

# Annapolis City Dock Master Plan and Redevelopment Strategy



CDAC Meeting | May 21, 2012

*(Tonight's Meeting)*

# **Annapolis City Dock Master Plan**

## **1. Inform**

Project Understanding and Goals

Civic Engagement

Project Schedule: Deliverables / Meetings

## **2. Work**

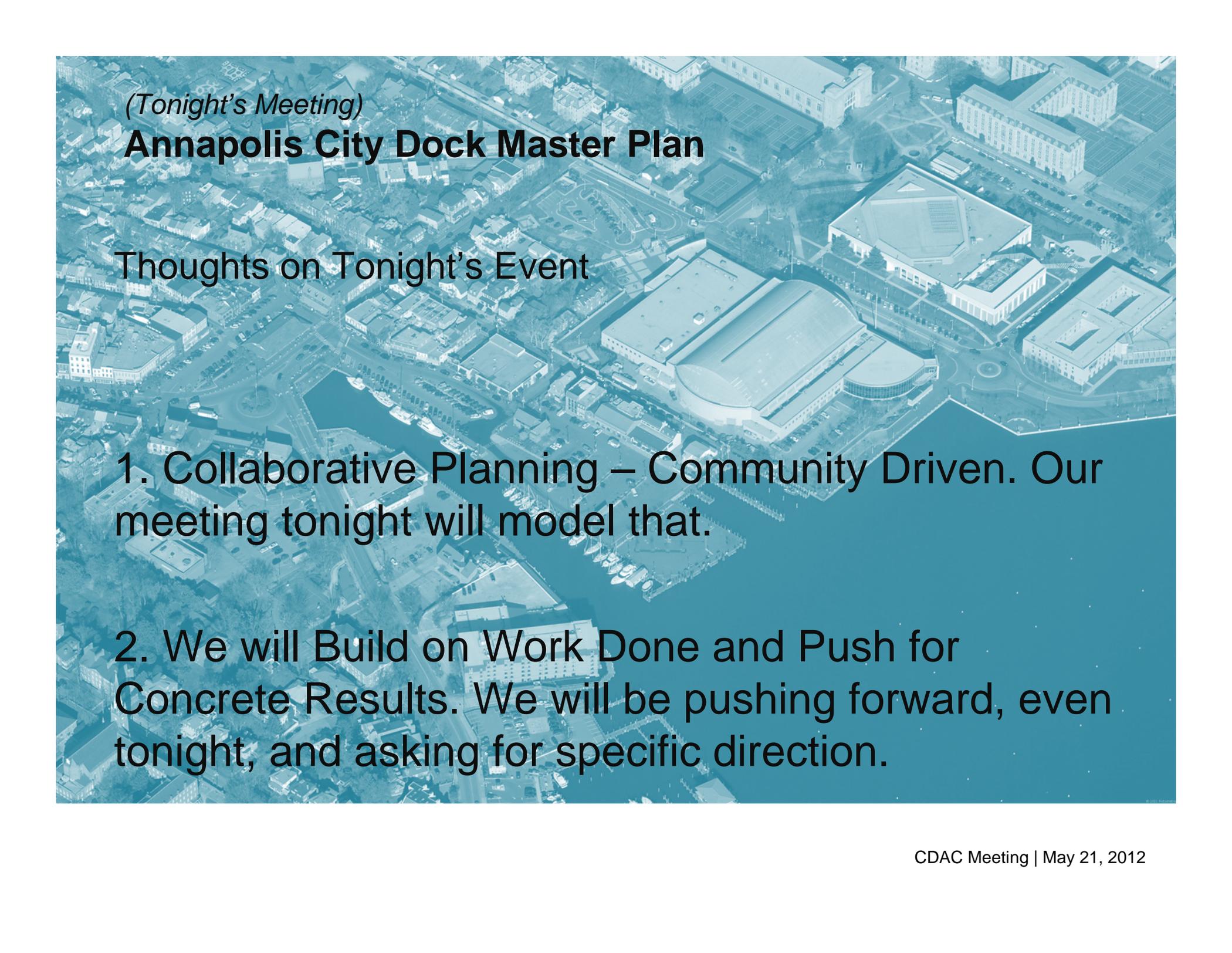
Overview of Existing Conditions

CDAC Guiding Principles

Break-out Work Session

Summary Report

## **3. Next Steps**

An aerial photograph of the Annapolis City Dock area, showing various buildings, streets, and a waterfront. The image is overlaid with a semi-transparent blue filter. The text is positioned in the upper left and center of the image.

*(Tonight's Meeting)*

## **Annapolis City Dock Master Plan**

### Thoughts on Tonight's Event

1. Collaborative Planning – Community Driven. Our meeting tonight will model that.
2. We will Build on Work Done and Push for Concrete Results. We will be pushing forward, even tonight, and asking for specific direction.

*(Phase 2 Project Understanding)*

## **Annapolis City Dock Master Plan**

*...from the CDAC Visions and Principles Report*

- Translate Guiding Principles into Specific Solutions
- Phasing and Priorities
- Short Term Implementation
- Redevelopment Strategy
- Longer Term Framework – Planning, Zoning and Development



*(Intrinsic Values...in No Particular Order)*

## **Annapolis City Dock Master Plan**

- A Place for Residents (not just visitors)
- A Gateway by Water – a Harbor
- “Pedestrianization”
- A “Beautiful Historic Seaport” - Heritage
- Long Term Resiliency in light of Environmental Factors
- An Enduring Design Plan Allows for Gradual Improvements, Response to Experience



*(More Specific Goals)*

## **Annapolis City Dock Master Plan**

• We will also be Looking at Specific Focus Areas

- Compromise Street
- Compromise / Main Intersection
- Hopkins Plaza
- Dock Street to Susan Campbell Park



*(Civic Engagement)*

## **Annapolis City Dock Master Plan**

- Five CDAC Meetings – Open to Public
- Public Workshop 1 – Applying the Principles to City Dock
- Public Workshop 2 – A Concept Plan for Review
- Social Media, Facebook page
- Updates to City Dock Web site
- Videos – for YouTube, Web page, Facebook



(Schedule and Deliverables )

# Annapolis City Dock Master Plan

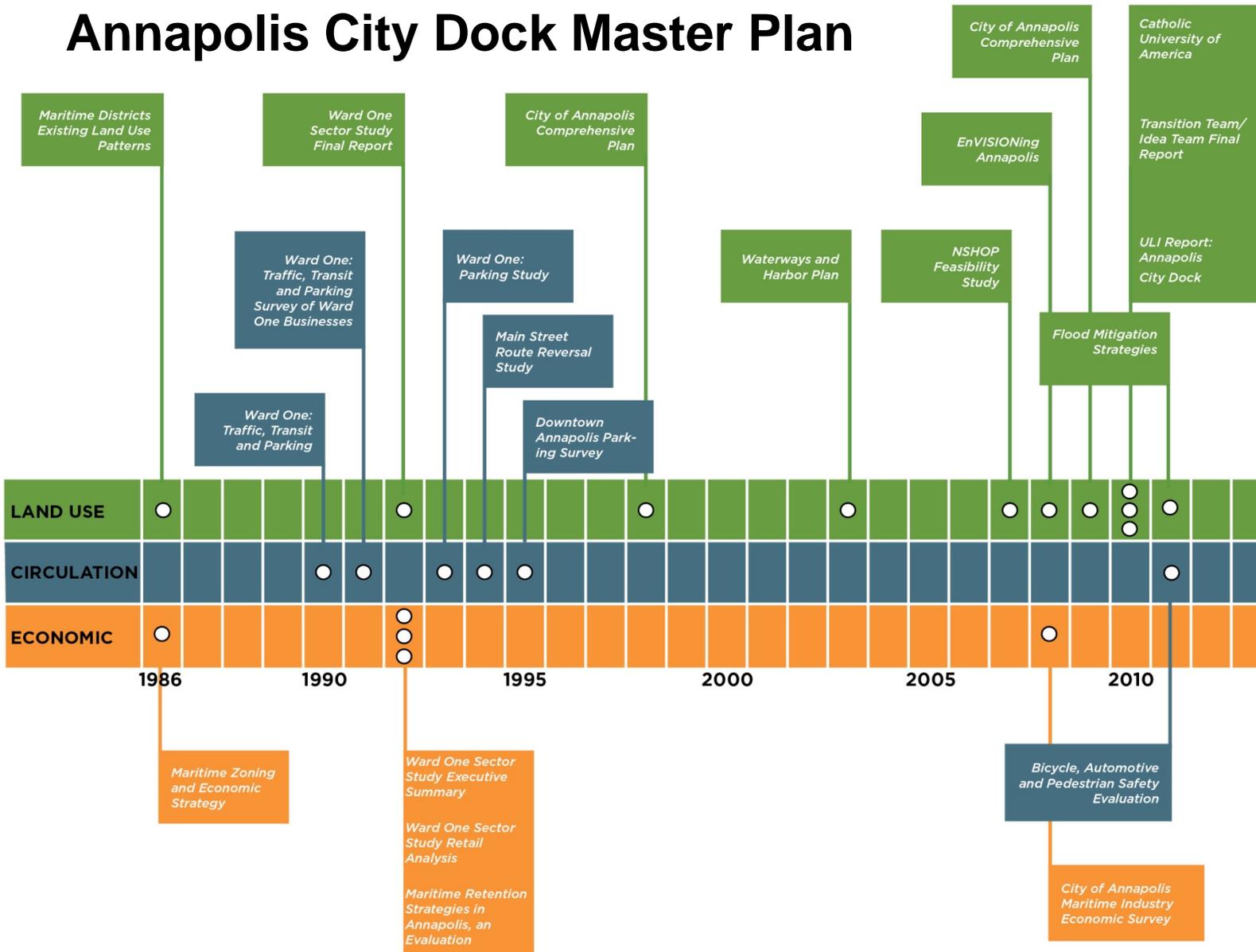
Deliverables and Meetings	May				June				July				August				Sept.				Oct.				Nov - Dec
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
CDAC Meetings		*					*			*									*				*		
Vision & Principles Handbook																									
Public Workshop 1																									
Redevelopment Strategy: Memo 1																									
Concept Master Plan																									
Land Use and Zoning Analysis																									
Public Workshop 2																									
Final Report																									
Redevelopment Strategy: Memo 2																									
Recommendations Mang. Entity																									
Presentation to City																									



**WORK**

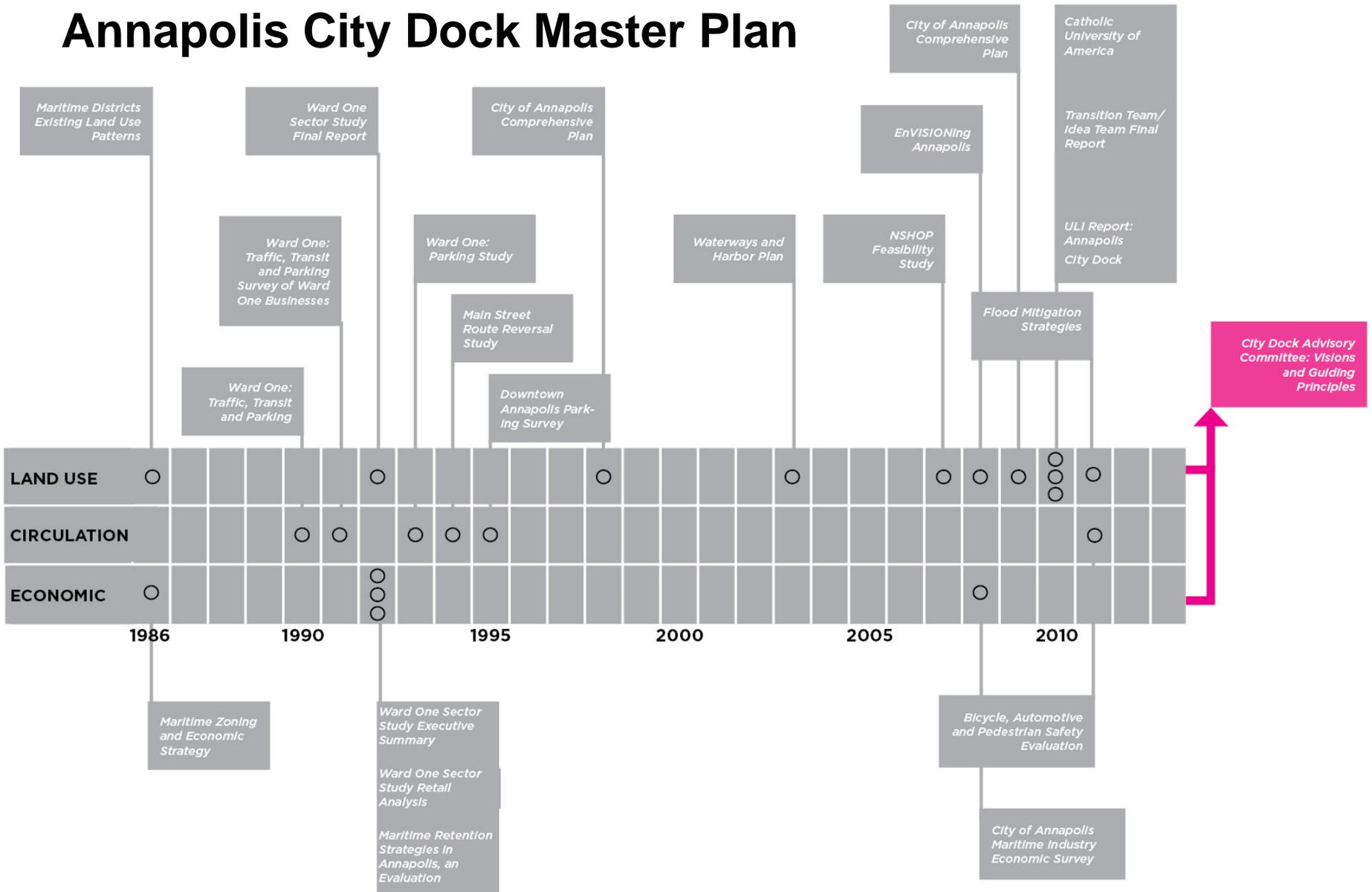
PREVIOUS STUDIES

# Annapolis City Dock Master Plan



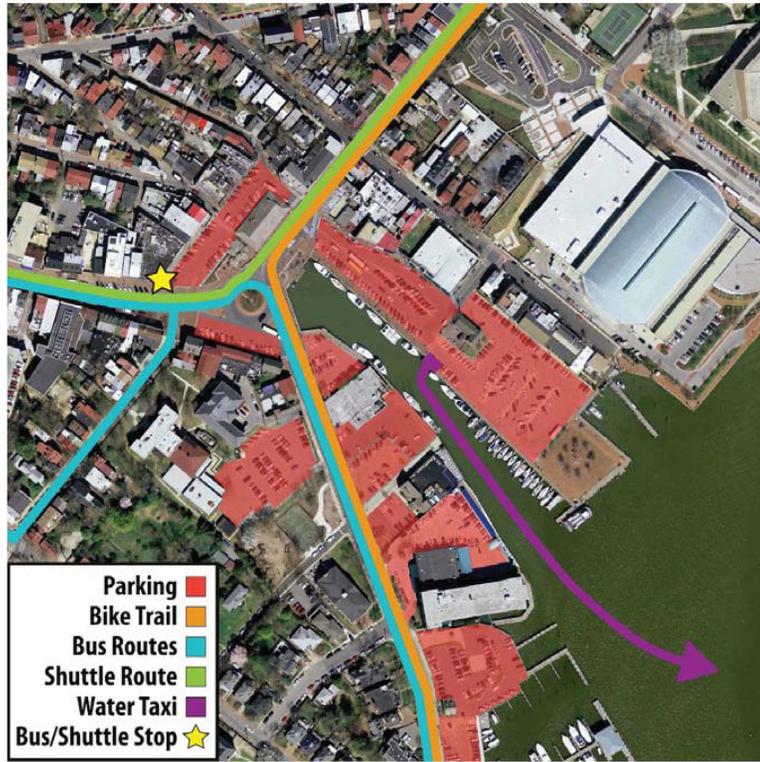
PREVIOUS STUDIES

# Annapolis City Dock Master Plan



EXISTING PHYSICAL CONDITIONS

# Annapolis City Dock Master Plan



City Dock: Existing Multimodal Transportation System

Existing Conditions



City Dock: Existing Pedestrian Circulation Network

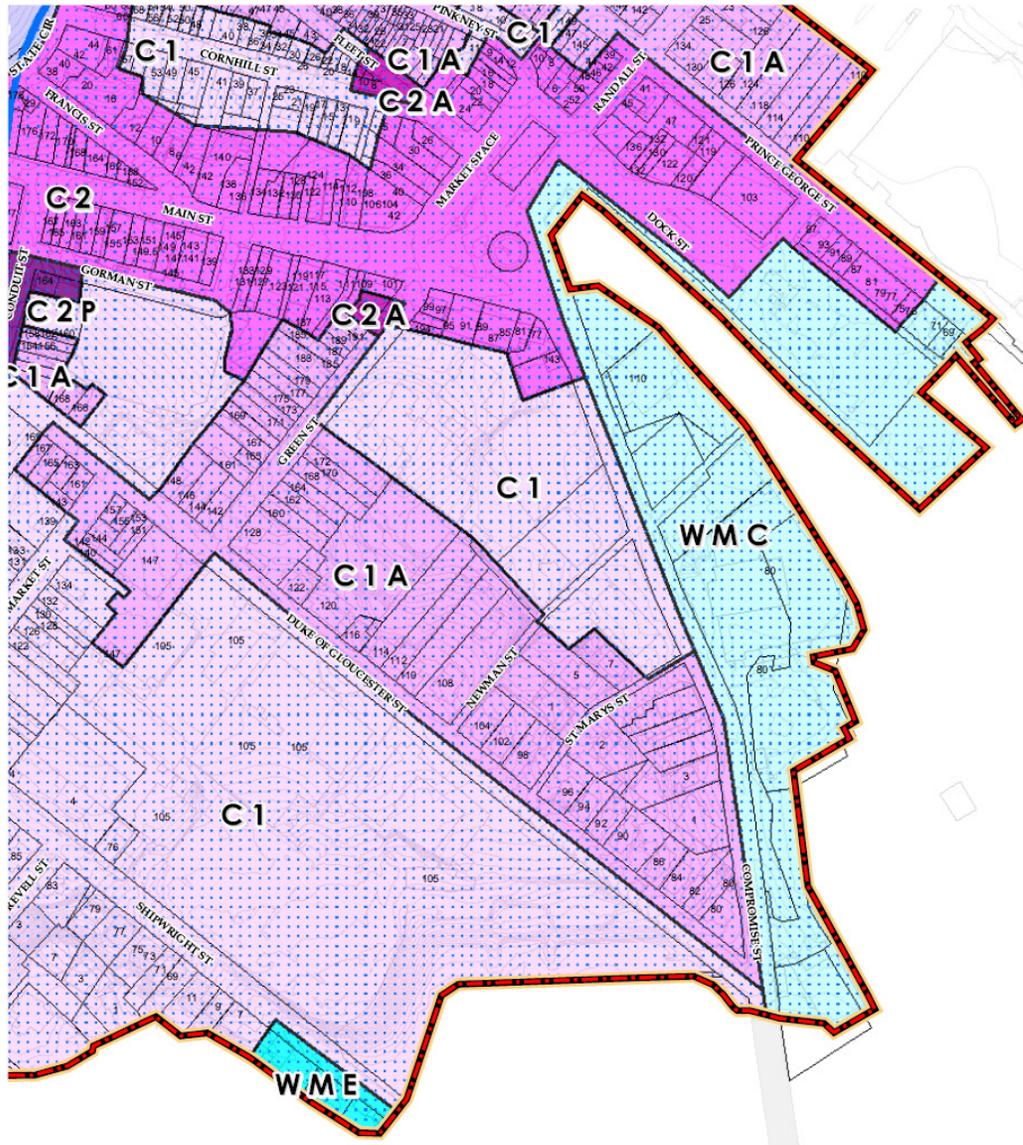
*ECONOMICS*

# Annapolis City Dock Master Plan



EXISTING ZONING

# Annapolis City Dock Master Plan



### COMPREHENSIVE ZONING LEGEND

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

EXISTING INSTITUTIONS

# Annapolis City Dock Master Plan

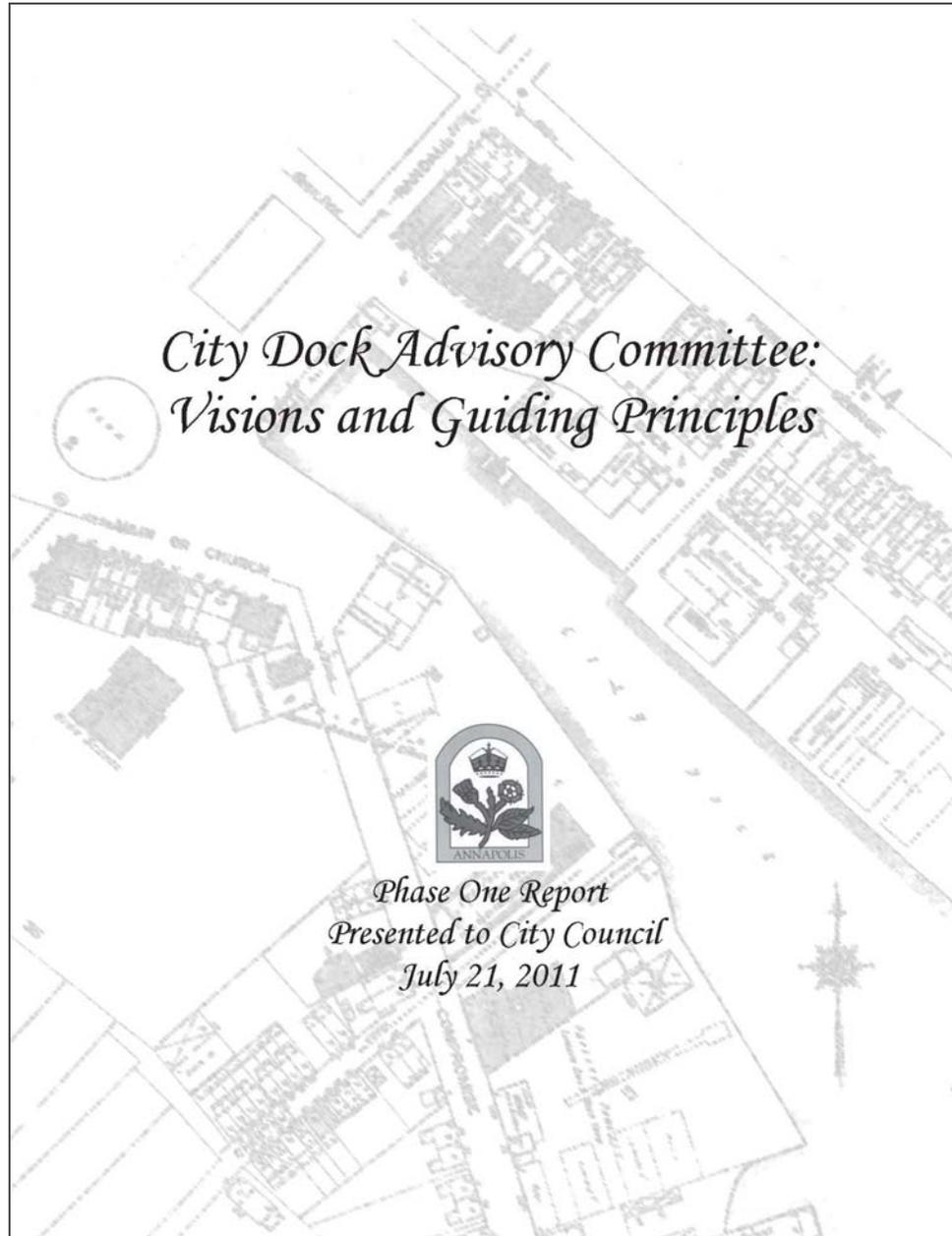


ONGOING PROJECTS

# Annapolis City Dock Master Plan



# Guiding Principles



## EVOLUTIONARY NOT REVOLUTIONARY

# Principle 1



1844

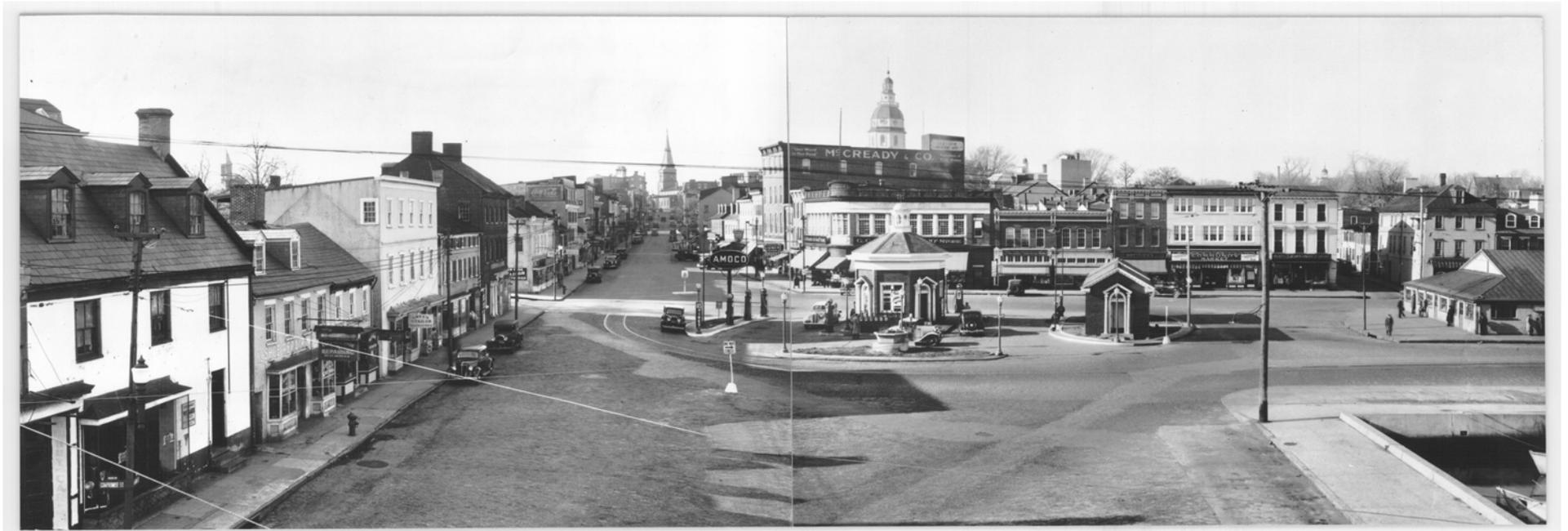


1864

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.**

*EVOLUTIONARY NOT REVOLUTIONARY*

# Principle 1



1909

*EVOLUTIONARY NOT REVOLUTIONARY*

# Principle 1



1905

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EVOLUTIONARY NOT REVOLUTIONARY

# Principle 1



1973

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*PRESERVING THE VISTA*

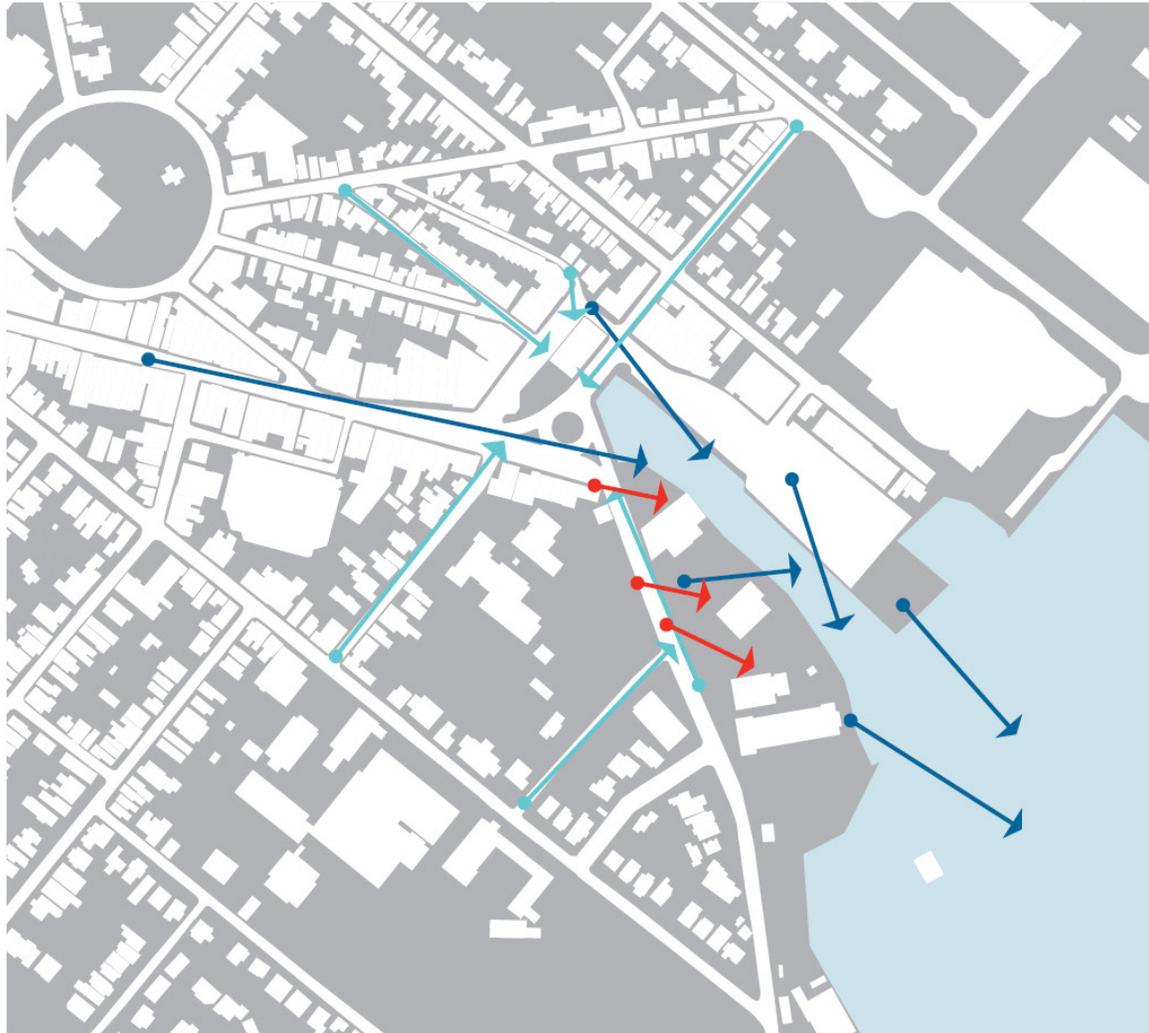
# Principle 1



**SIGNATURE VIEWS**

*PRESERVING THE VISTA*

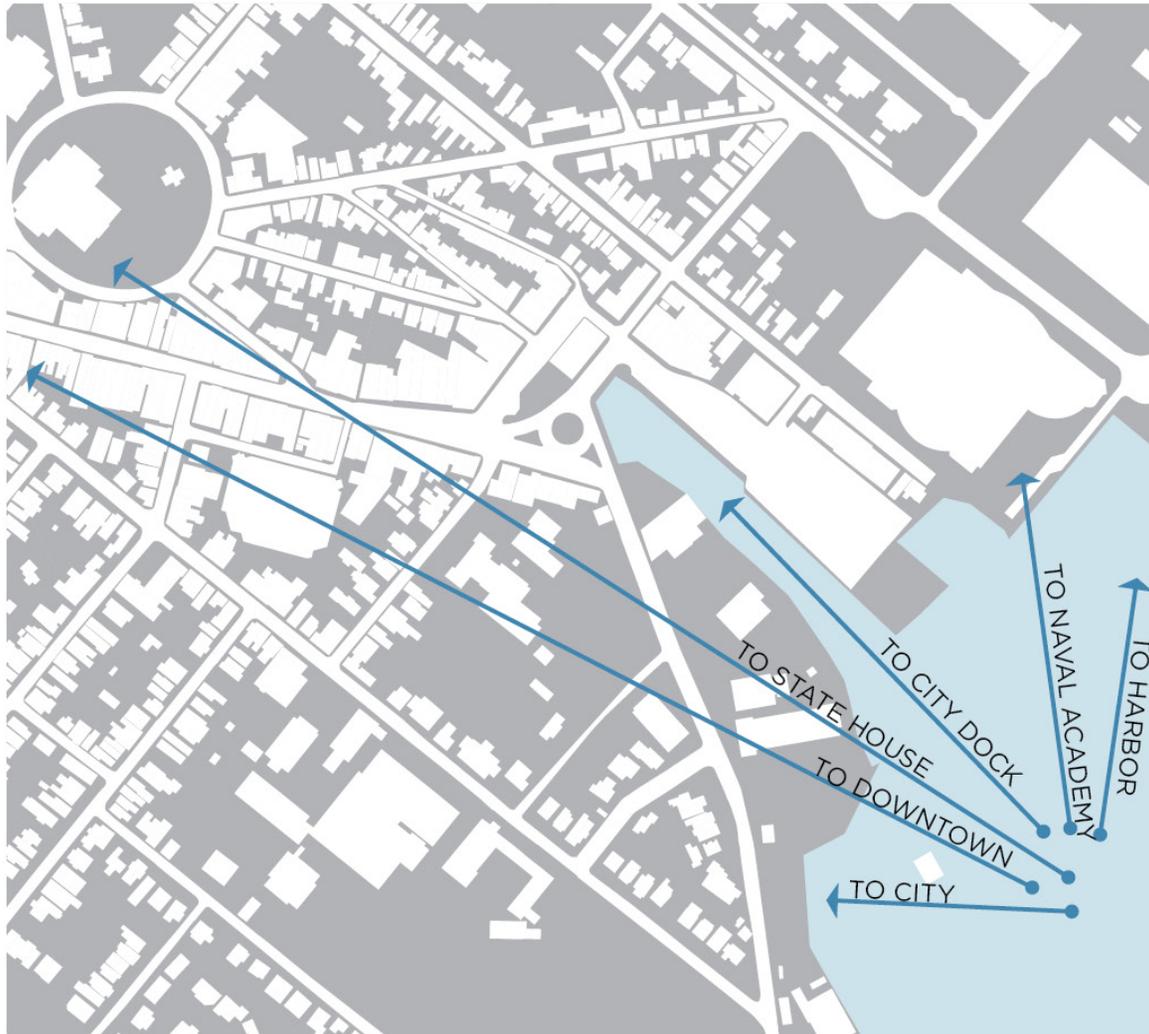
# Principle 1



- ← ● VIEWS TO WATER
- ← ● VIEWS TO CITY DOCK
- ← ● OBSTRUCTED VIEWS

*PRESERVING THE VISTA*

# Principle 1



← ● VIEWS FROM THE WATER

PROGRAM  
**Principle 2**

*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 thrive. Furthermore, the management should advocate for City Dock and protect the historic core.*



PROGRAM



PROGRAM



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PROGRAM



*PROGRAM*



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# Principle 2

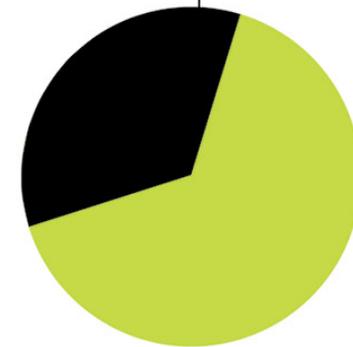


**16.8** AREA OF MASTER  
PLAN STUDY

# Principle 2

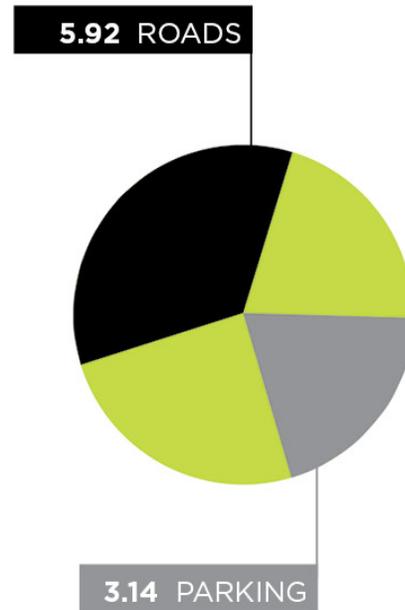


5.92 PARKING



16.8 AREA OF MASTER  
PLAN STUDY

# Principle 2



**16.8** AREA OF MASTER PLAN STUDY

# Principle 2



**3.59 ACRES LEFT OF PUBLIC REALM**

**5.92 ROADS**



**4.15 BUILDINGS**

**3.14 PARKING**

**16.8 AREA OF MASTER PLAN STUDY**

FLEXIBLE OPEN SPACE AND PEDESTRIAN AMENITIES

# Principle 3

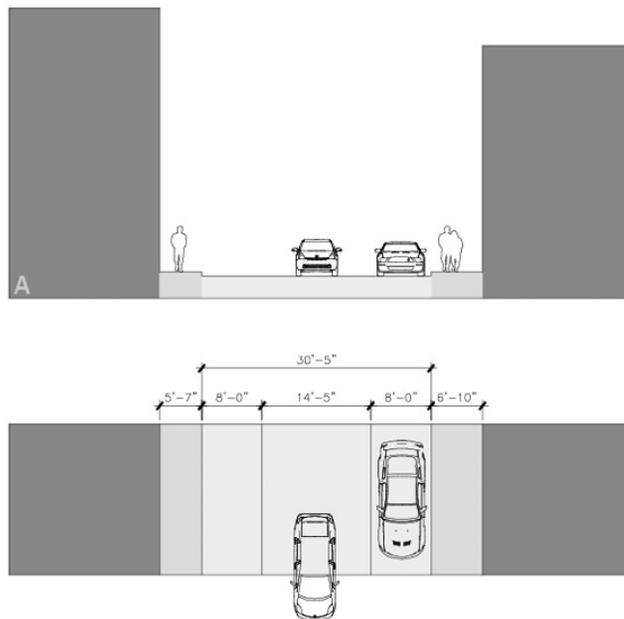


- PEDESTRIAN ROUTES
- ..... CROSSWALKS

*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 season and under a variety of conditions (such as accommodating seating and benches, and shelter from the elements. There should be many destinations to attract people to different parts of City Dock.*

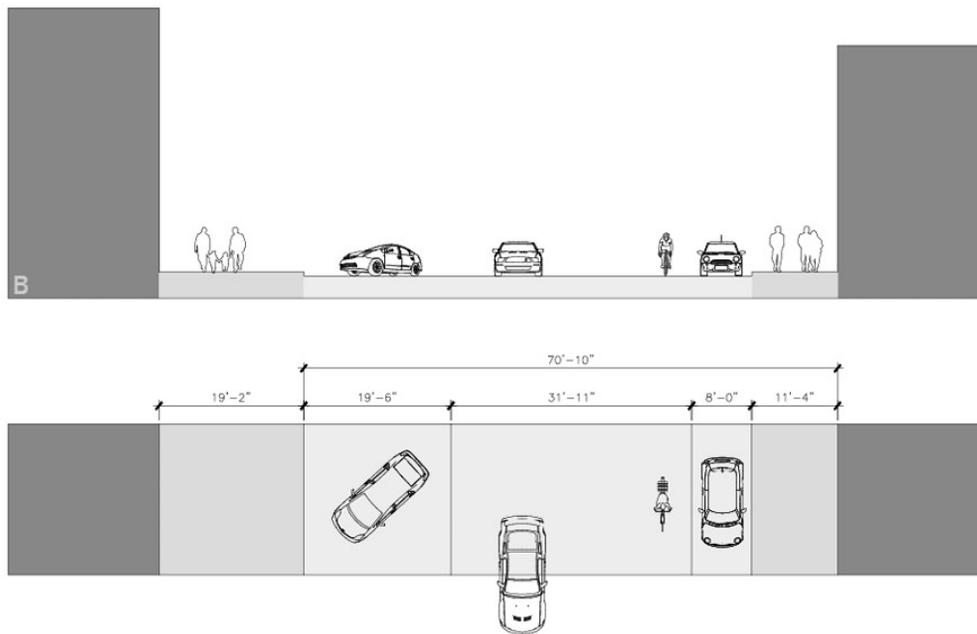
FLEXIBLE OPEN SPACE AND PEDESTRIAN AMENITIES

# Principle 3



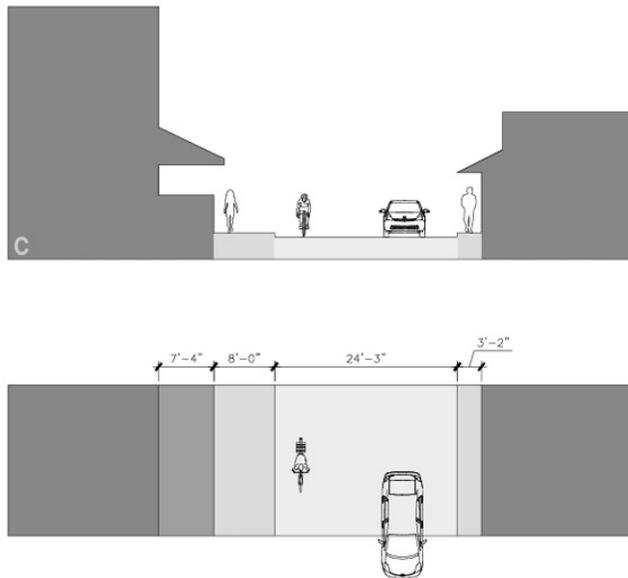
FLEXIBLE OPEN SPACE AND PEDESTRIAN AMENITIES

# Principle 3



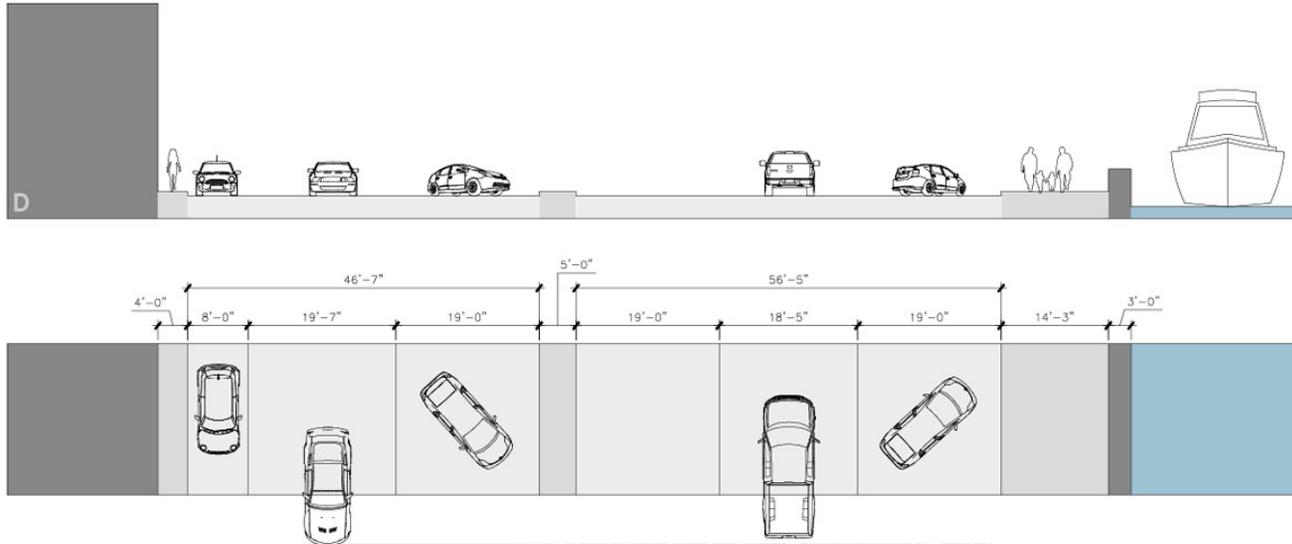
FLEXIBLE OPEN SPACE AND PEDESTRIAN AMENITIES

# Principle 3



# FLEXIBLE OPEN SPACE AND PEDESTRIAN AMENITIES

## Principle 3



*FLEXIBLE OPEN SPACE AND PEDESTRIAN AMENITIES*

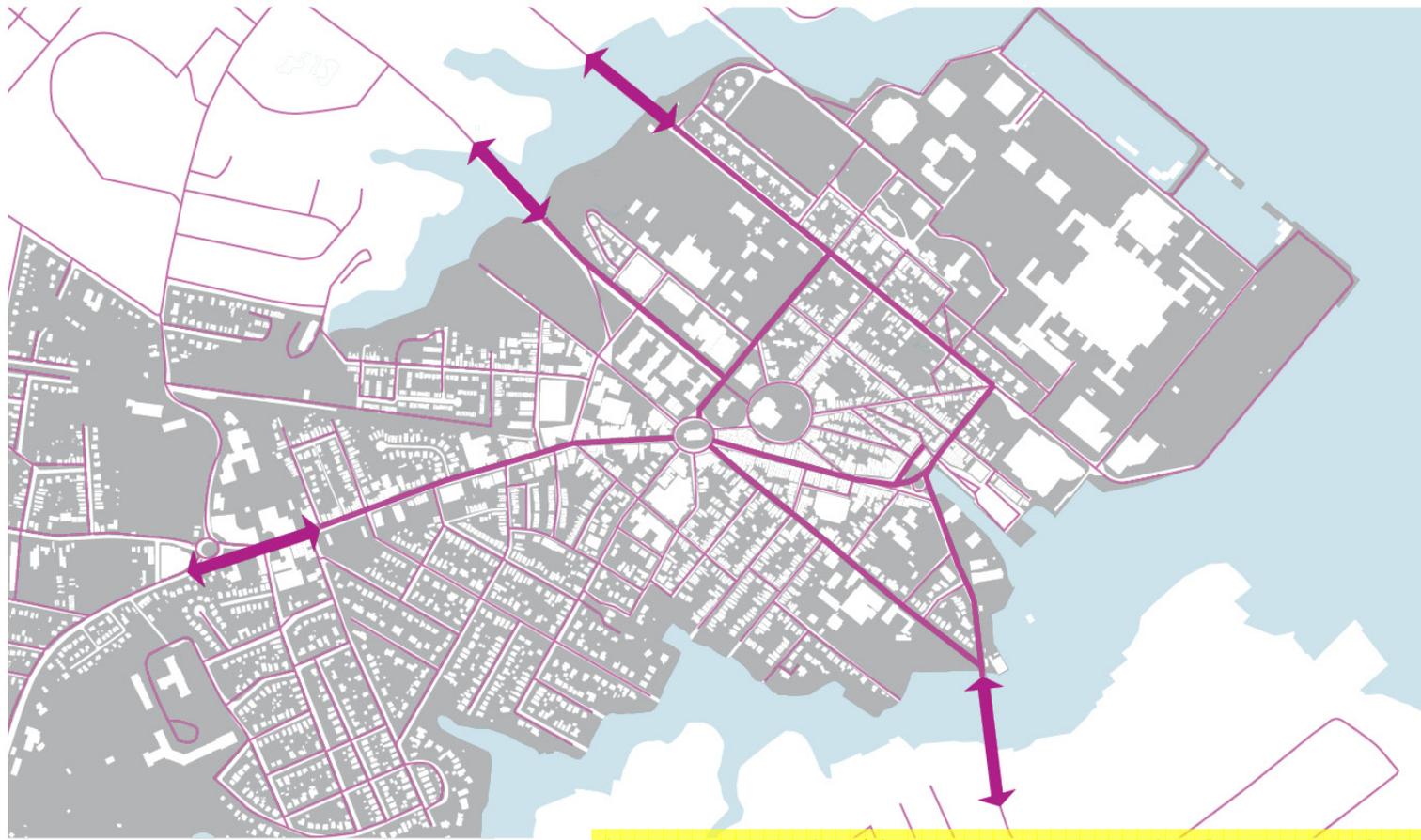
# Principle 3



- PEDESTRIAN ROUTES
- ..... CROSSWALKS
- CONFLICT AREAS

MULTI MODAL TRANSPORTATION AND PARKING

# Principle 4



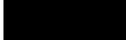
-  MAIN ACCESS
-  HIGHLY TRAVELED ROUTES
-  VEHICULAR ACCESS

*Improvements should support a greater mix of transportation modes (bikes, shuttles, water taxis, and public transit) that complement and enhance one another. There 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 also be reversible.*

MULTI MODAL TRANSPORTATION AND PARKING

# Principle 4

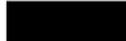


-  HIGHLY TRAVELED ROUTES
-  VEHICULAR ACCESS
-  PARKING GARAGE
-  SURFACE PARKING

MULTI MODAL TRANSPORTATION AND PARKING

# Principle 4



-  MAIN ACCESS
-  PARKING GARAGE
-  HIGHLY TRAVELED ROUTES
-  SURFACE PARKING
-  VEHICULAR ACCESS

MULTI MODAL TRANSPORTATION AND PARKING

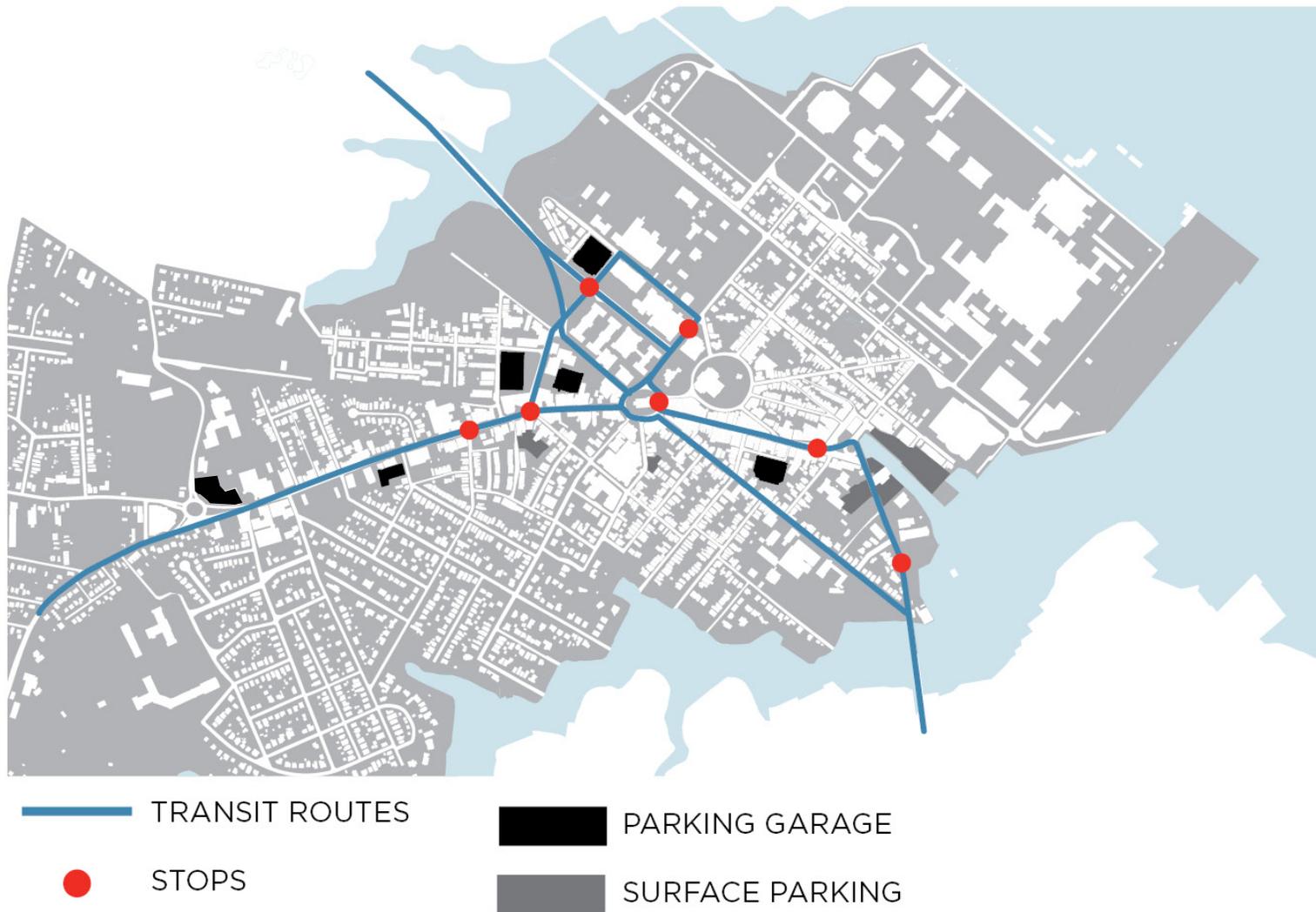
# Principle 4



**WALKING TIMES**

MULTI MODAL TRANSPORTATION AND PARKING

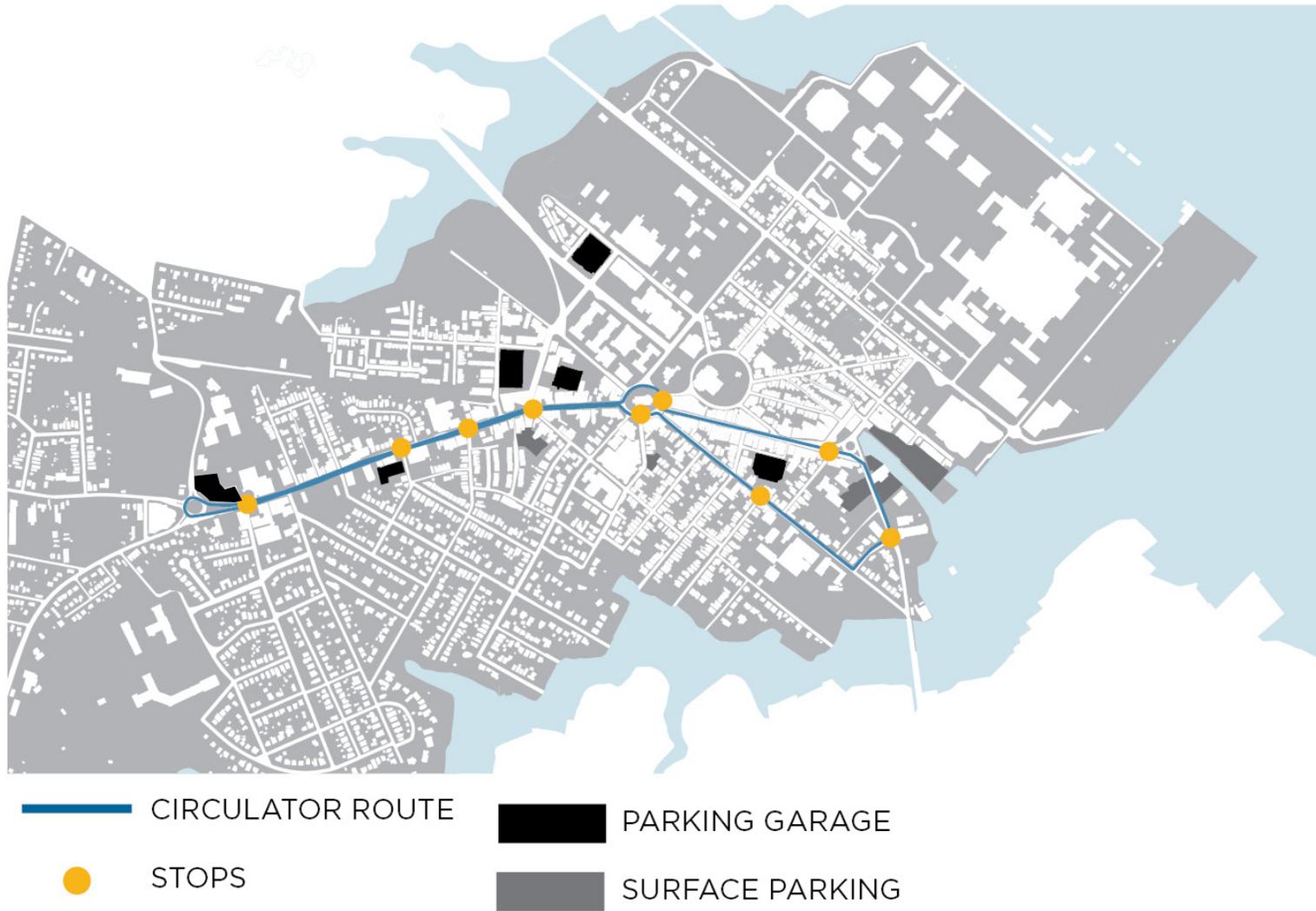
# Principle 4



**TRANSIT**

MULTI MODAL TRANSPORTATION AND PARKING

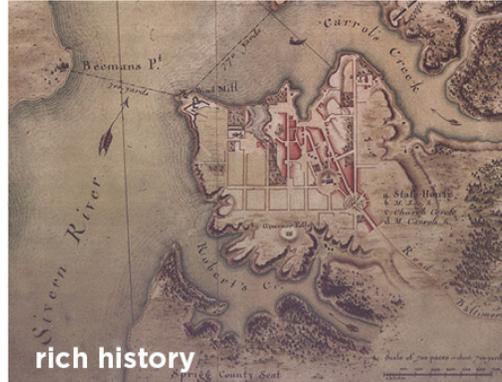
# Principle 4



**CIRCULATOR TROLLEY**

## SUSTAINABILITY & IDENTITY

# Principle 5



*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.*

*SUSTAINABILITY & IDENTITY*

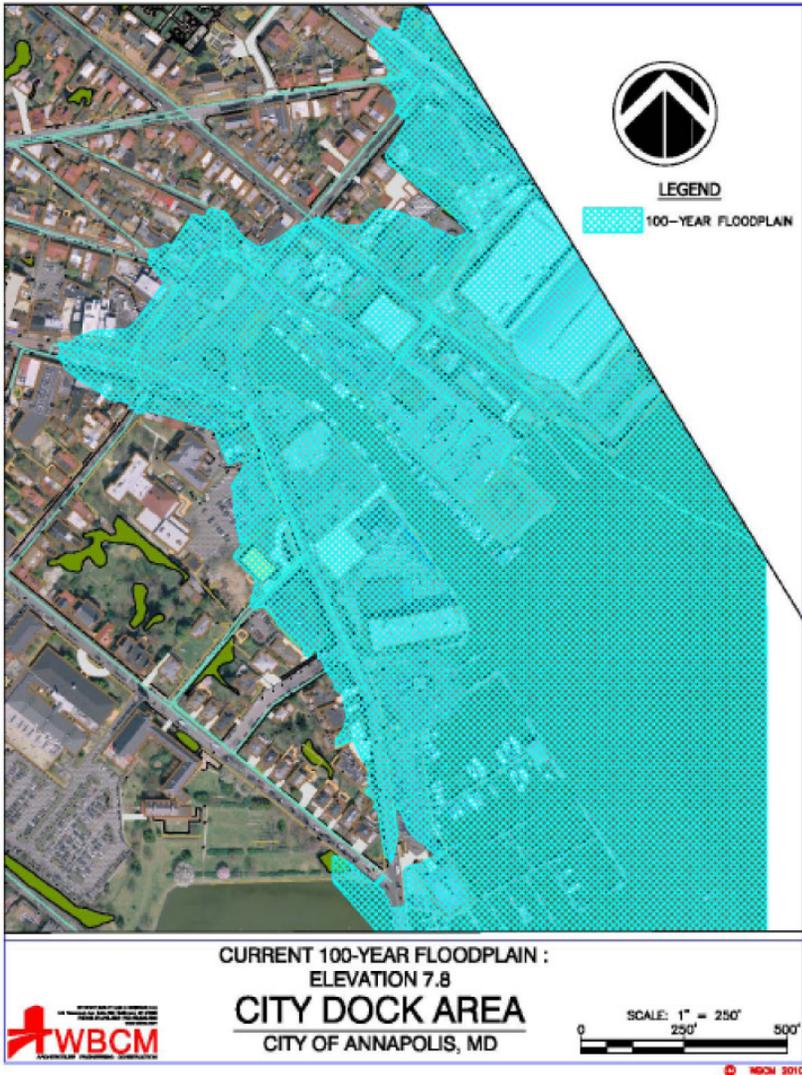
# Principle 5



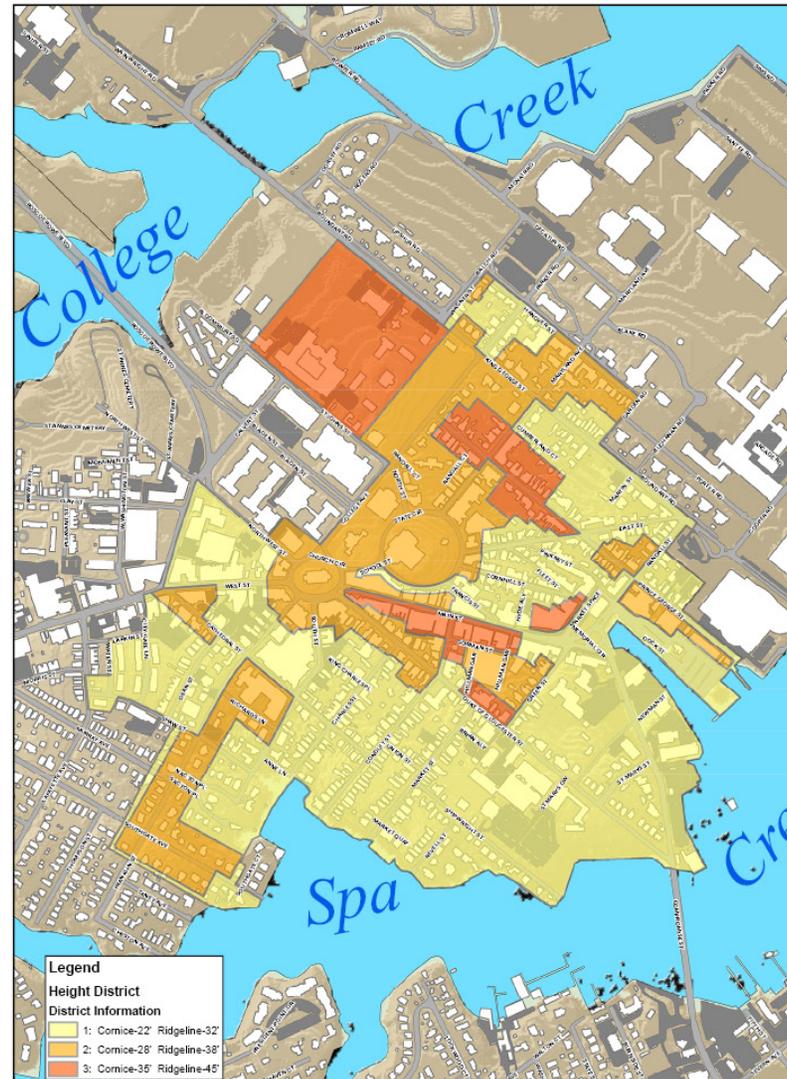
1915

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# Principle 5



Flood Mitigation Strategies Report 2011



Annapolis Historic Height District Map

SUSTAINABILITY & IDENTITY  
**Hurricane Isabel**



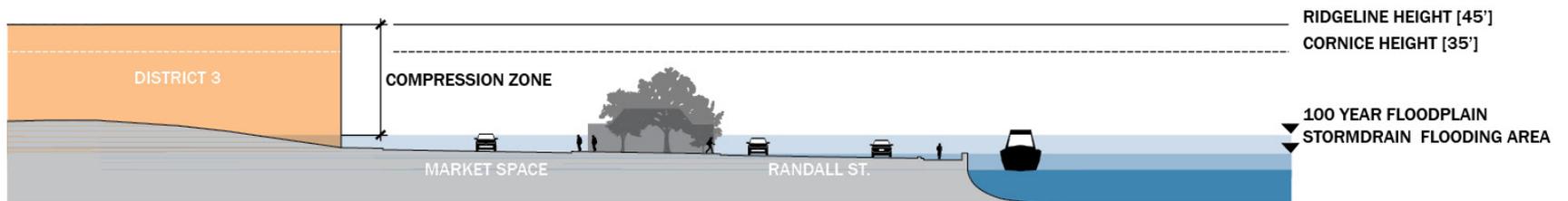
SUSTAINABILITY & IDENTITY

# Principle 5



SUSTAINABILITY & IDENTITY

# Principle 5



NOTE: ELEVATIONS TO BE CONFIRMED  
BASED ON DATUM ANALYSIS

## ART PERFORMANCE

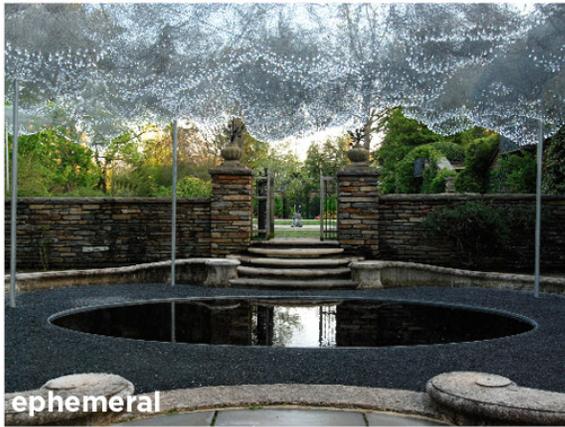
# Principle 6



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.

ART PERFORMANCE

# Principle 6

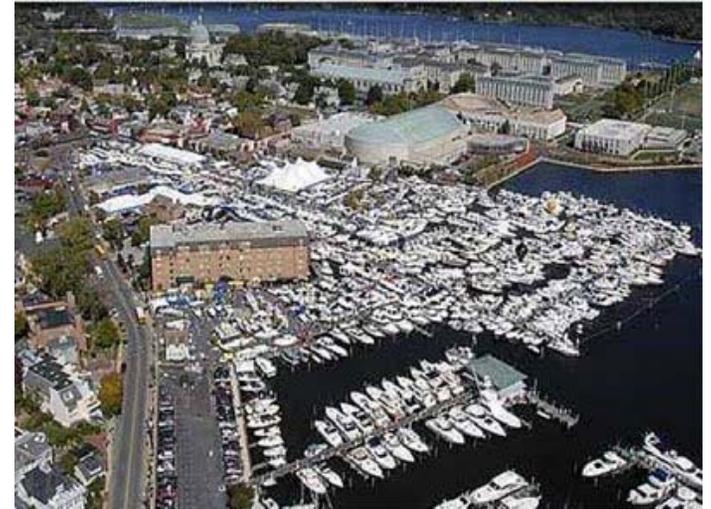


## Essential Questions the Team Must Address

### A. Programming and Events

*Annapolis's City Dock is a significant destination for residents and visitors alike. It is home to many events of greatly varying scales that occur throughout the year.*

- How well does the City Dock accommodate seasonal events? What works and what doesn't?
- Are there events that could be accommodated that cannot at the moment?
- To what extent should the requirements of the Boat Show be prioritized as being of paramount importance?
- How can City Dock be improved in ways that accommodate the myriad of users equitably?



## Essential Questions the Team Must Address

### B. Built-environment and redevelopment

*Annapolis has a unique character that has evolved over many centuries. Any new development must compliment and reinforce that character. New development also provides opportunities to reinforce City Dock as a destination and provide new income streams to fund its improvement.*

- Rather than only seeing City Dock as a collection of buildings it should be seen as a connected series of public places. How should one characterize these in terms of places to be improved, view-sheds to be protected, etc.?
- Given the notion that places to work well should be as simple and flexible as possible, what elements of the present city, and in particular City Dock, convey and strengthen that character and what detracts from it? What should there be more of and what should we try to remove?
- Present zoning and planning regulations have been instituted to protect the character of the City Dock and Annapolis as a historic place. In their present form are they helping or hindering development?
- What sites lend themselves to new development and what sort of development should be encouraged on them?



## Essential Questions the Team Must Address

### C. Circulation and Access

*Pedestrian and vehicular circulation and parking do not work well at present and can be improved.*

- Studies have suggested that there is not a lack of parking provision in Annapolis, but rather that it is poorly utilized. Given this how can it be better utilized?
- To what extent should/can the City Dock area become less automobile-oriented and more oriented to pedestrians and/or bicycling?
- What measures will be needed in order to dramatically reduce the presence of the car while allowing businesses to thrive?



## Essential Questions the Team Must Address

### D. Environmental Resiliency

*Flooding and Sea-level Rise are critical issues that the plan must address. A report has been written outlining a number of options but does not reach any final conclusions. Two broad approaches are outlined: One that assumes or, by default, allows flooding to continue and one that proposes flood protection generally on the line of the existing dock perimeter.*

- If the first approach is accepted, what measures can be adopted to assist businesses?
- If the approach of making flood protection along the perimeter is adopted what should the alignment be?
- How far should public policy go in terms of infrastructure investment to preserve and protect the City Dock area as sea level rise continues?
- What can the City do to make the City Dock area more resilient and sustainable in other ways?



# Breakout Session

## Themes

**A. Programming and Events**

**B. Built-environment and redevelopment**

**C. Circulation and Access**

**D. Environmental Resiliency**

- **Each group will select top 3 short term priorities and top 3 longer term priorities for each Theme.  
[40 minutes]**
- **Groups will reconvene and share their findings.  
[25 minutes]**

*PLAN NEXT STEPS*

# **Annapolis City Dock Master Plan**

*(Stakeholder Meetings)*

## **Annapolis City Dock Master Plan**

### **What additional stakeholder meetings are necessary?**

- **Business owners**
- **Property owners**
- **Historic Preservation Commission**
- **Community/school groups**
- **Maritime interests**
- **Boat Show operator**
- **Others?**

*(Meeting Dates)*

## **Annapolis City Dock Master Plan**

CDAC 1 – May 21<sup>st</sup>

Public Workshop June 14<sup>th</sup>

CDAC 2 – June 28<sup>th</sup>

CDAC 3 July 26<sup>th</sup>

Public Workshop – September 13<sup>th</sup>

CDAC 4 – September 27

CDAC 5 – October 25