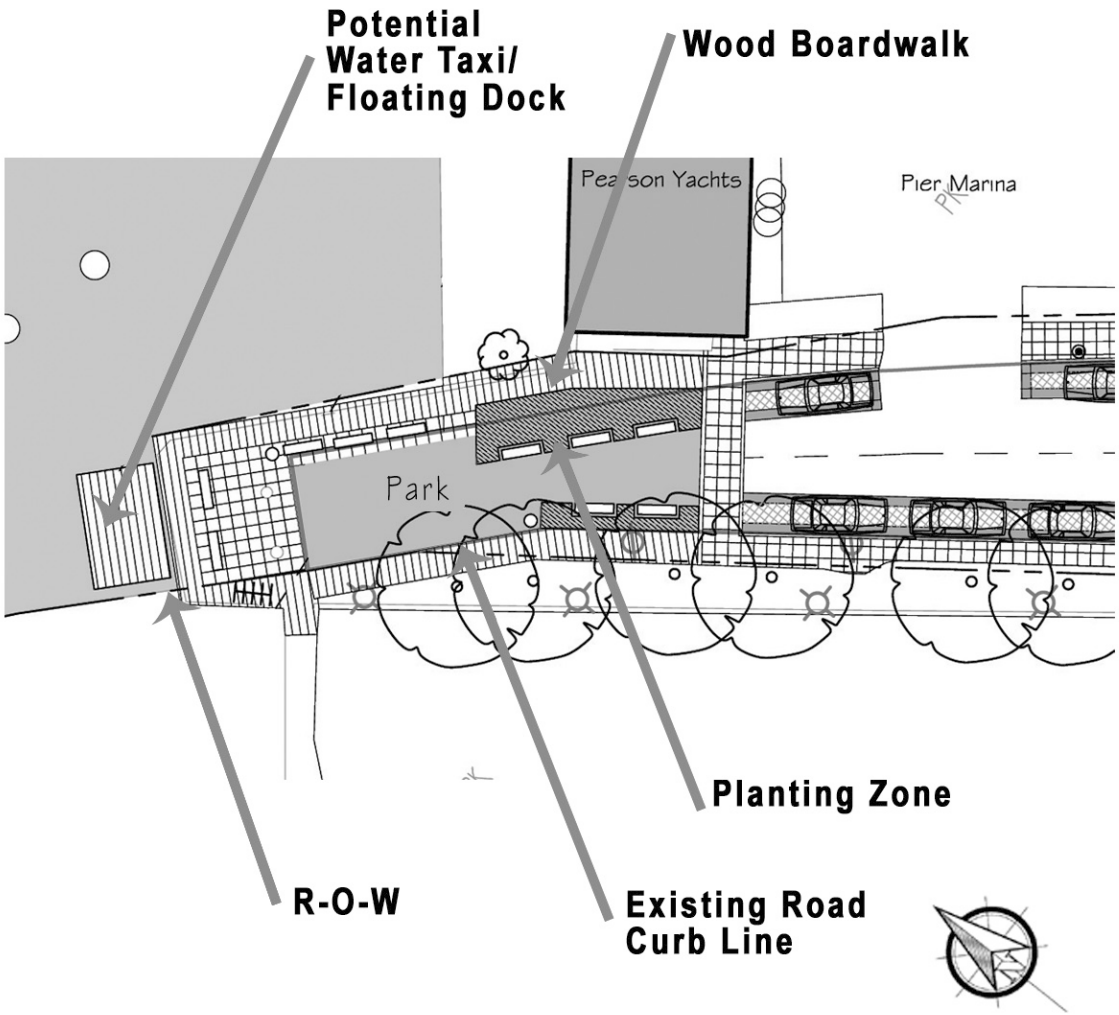
FOURTH STREET

Concept Plan



FOURTH STREET

Concept Plan - Street End Park with Amenities



STREET END PARK COMPARISON

Existing Street End Park
503 Square Feet

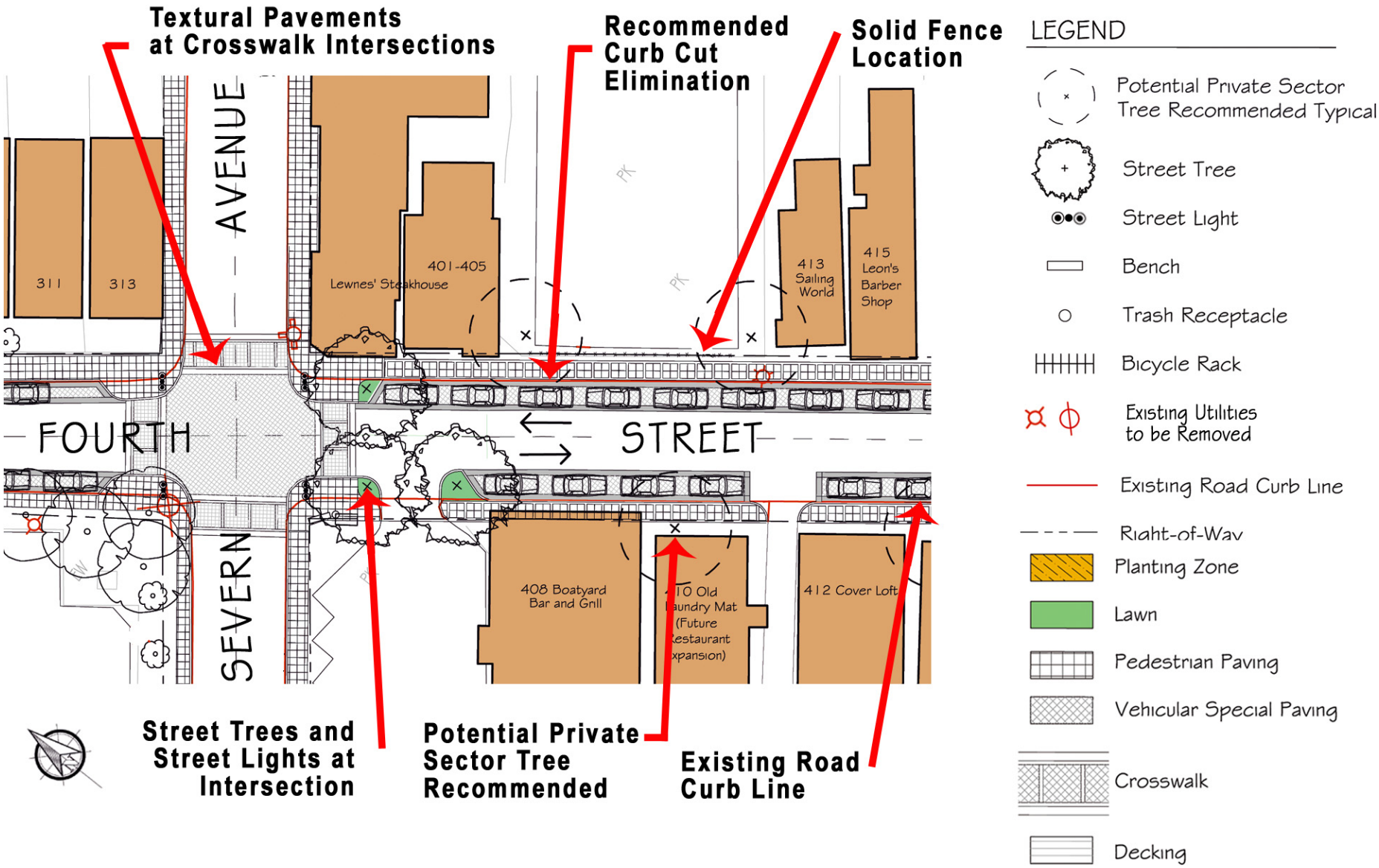
Proposed Street End Park
2,529 Square Feet

LEGEND

- Street Light
- Bench
- Trash Receptacle
- Bicycle Rack
- Existing Utilities to be Removed
- Existing Road Curb Line
- Right-of-Way
- Planting Zone
- Park
- Decking

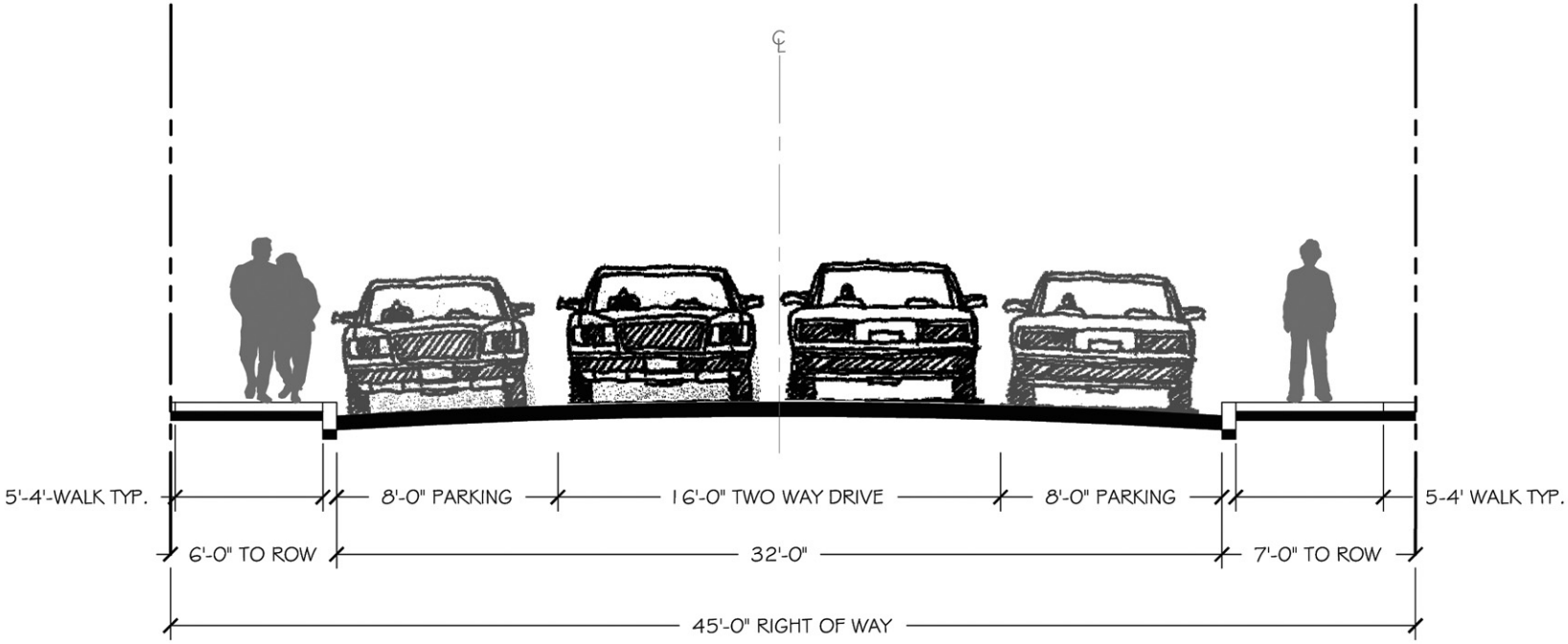
FOURTH STREET

Concept Plan - Streetscape Enlargement



FOURTH STREET

Typical Street Section

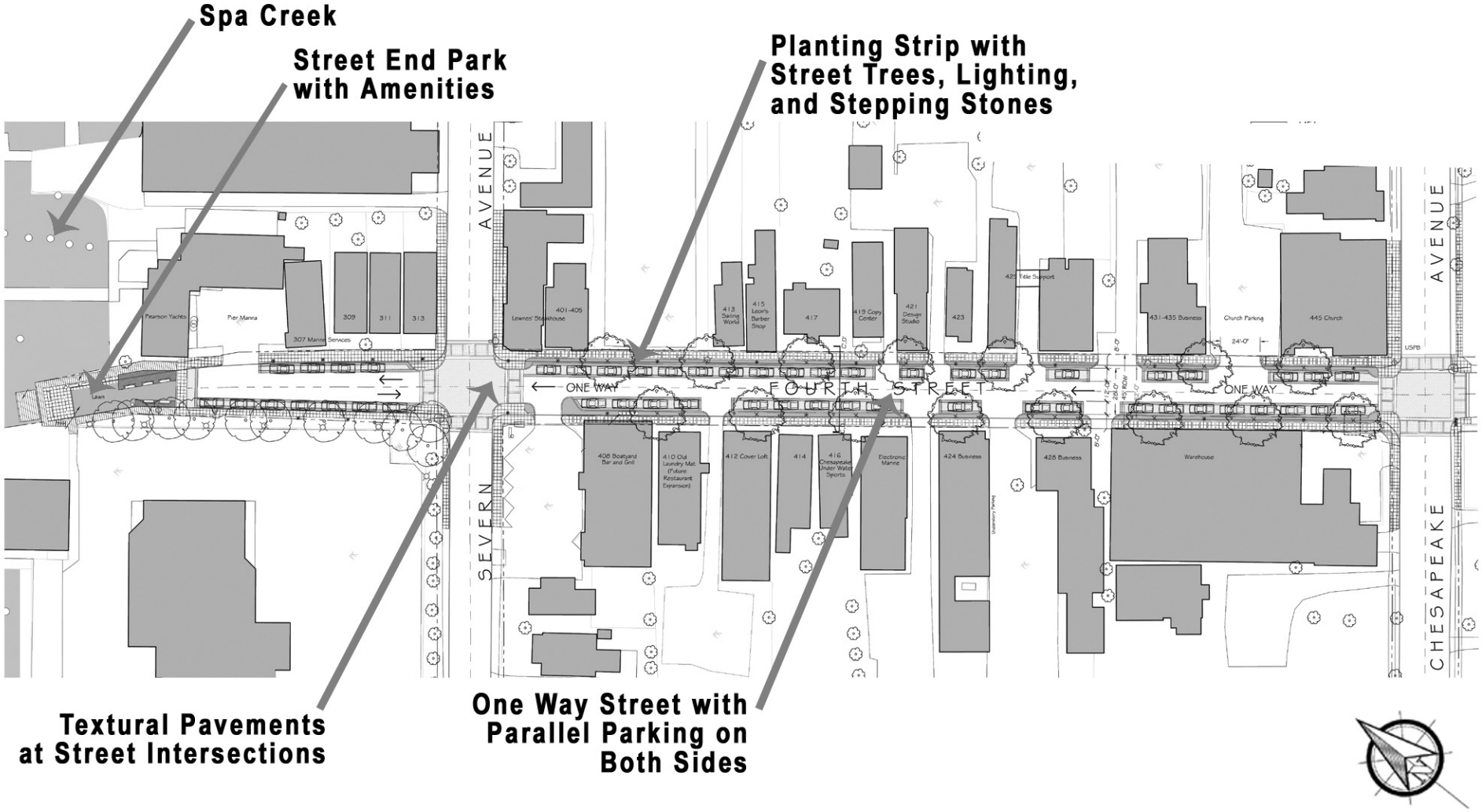


Appendix A

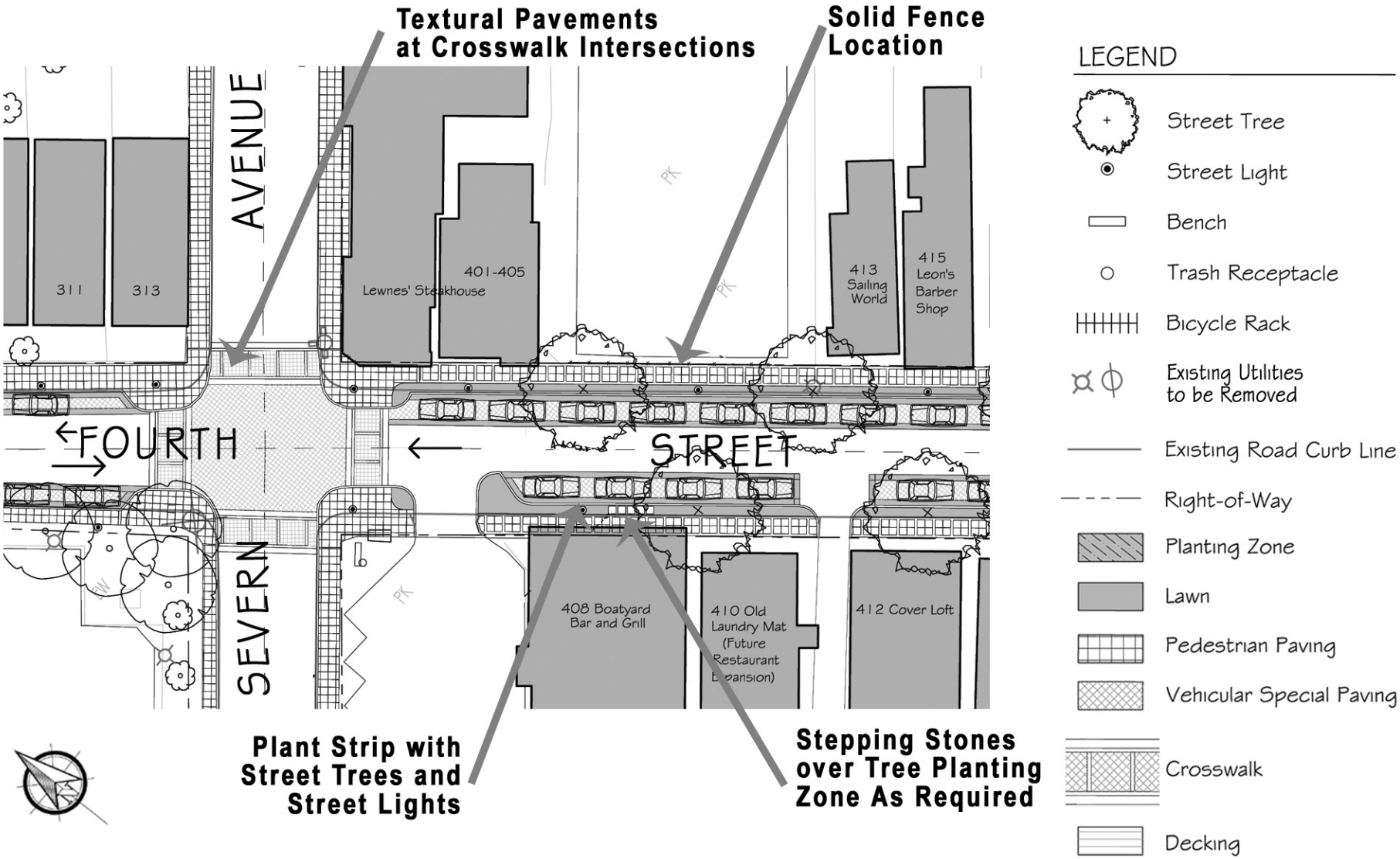
An alternative for Fourth Street was considered that would convert the street to one-way between Chesapeake Avenue and Severn Avenue, with traffic moving towards Severn. This would narrow the roadway by approximately four feet and sidewalks would be widened accordingly, allowing room for new street light poles and a “green” edge for groundplane planting or traditional tree planting.

This alternative was not developed further, due to much concern about traffic impacts on adjacent streets and the peninsula as a whole, and difficulty with maneuvering into driveways and around stopped vehicles on a one-way street.

FOURTH STREET

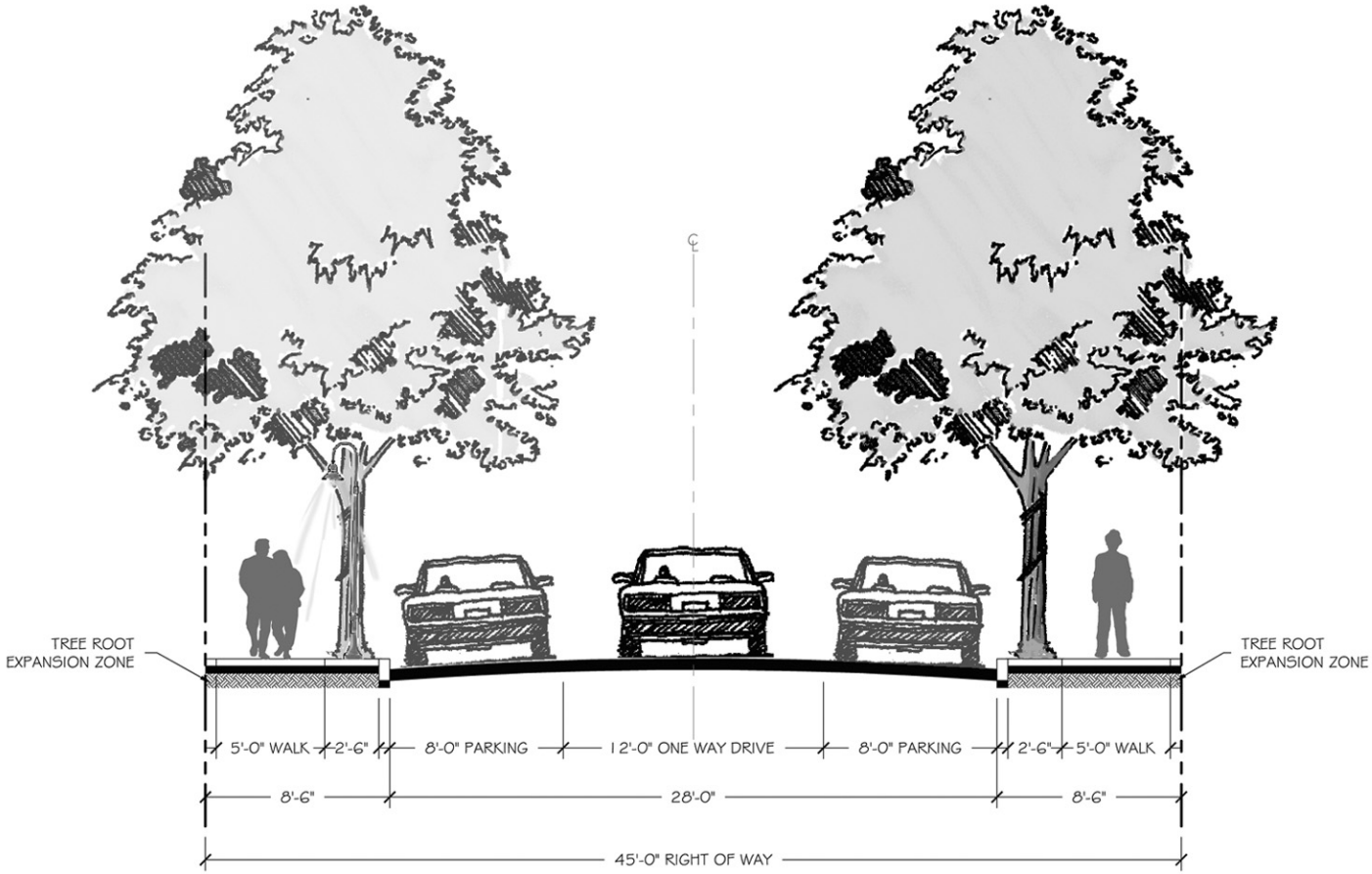


FOURTH STREET



FOURTH STREET

Typical Street Section



Appendix B

Eastport Streetscape Design Advisory Committee

David Barnes, resident (Chesapeake Avenue)
Tom Carruthers, Prudential Carruthers Real Estate
Ruth Cort, Peninsula House B&B
Dick Franyo, Boatyard Bar and Grill
Molly Haley, resident (Eastern Avenue)
Michael Matthews, Eastport Civic Association
Judy Miller, resident (Fourth Street)
Loni Moyer, rental property owner (Fourth Street)
Melodie Peahl, Eastport Business Association
Shelley Row, resident (Sixth Street)
Jeff Scholz, Annapolis Yacht Club
Gary Schwerzler, Fourth Street Design Studio
Bill Trulio, resident (Sixth Street)
Jim Wildey, Eastport Civic Association
Leo Wilson, Eastport Civic Association

O'Doherty Group Landscape Architecture

Pearse O'Doherty, Principal-in-Charge
Shelley Rentsch, Project Manager
Sara Thiel, Landscape Architect

City Staff

Jon Arason, Director, Planning & Zoning
Daria Hardin, Planning & Zoning
Virginia Burke, Planning & Zoning

Margaret Martin, Director, Public Works
Joe Baker, Public Works
Larry Moore, Public Works