

Previous Studies of City Dock: Bibliographic Timeline

Affiliated City of Annapolis Studies	Year
<p><u>Maritime Zoning and Economic Strategy</u> 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.</p> <p>Implementation: The City did adopt the majority of these recommendations city-wide.</p>	1986
<p><u>Maritime Districts Existing Land Use Patterns</u> 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.</p>	1986
<p><u>Ward One Traffic, Transit and Parking Study</u> 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.</p>	1990
<p><u>Ward One: Traffic, Transit and Parking Survey of Ward One Businesses</u> 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.</p>	1991

<p><u>Ward One Sector Study Retail Analysis</u></p> <p>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:</p> <ul style="list-style-type: none"> ▪ 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. 	1992
<p><u>Ward One Sector Study Executive Summary</u></p> <p>This report is an executive summary of the Ward One Sector Study and provides an overview of the larger study (see below).</p>	1992
<p><u>Maritime Retention Strategies in Annapolis, An Evaluation</u></p> <p>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.</p>	1992
<p><u>Ward One Parking Study</u></p> <p>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.</p>	1993

<p><u>Ward One Sector Study: Final Report</u></p> <p>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:</p> <ul style="list-style-type: none"> ▪ 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. 	1993
<p><u>Main Street Route Reversal Study</u></p> <p>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.</p>	1994
<p><u>Downtown Annapolis Parking Survey</u></p> <p>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.</p>	1995
<p><u>City of Annapolis Comprehensive Plan</u></p> <p>This Comprehensive Plan made general recommendations about land use in the downtown area, specifically:</p> <ul style="list-style-type: none"> ▪ 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. 	1998

<p><u>Waterways and Harbor Plan (draft only)</u></p> <p>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:</p> <ul style="list-style-type: none"> ▪ 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. 	2003
<p><u>City of Annapolis Maritime Industry Economic Survey</u></p> <p>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</p>	2008
<p><u>City of Annapolis Comprehensive Plan</u></p> <p>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:</p> <ul style="list-style-type: none"> ▪ 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. 	2009

<p><u>Transition Team/Idea Team Final Report</u></p> <p>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.</p>	2010
--	------

Other Studies	Year
<p><u>NSHOF Feasibility Study</u></p> <p>This study examined the feasibility of establishing a National Sailing Hall Of Fame and Sailing Center at the bottom of Prince George Street.</p>	2007
<p><u>EnVISIONing Annapolis</u></p> <p>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:</p> <ul style="list-style-type: none"> ▪ 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.” 	2008
<p><u>Catholic University of America</u></p> <p>This study was undertaken by a group of graduate students at Catholic University. They explored the following recommendations:</p> <ul style="list-style-type: none"> ▪ 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. 	2010
<p><u>Urban Land Institute Technical Assistance Panel Report: Annapolis City Dock</u></p> <p>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:</p>	2010

- | | |
|--|--|
| <ul style="list-style-type: none">▪ 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. | |
|--|--|