
XI RECOMMENDED ALTERNATIVES;
URBAN DESIGN



The following drawings are not design proposals, but merely illustrations of possible concepts.

XI RECOMMENDATIONS: URBAN DESIGN

A. BACKGROUND:

Annapolis is a marvelously preserved colonial port city, deserving of the title, "Museum without Walls." It is a city of narrow lanes, walled gardens, grand houses, and charming neighborhoods which provide an intimacy and character rarely found elsewhere. The goal of this Urban Design section is to enhance the charming, historic, maritime aspects of the downtown while limiting the impact of the automobile and enhancing pedestrian access.¹¹

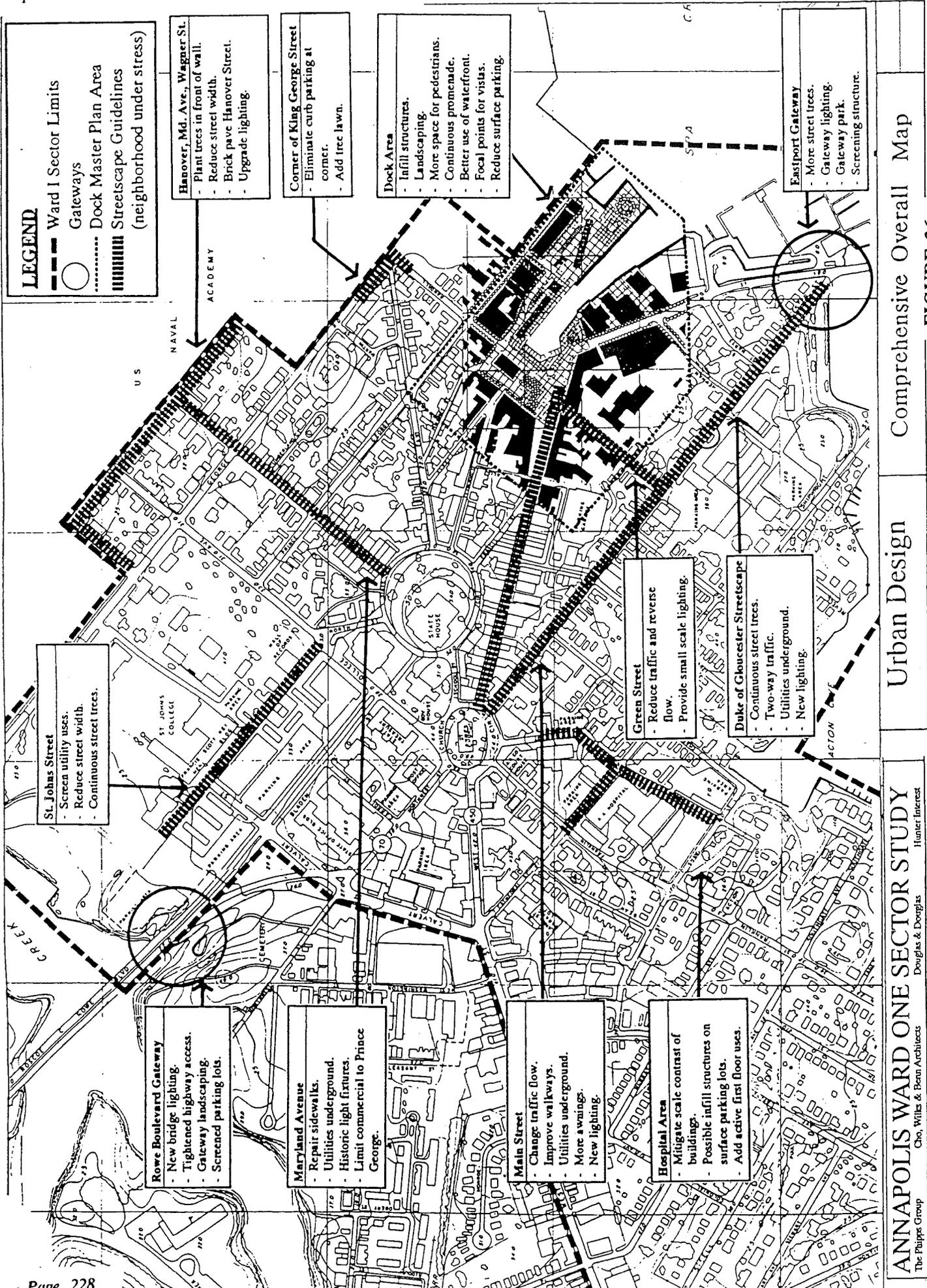
Given the assets which the City possesses, the urban design approach is not sweeping and broad-brushed, but carefully identifies Annapolis' strengths and makes suggestions to build on them.

This approach treats the City Dock as the truly remarkable resource that it is, removing much of the parking and creating both open and intimate spaces for pedestrians. It treats Main Street as a local town center, allowing all to experience a true sense of arrival and enjoyment of the Harbor by reversing the traffic flow, enlarging the pedestrian space, providing additional landscaping and greenery, and uniting the City Dock with Main and Compromise through sidewalk treatment, and providing for an open air market at the same site where it occurred 50 years ago.

This Chapter also specifically identifies areas where public improvements will strengthen the residential quality of the neighborhoods, particularly those identified as "at risk", and proposes a series of improvements designed to protect and enhance these streets. A sense of arrival at the gateway to an historic City is important. These recommendations clearly identify the ports of entry into the historic areas, and makes recommendations both to improve their appearance and to manage the flow and speed of traffic.

Annapolis is a walkable city. The thrust of these recommendations is to create a comprehensive pedestrian network - based on a sense of unfolding discovery - which will entice both resident and visitor to enjoy the delights of the City on foot.

¹¹ A block by block analysis of the streets within the Historic District can be found in the volume, Phase I Analysis: Draft Report on file at the Department of Planning and Zoning.



Urban Design Comprehensive Overall Map

FIGURE 36

ANNAPOLIS WARD ONE SECTOR STUDY
 The Philippe Group
 Cho, Willis & Benn Architects
 Douglas & Douglas
 Hunter Interest

B. URBAN DESIGN APPROACH:

The following Urban Design Recommendations have been developed as concepts, with the understanding that as each specific design element moved into the implementation and funding stage, individual designs would be developed and approved at that time.

C. URBAN DESIGN RECOMMENDATIONS:

1. GATEWAYS:

Annapolis has a very definite sense of place, with edges that have a beginning and an end. The water's edge defines much of the City limits. The bridge approaches to downtown across the water become gateways. The Ward 1 area has two of these, one at Rowe Boulevard, the other at the Eastport Bridge.

Overall Objectives:

Land use, landscaping and urban design on these bridges should reinforce the gateway concept. In other words, the user of the bridge (pedestrians, cyclists and motorists alike) should share a sense of entering the City and a sense of "arrival".

In terms of traffic control, the gateways are the ideal points to slow down and control the traffic -- a place where rapid access needs to be transformed into careful progression within an urban environment requiring added attention. The Eastport bridge, a drawbridge, has a built-in periodic traffic control measure.

However, Rowe Boulevard built to Federal Highway Standards does not give the same sense of control. The measures discussed in the transportation section of this study indicate, however, a desire to intercept a certain amount of traffic on Rowe Boulevard before crossing College Creek.

A. Rowe Boulevard

Approach:

The proposed improvements are focused on landscaping, lighting, and the application of regulations from the Critical Areas legislation and are not assuming major land use changes. (Figure 37 and Figure 38).

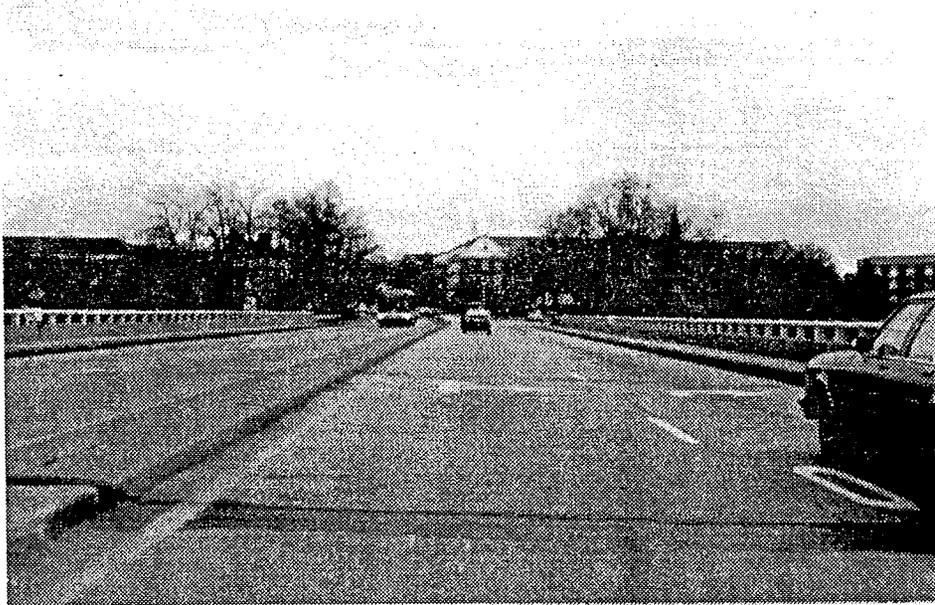
Findings:

- Unattractive, discontinuous street edges inbound after College Creek (need large trees down both sides to frame view inbound and outbound).
- Surface parking is fairly well screened but not the best use of prime land at Annapolis "Gateway" and along College Creek.
- Parking along edge of College Creek conflicts with critical area restrictions, floodplain, and open space concepts.
- Calvert Street unnecessarily wide.
- Surface parking east of "dogleg" at the edge of the cemetery is not an appropriate "Gateway" use.
- Main inbound direction swerves away from prime vista of State House hindering easy orientation.
- The ramp towards Calvert Street/Northwest Street suggests high speed and highway character and is not reinforcing the gateway concept.

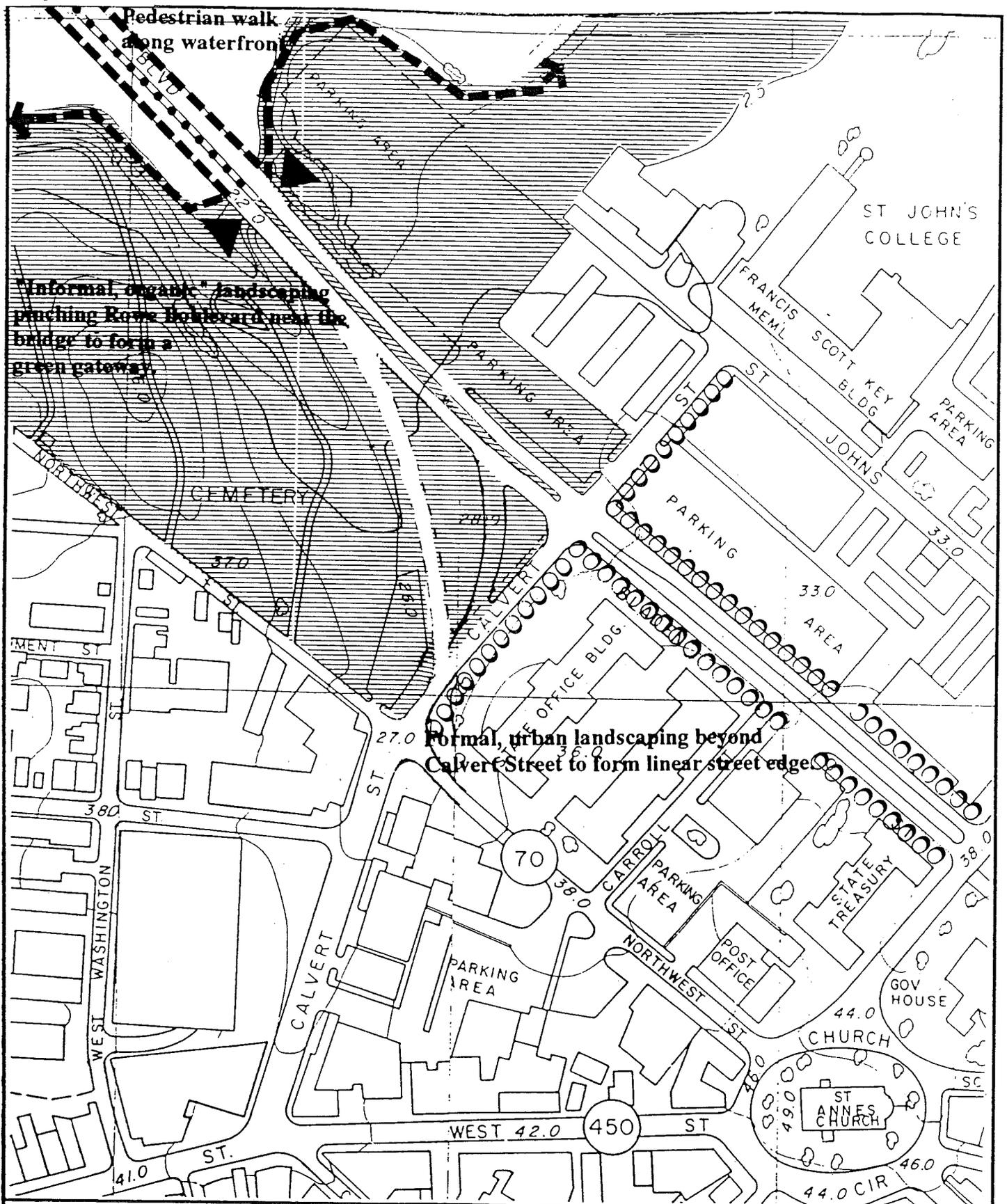
Guidelines and Recommendations:

- Consider placement of the ornamental "Welcome to Historic Annapolis" sign at the inbound end of the bridge and placing a standard Annapolis City limits" sign at the current location.
- On the bridge, the traffic lanes could be narrowed to gain additional space for the sidewalks and to indicate to motorists that they have to slow down. A row of special light fixtures on both sides of the bridge would make a world of difference for the nighttime approach.
- Landscape median southeast of bridge which is currently gravel.
- Reinforce landscaping on both sides of the inbound end of the bridge to create a green gateway of trees. The off ramp could be narrowed and tightened to create a "pinching" effect to reinforce the gateway concept rather than the current continuous widening.
- Reduce width of Calvert Street in favor of additional landscaped areas.

- Install gateway lighting, consider flagpoles and special public statuary.
- As long term goal, consider elimination of parking in the vicinity of College Creek. Set parking back as required by the Critical Area setback rules.
Landscape as a park with walkways along the waterfront. Over time, phase out any surface parking along this stretch of Rowe Boulevard. In the meantime, surface lots should become heavily treed (car gardens) and thoroughly screened along the edges by landscaping so they are not visible.



Existing condition: Bridge looks like an interstate design and does not make a good gateway into the historic part of Annapolis.



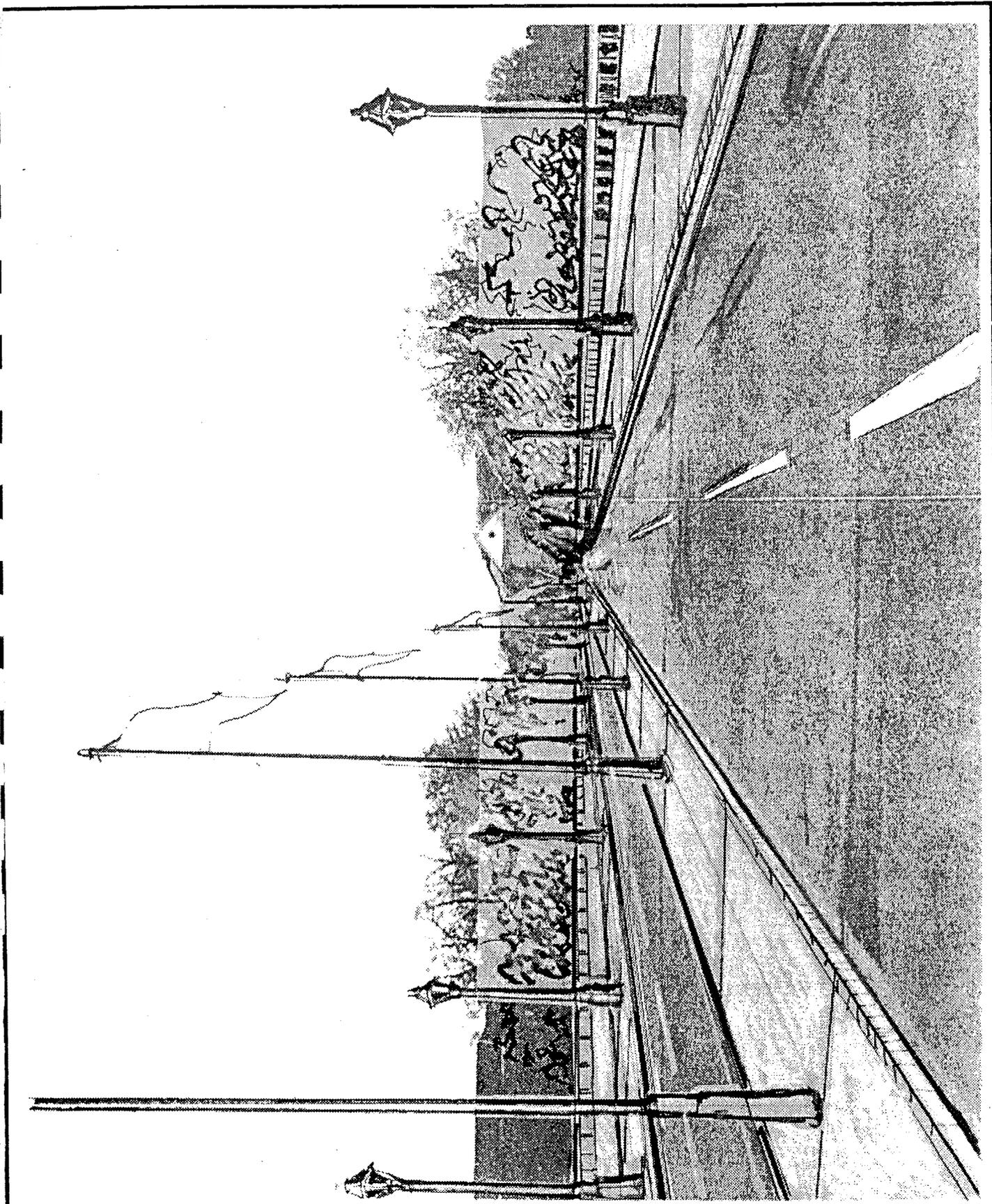
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GATEWAYS FIGURE 37

Rowe Boulevard



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GATEWAYS FIGURE 38

Rowe Boulevard

B. Eastport Bridge/Compromise Street

Approach:

Since the immediate area where the Eastport bridge enters downtown is all privately held, there is little opportunity for a significant gateway. Also, the decision to strengthen the residential character of the lower Duke of Gloucester/Compromise neighborhood requires additional street plantings in this area.

However, while this Study recognizes that little may be done in the near term, it remains an attractive long term vision to connect the existing private gardens of the St. Mary Church at the Eastport Bridge with a new park to be created on the current parking lot of the Yacht Club, (Figure 39).

This Study strongly recommends the construction of a continuous pedestrian promenade around City Dock, which at some time in the future could connect the residential neighborhoods along Acton Cove with those of Prince George Street. This would result in a green gateway immediately followed by dense urban structures leading up to Market Space.

Findings:

Although the water and the access across the bridge are natural ingredients for a gateway approach to downtown, the actual experience is compromised by the apparent lack of cohesion along Compromise Street. The street is characterized by a variety of uses ranging from suburban style housing to surface parking lots and an oversized hotel complex with structured parking and ramps facing the street.

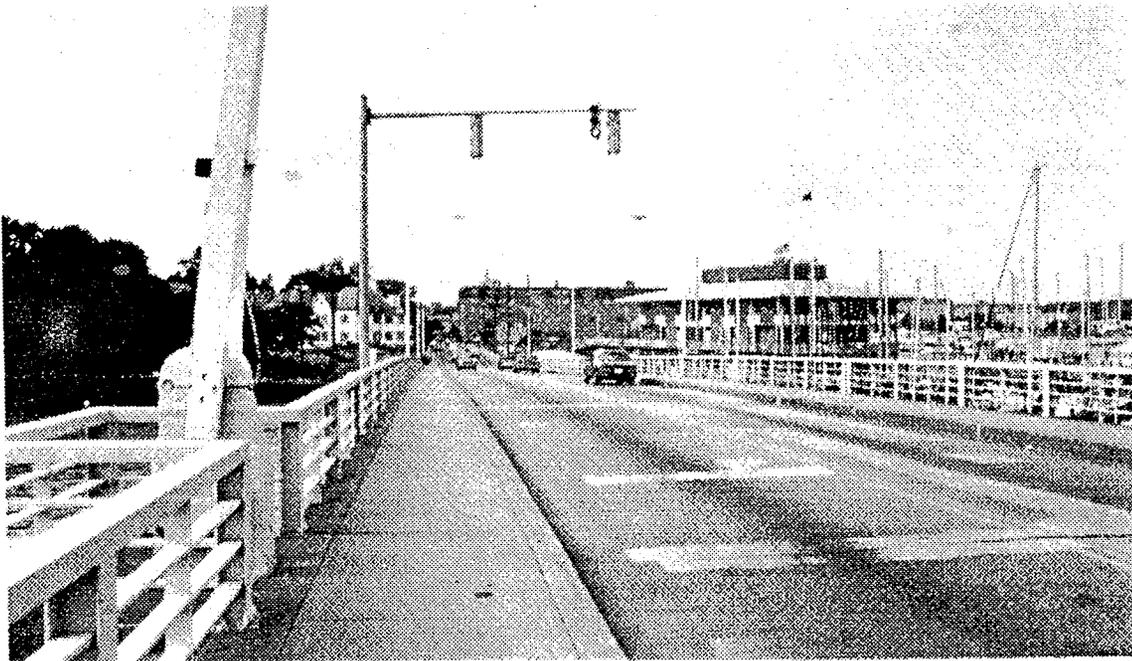
Guidelines and Recommendations:

- Place a continuous row of large street trees on the sidewalks on both sides of Compromise Street and Duke of Gloucester all the way to Newman Street.
- Create a planting buffer densely landscaped with shrubs, hedges, etc. possibly incorporating the existing low wall along the Yacht Club and hotel parking lots to buffer the surface parking lots from the street. Reduce access driveways to minimal number and width.
- Chain link fence should not be allowed on any street frontages in Annapolis. They should be replaced with picket fence or low brick wall.

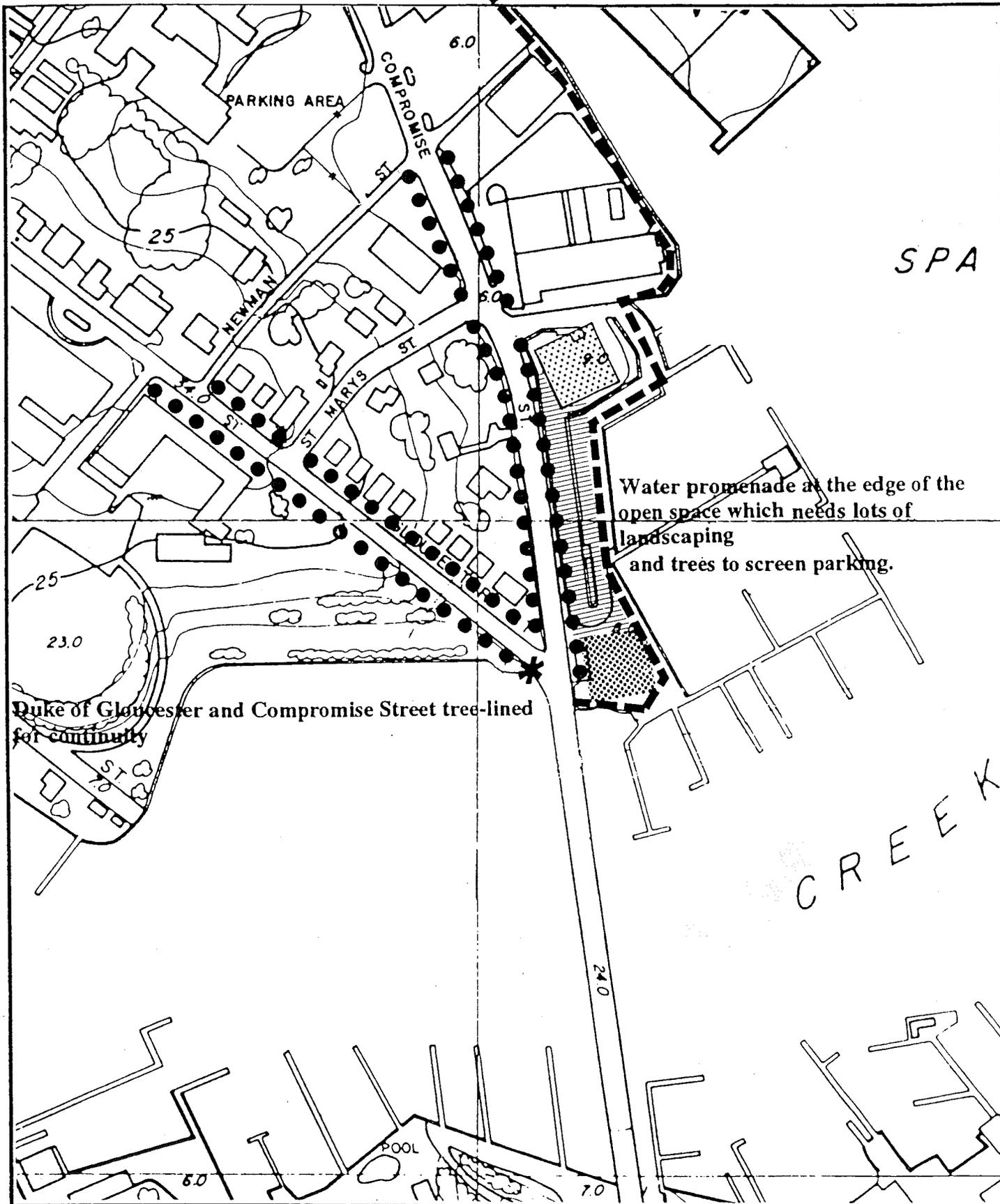
- Place a "Welcome to Historic Annapolis" sign at the corner of Compromise/Duke of Gloucester or near the bridge abutment (as on Rowe Boulevard).
- Clusters of flagpoles and lights at each end of the bridge could help mark these points as gateways.
- The parking lots along Compromise should be infilled with either low structures or plantings to adequately frame the street and give it a downtown commercial character.
- Consider a new design approach toward the Hotel which could deflect views from this oversized and architecturally inappropriate building.
- Increase residential profile of downtown Annapolis along Compromise.

The thrust of these recommendations is to create a more aesthetically pleasing environment and make the waterfront more accessible.

The Yacht Club structure should be a landmark quality structure. Better proportioned, it could become a beacon at this key point. This could be a significant building that symbolizes Annapolis because of its prominent location.



Existing condition: The Yacht Club and the hotel buildings are very prominent but don't indicate the entry into the historic businesses of the City. No street trees along Compromise Street.



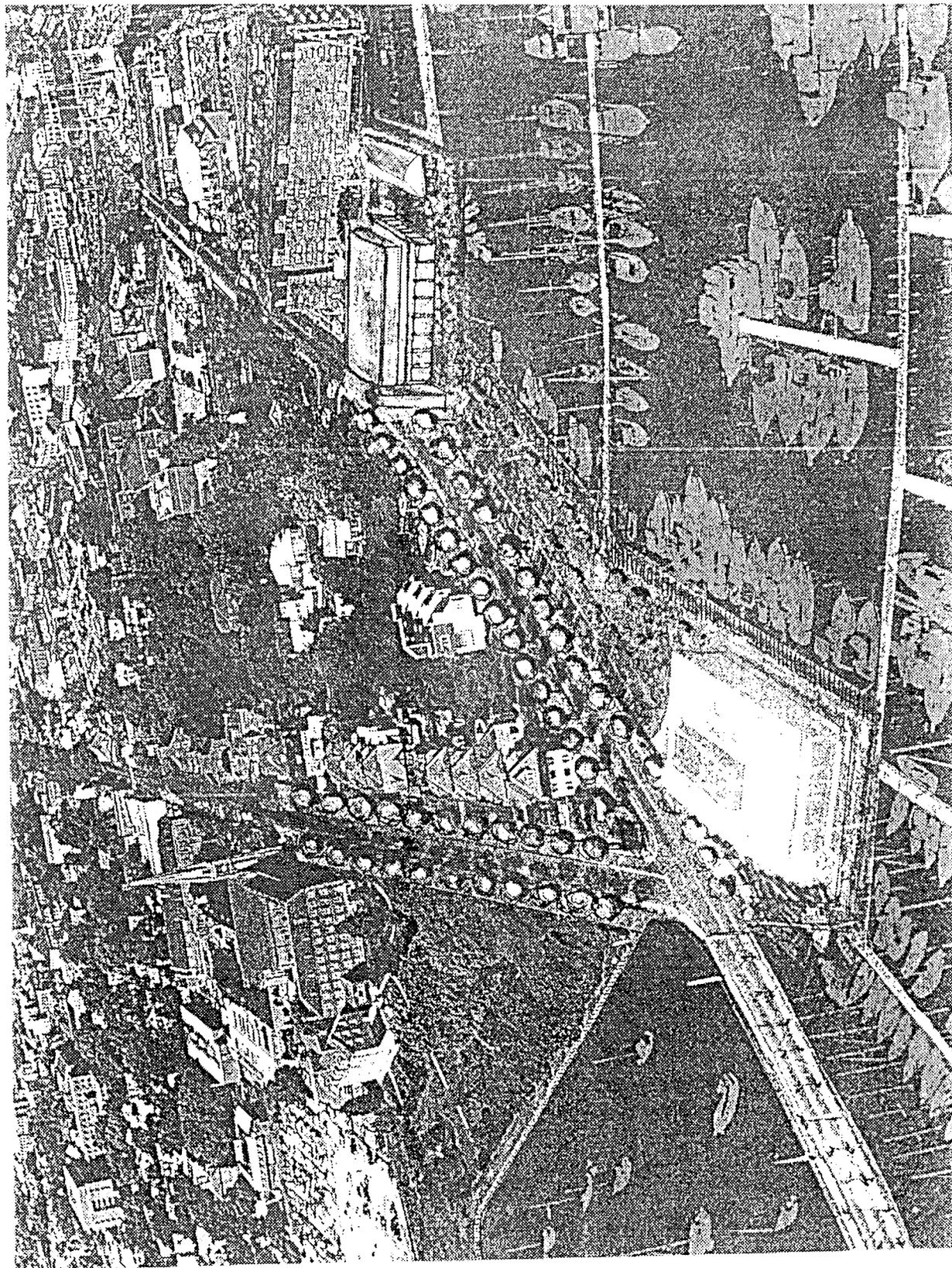
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GATEWAYS FIGURE 39

Eastport Bridge



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GATEWAYS FIGURE 40

Eastport Bridge

2. CITY DOCK

INTRODUCTION

The most notable exception to the general impression of this lovely historic town is the City Dock area. Until recently, the City Dock has been a working place for watermen and other port related activities. Today, the City Dock is one of the key attractions, particularly for visitors and recreational boaters, and its location at the foot of Main Street connects the dock area excellently with the historic fabric of the City.

Yet, the City dock is not attractive because of vast surface parking lots directly at the water's edge, large paved street areas and uncoordinated buildings.

APPROACH

The following recommendations reflect the recognition that without strong policies in place, lower Main Street and the City dock, once a bustling working waterfront of wharfs, warehouses and seamen may become a sanitized sanctuary for visitors seeking an East Coast re-creation of Disneyland.

The focus of the recommendations is to recapture this space for the citizens of Annapolis, through reduction in parking, the addition of landscaping and greenery, the creation of intimate places to rest and the provision of an open-air market - much like the activity which took place at the turn of the Century - to attract fresh fruits, vegetables and flowers to the heart of downtown, and perhaps allow fishermen to once again sell their product at the shoreline.

The schemes presented in this Study have to be understood as a framework for future small scale, infill development allowing sufficient flexibility to respond to needs that might be defined more precisely some time from now.

Character

- Undefined uses, circulation and spaces lead to a confusing character of the area.
- Buildings are varied in terms of materials, colors. Scale is generally 2 or 3 stories and relatively small building footprints.
- All hard surfaces. Too much asphalt.



Market Space at the turn of the Century .(Maryland State Archives: Marion E. Warren Collection [MSA SC 985-105]

2. City Dock

A. Existing Conditions



Pedestrian circulation/car traffic: Too much surface is dedicated to the car. This important link between Main Street and the Dock area needs to be strengthened.



2. City Dock

A. Existing Conditions



Waterfront promenade is interrupted. Surface parking is not the best use for the land right at the water's edge.





City Dock

Existing Conditions

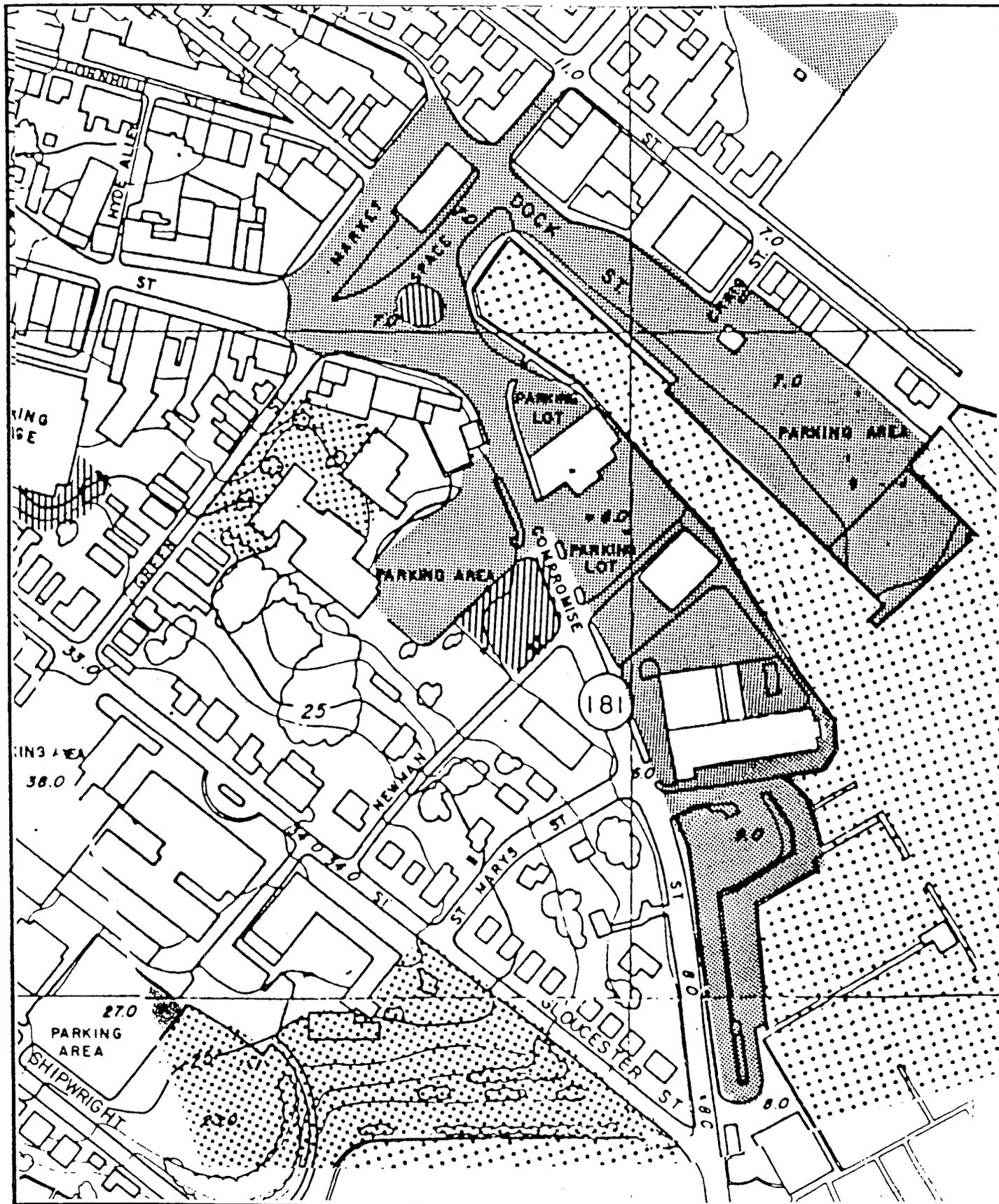


2. City Dock

A. Existing Conditions



Spatial Definition: Edges are not well defined, occasionally broken. Edge buildings may be too low to "govern" the vast open space in front of them.



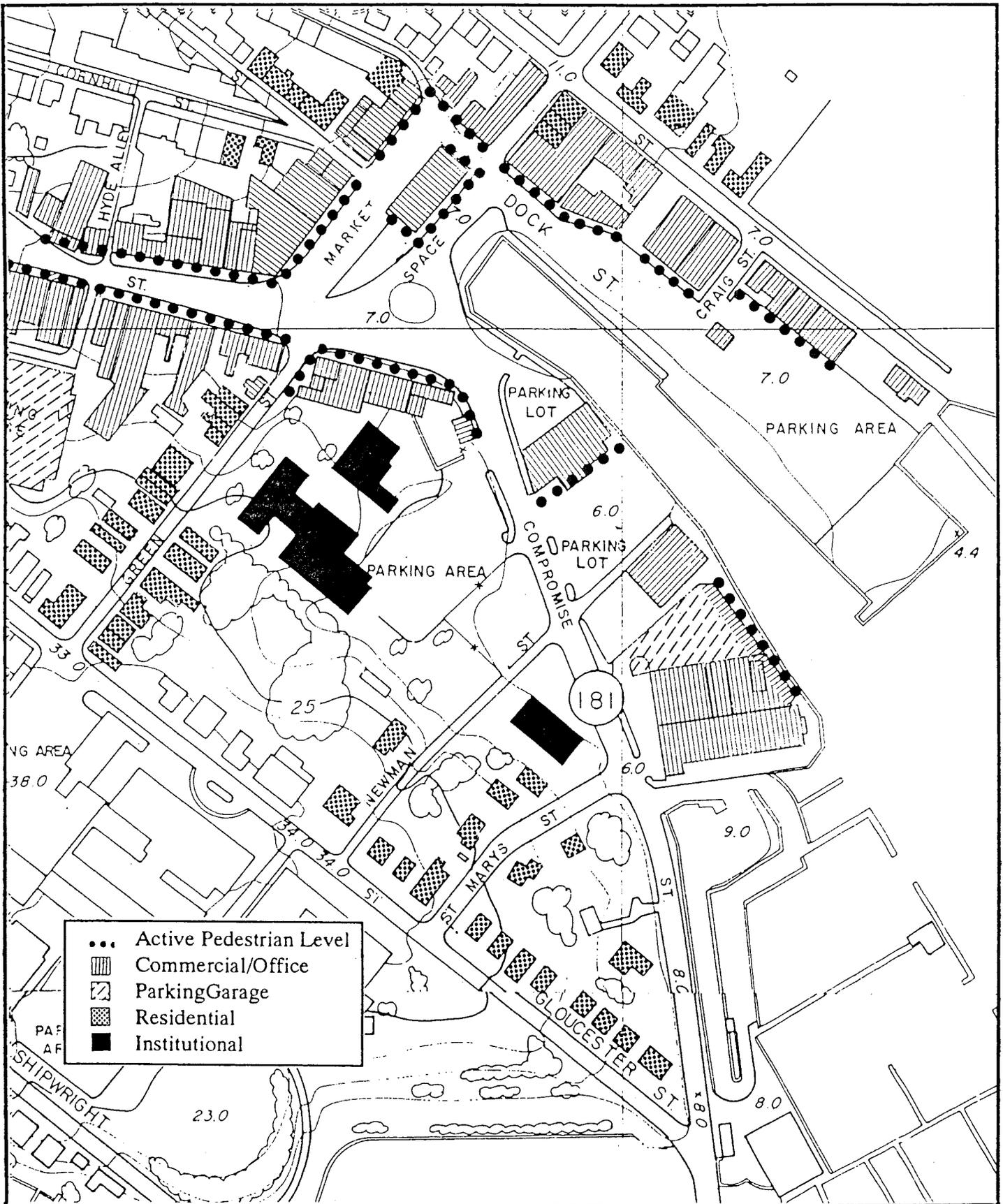
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2. Dock Area FIGURE 44

Base Map Indicating Amount of Blacktop Surfaces



2. City Dock FIGURE 45

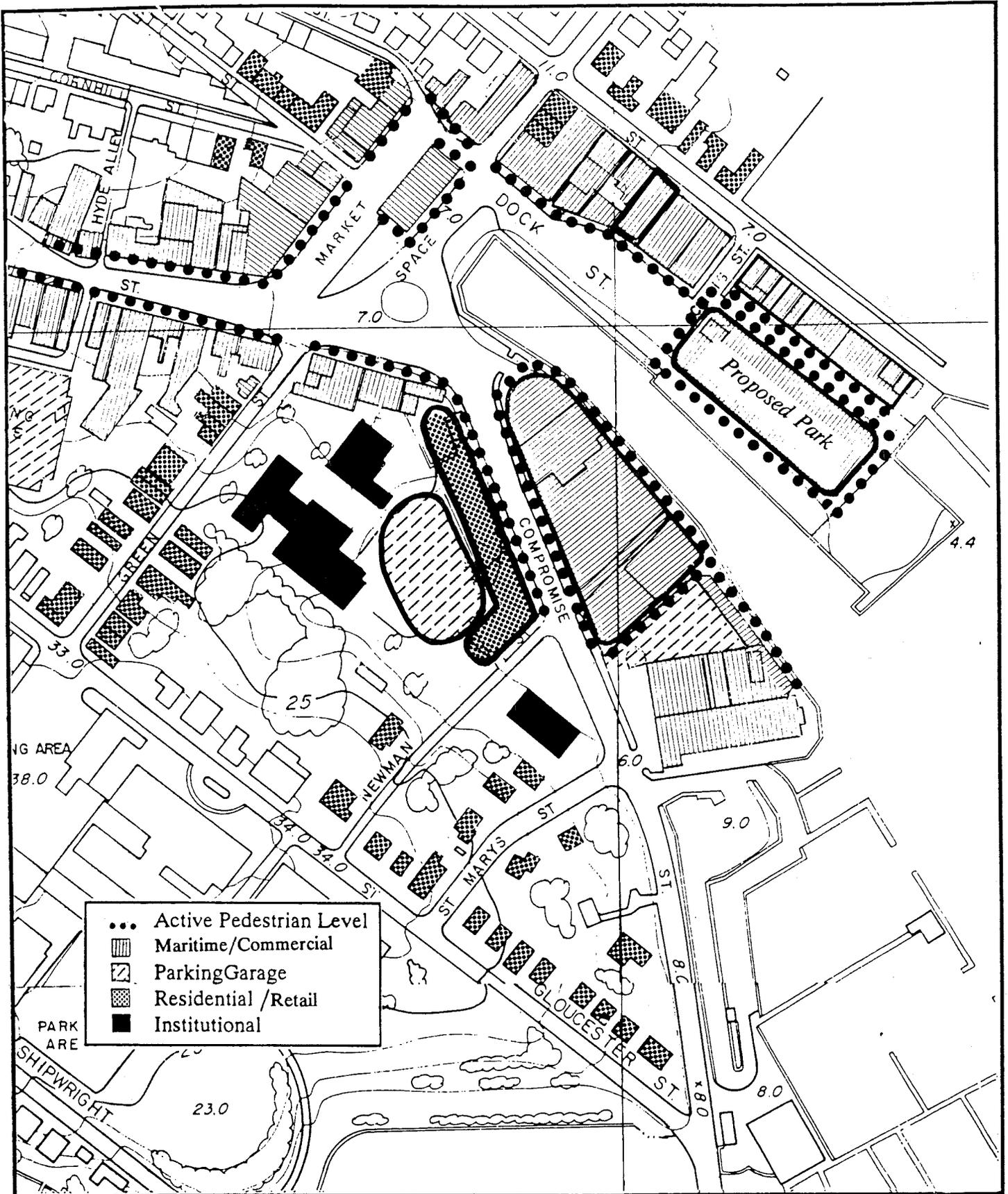
Existing Land Use



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- Active Pedestrian Level
- ▨ Maritime/Commercial
- ▧ Parking/Garage
- ▩ Residential/Retail
- Institutional



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2. City Dock FIGURE 46

Alternative Options: Land Use

CITY DOCK PROPOSED PLAN

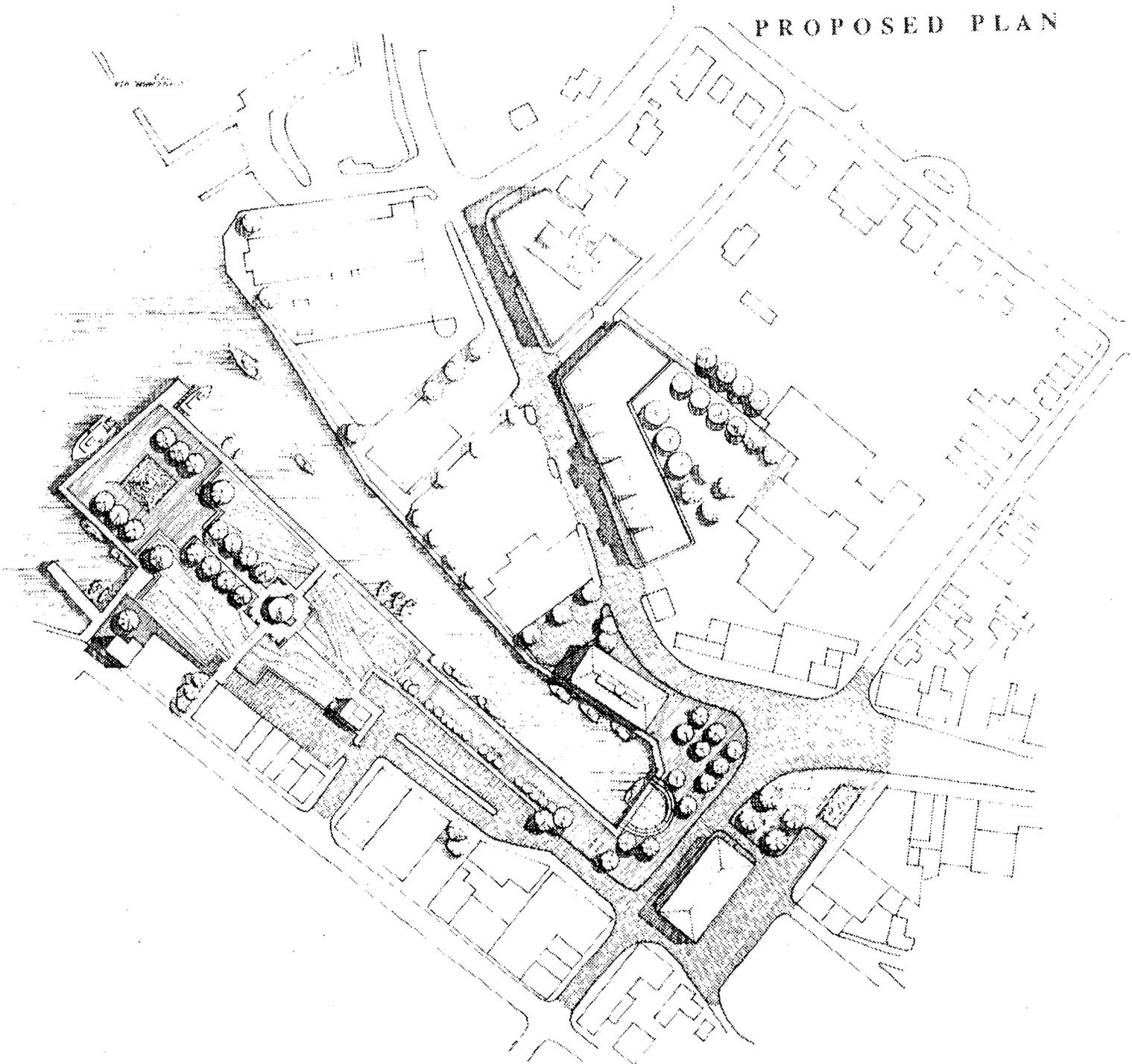


Illustration by John Carr, AIA

The proposed plan illustrates the transformation of the lower Dock area into an open park, with seating and greenery and spacious views of the waterfront. In the center - which has been raised slightly - is a small bandstand, echoing the style of the Naval Academy bandstand. Additional plantings and seating have been provided on the Susan Campbell park, and a continuous walkway has been proposed to extend along the waterfront from Prince George Street along the harbor to the Marriott Hotel.

CITY DOCK PARK

WITH VIEW OF BANDSTAND

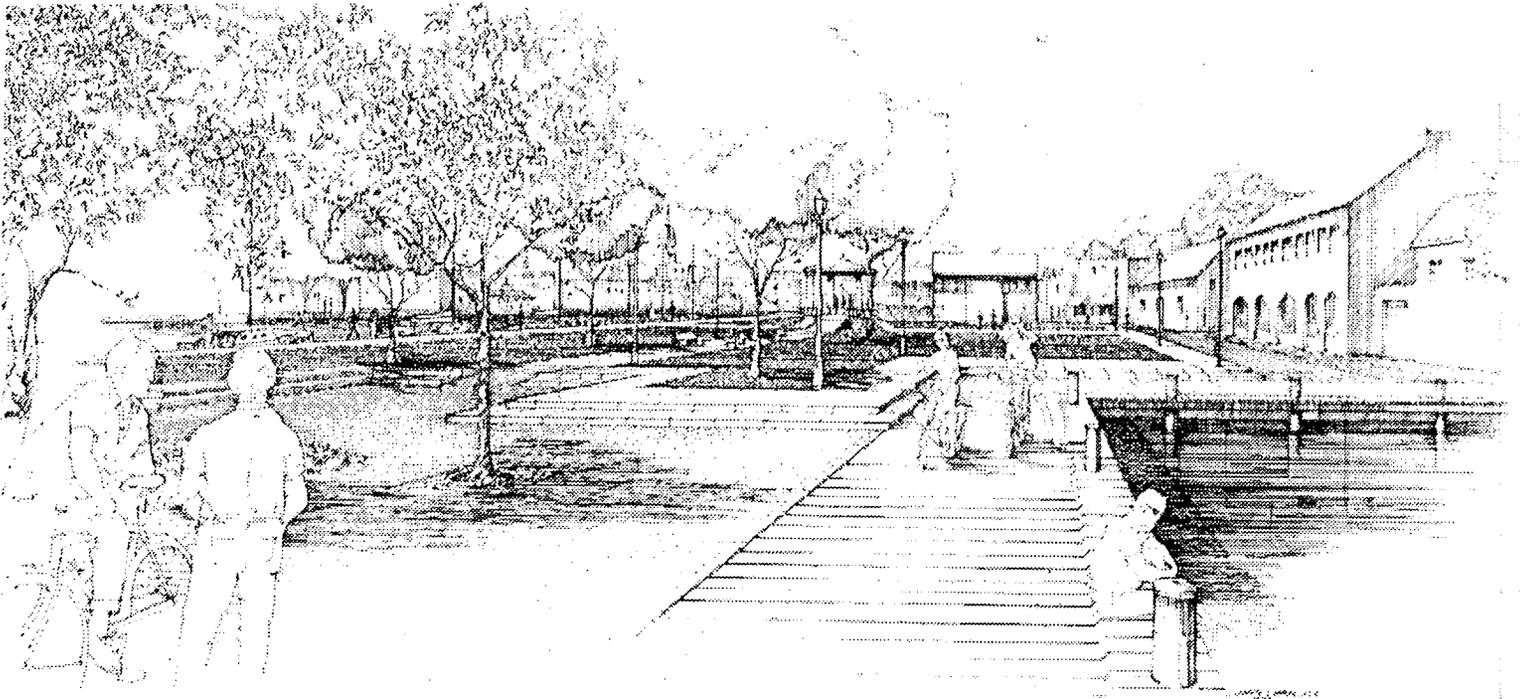


Illustration by John Carr

Short-term parking has been retained across from the retail shops on Dock Street, but is separated from an enlarged pedestrian walkway along the water by trees and plantings. The seating area in front of the Market House has been redesigned to allow for a graduated tier of seats and shade.

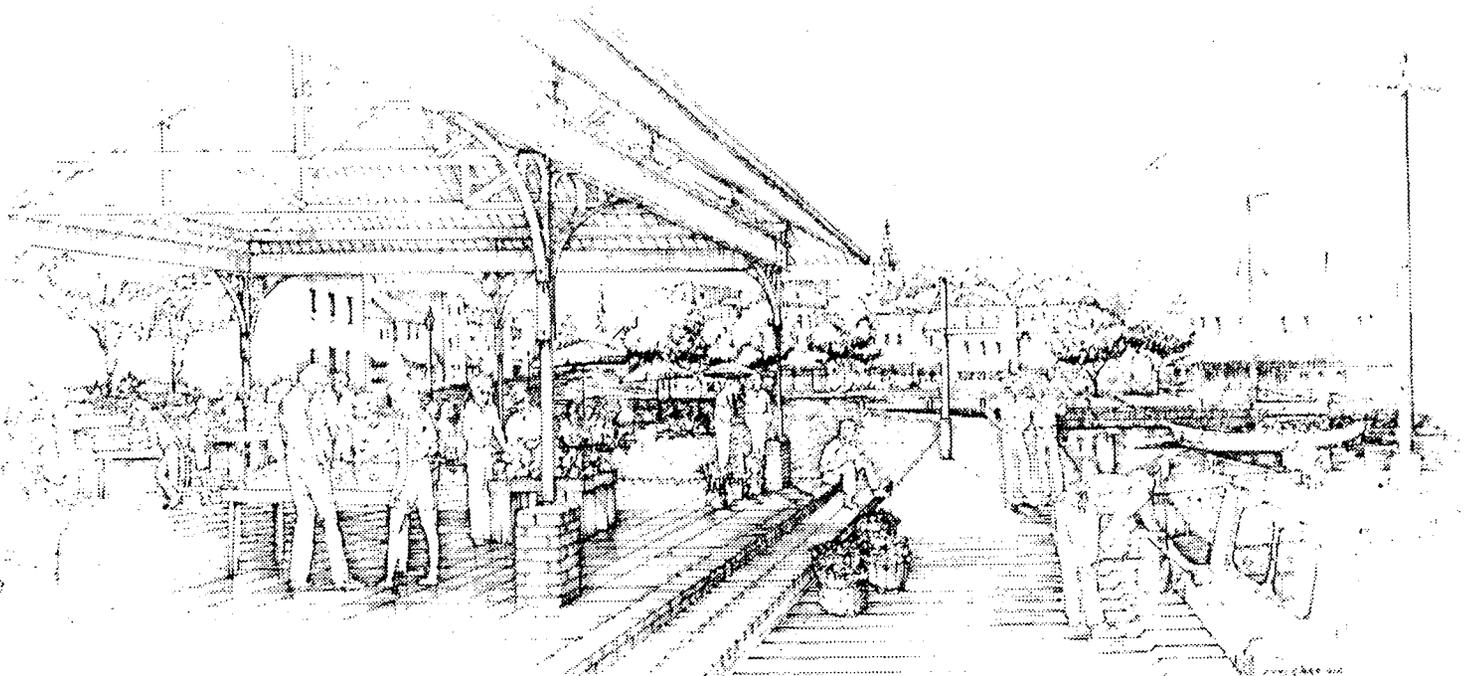
Compromise Street has been returned to its original two-lane width, and the recaptured roadbed has been turned into a bricked plaza in front of an open air structure which would serve community oriented uses, such as farmers' markets, meeting space, maritime uses and exhibit space. The proposed structure replaces the parking lot in front of Fawcetts, and serves to unite the end of Main Street with the beginning of Compromise.



Informal markets like this one give the area character and enliven the public spaces (Taken from Then Again...Annapolis 1900-1965)

CITY DOCK

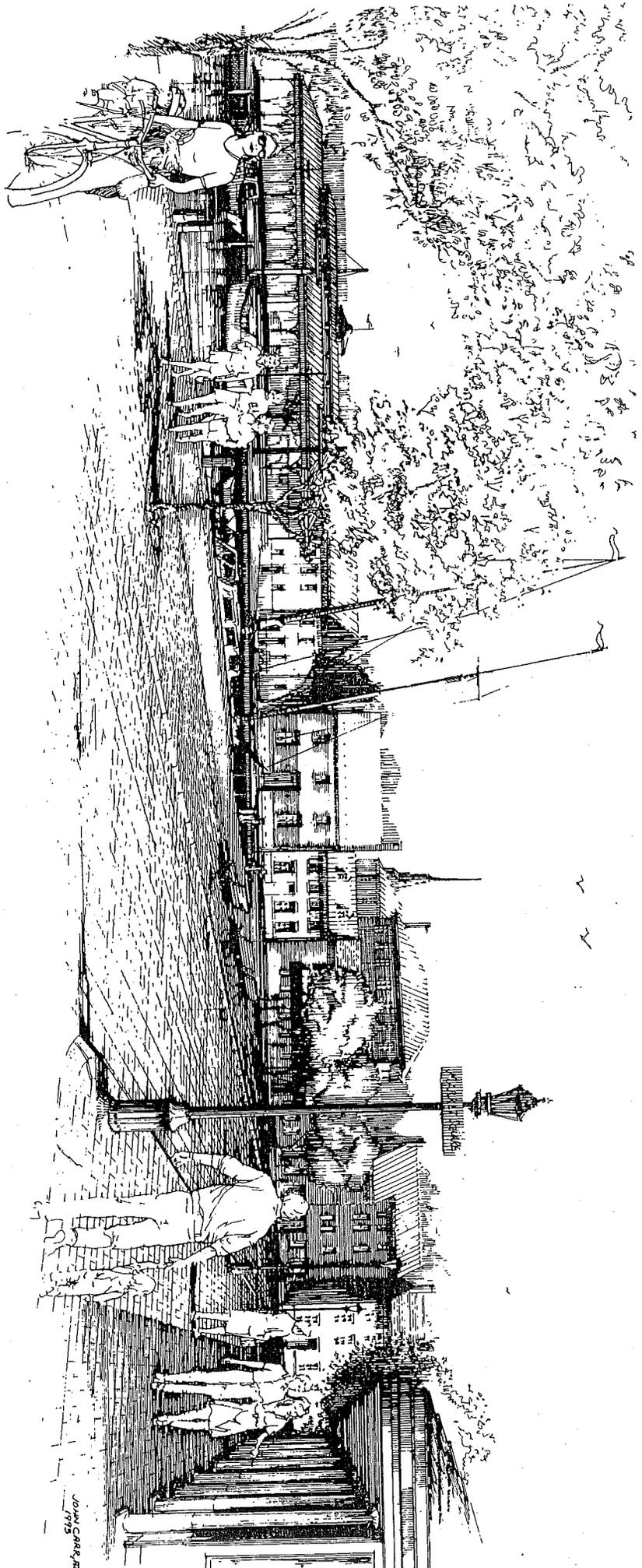
WORKING WATERFRONT

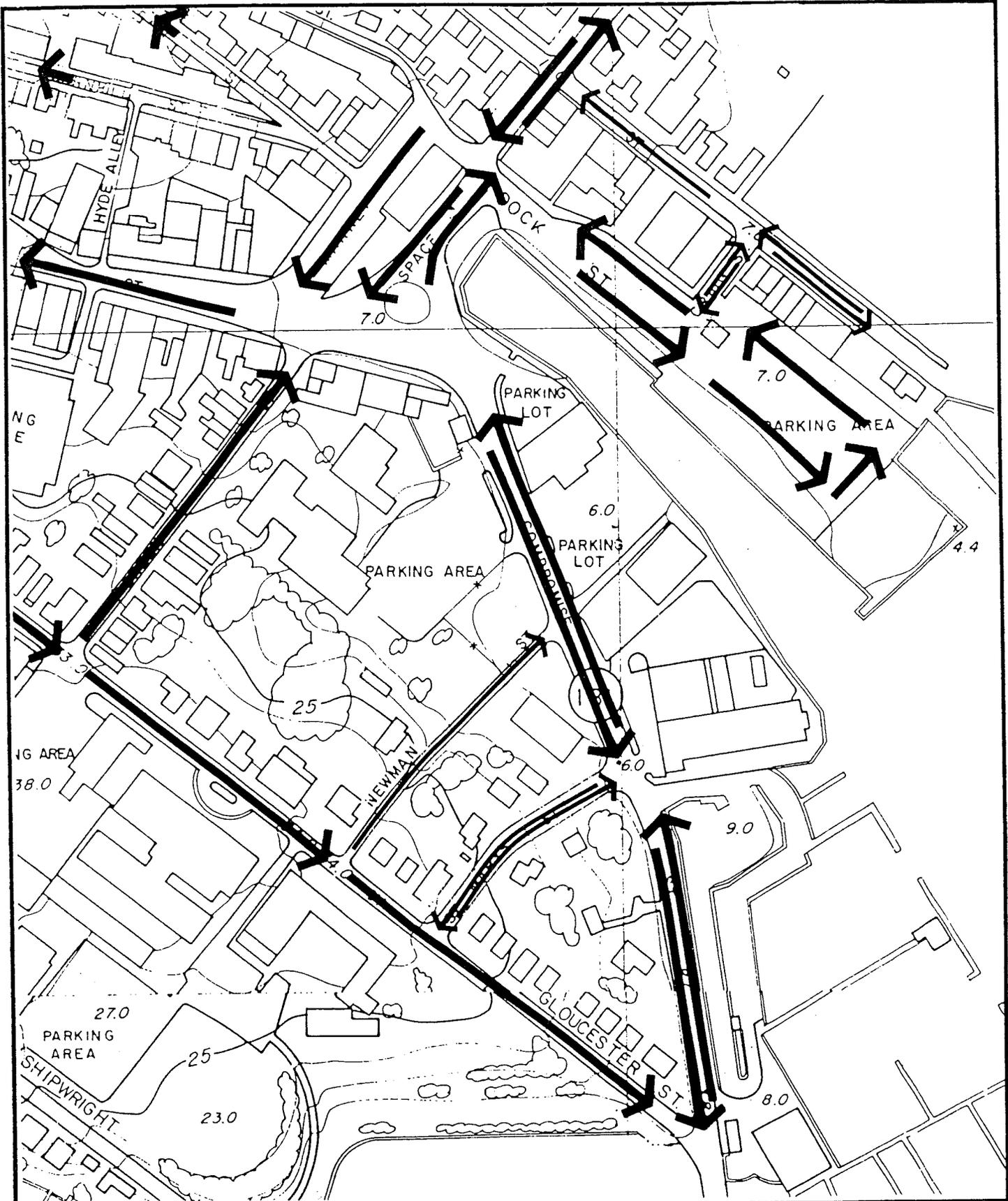


VIEW TOWARD MAIN STREET

Illustration by John Carr, AIA

PROPOSED NEW MARKET SQUARE
AS SEEN FROM RANDALL & DOCK STREET





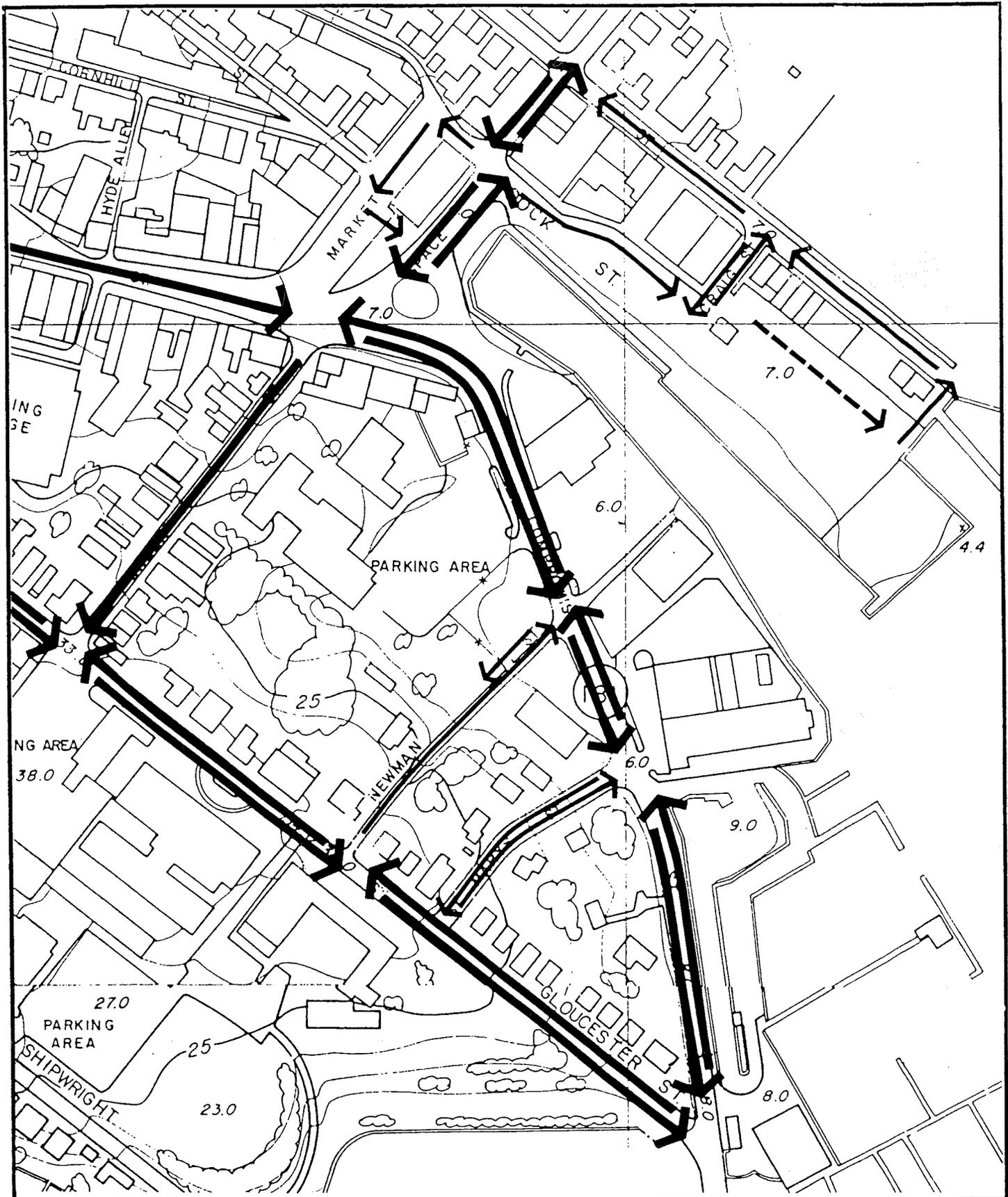
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2. City Dock FIGURE 48

Existing Vehicular Circulation



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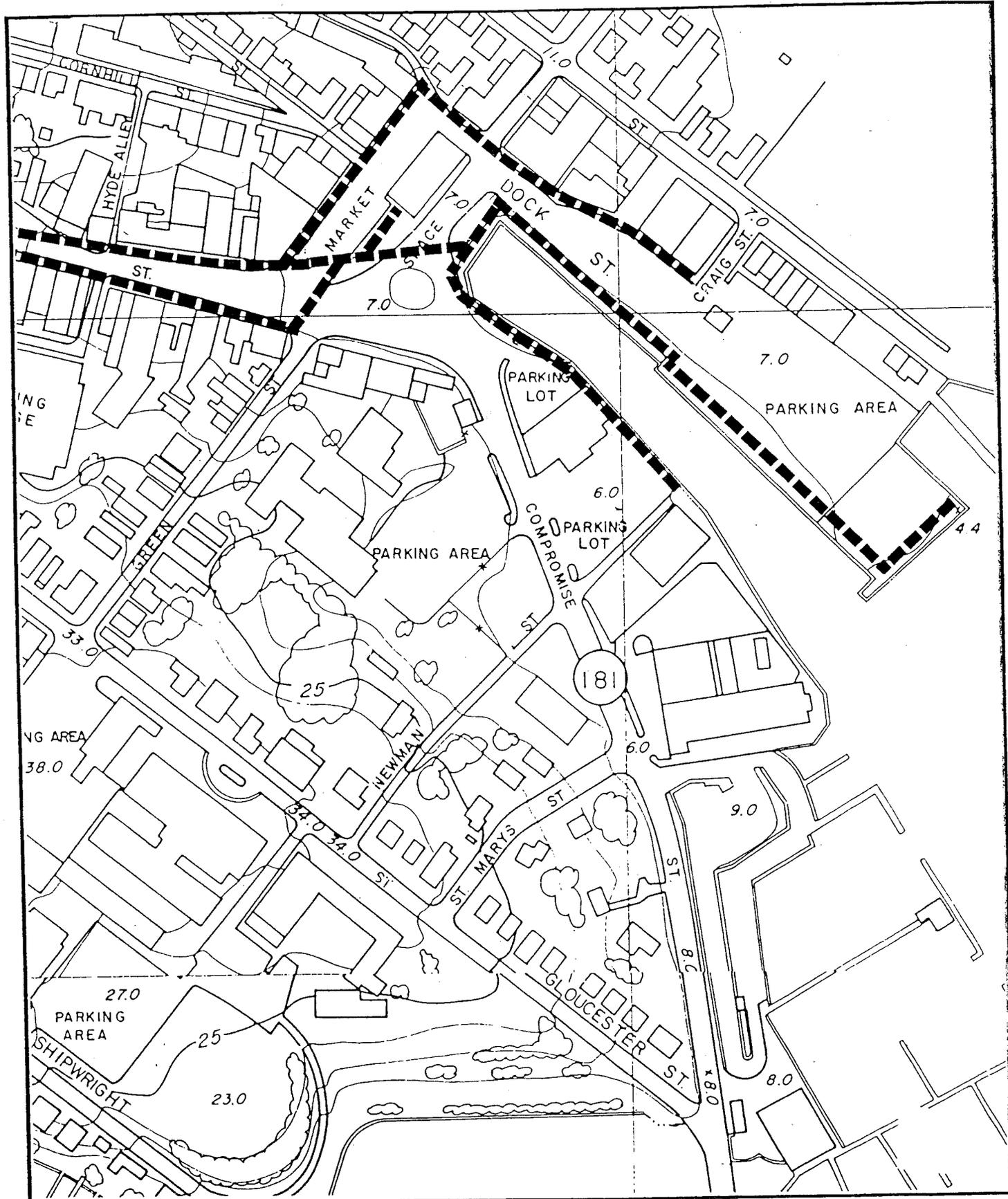
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2. City Dock

FIGURE 49

Proposed Vehicular Circulation



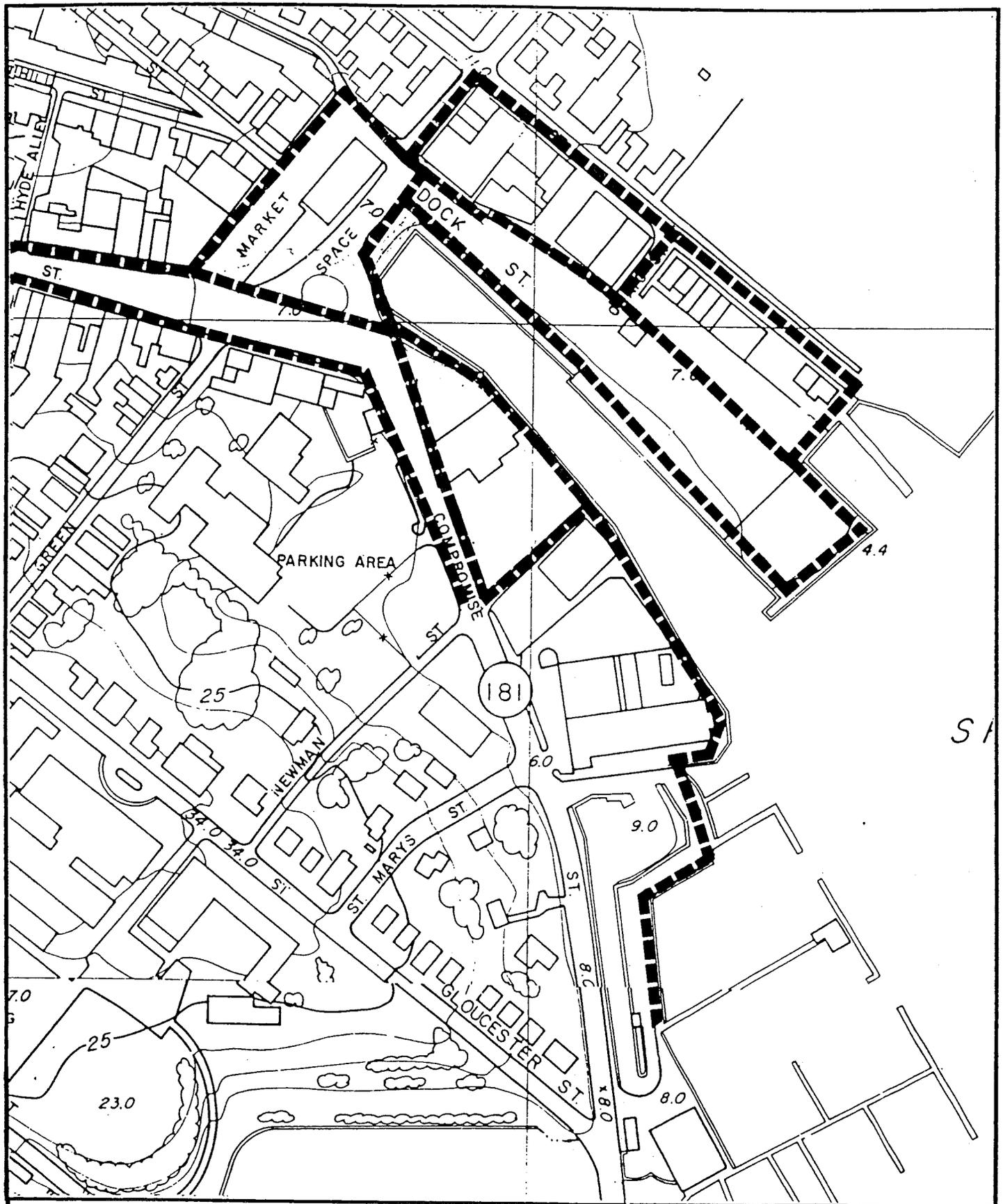
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2. City Dock FIGURE 50

Existing Pedestrian Circulation



	<p>ANNAPOLIS WARD ONE SECTOR STUDY</p> <p>The Phipps Group Cho, Wilks & Benn Architects</p> <p>Douglas & Douglas Hunter Interests</p>	<p>2. City Dock FIGURE 51</p> <p>Proposed Pedestrian Circulation</p>
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Informal markets like this one give the area character and enliven the public spaces (Taken from Then Again...Annapolis 1900-1965).

Until the mid 1960s, local farmers recouped the streets of Annapolis hawking fresh fruits and vegetables. Still others did a brisk business outside the Market House.
M.H.R.C. 1890-30-197

This Study strongly endorses the concept of reinforcing the maritime aspect of the entire area and of enhancing the dock as a working waterfront, encouraging the Watermen's Association to bring in work and charter boats to the area. If health regulations permit, it may be desirable to have seafood sold from the boats as they do at the Main Avenue Market in Washington, D.C.



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2. City Dock

Historic Uses



City Dock, seen at right from the air c. 1935-1937, reveals the ever-changing cityscape. The gas station at Market Space was torn down in the late 1960s. MDR C-2258-13

The spatial definition of the open space around the Dock is helped by the warehouses perpendicular to Dock street (where today's Harbormaster building is) and the building where Fawcett's is today. Compromise does not go through the open space but is clearly delineated and leads into it. (City Dock 1935, taken from Then Again...Annapolis 1900-1965)



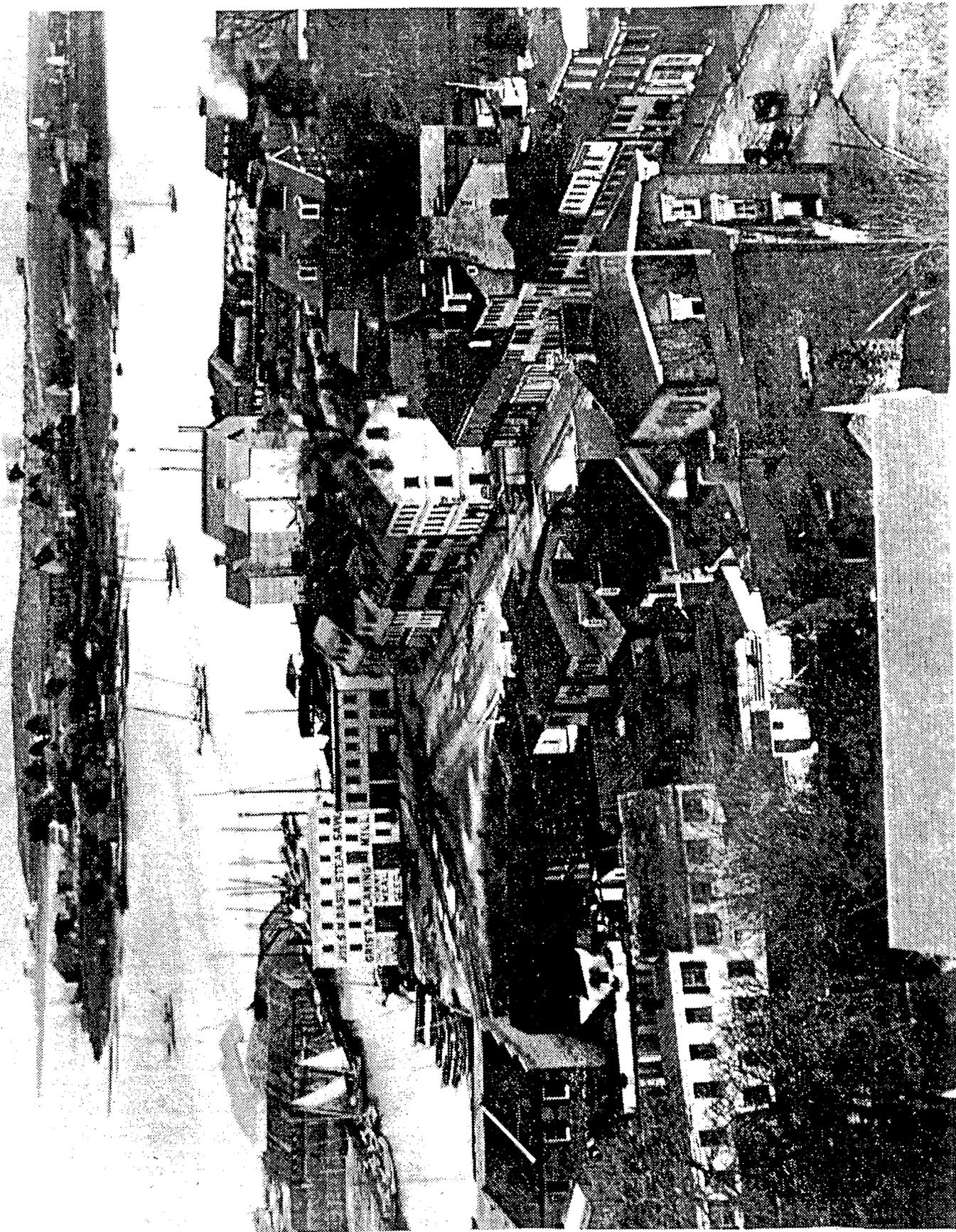
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2. City Dock

Historic Spatial Concepts



City Dock, circa 1890, note large factory buildings along water's edge. Eastport from a whole new perspective. Photo, courtesy Maryland State Archives, Marion E. Warren Collection MSA SC 985-3308.