Annapolis City Dock

Cultural Landscape Report

Heritage Preservation Services
with Land and Community Associates

Prepared For
The City of Annapolis
Department of Planning and Zoning

Annapolis City Dock

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PRESENTATION DRAFT

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I. Introduction

A. Overview/Intentions

The intent of this report is to identify and analyze the significance and integrity of the Annapolis City Dock area's cultural landscape characteristics and features. It recommends an appropriate treatment concept and preliminary treatment approaches for the protection and enhancement of the cultural landscape's resources.

In 2010, then Mayor Josh Cohen and the Annapolis City Council formed an advisory citizens committee to develop a plan that would rejuvenate City Dock. The committee established guiding principles for the use and redevelopment of City Dock and a plan based on those principles. The Annapolis *City Dock Master Plan* recognizes City Dock as an intrinsic part of the town that has evolved and reinvented itself over time as changes have occurred in the Chesapeake Bay's local economy.

The City Council adopted the Master Plan in 2013, following public input as well as review by the Planning Commission and the Historic Preservation Commission. As stated in the document, the Master Plan is based on five guiding principles:

- Gradual improvement with emphasis on maintaining the integrity of the Colonial Annapolis Historic Landmark District, including historic layout, scale, and vistas;
- High quality walkable public open spaces;
- Toward balance in transportation on City Dock;
- Greening and sustainability; and
- Public art: nurturing the uniqueness of place.

The plan identified numerous steps and studies necessary for the City of Annapolis to undertake in order for Master Plan implementation to begin.

Plan / Drawing from the 2013 Annapolis City Dock Master Plan*, By the Members of the Annapolis City Dock Advisory Committee. Graphics provided by Christopher N. Jakubiak, AICP; Jakubiak Town+ City Planning, Towson, MD, p. 8.*

The Cultural Landscape Report (CLR) is the first study identified as necessary before implementation. The Master Plan highlights the importance of respecting views and sight lines and states that prior to enacting changes along Dock Street, the City must: prepare a professional cultural landscape report that recognizes the National Historic Landmark (NHL) designation and applies the Secretary of the Interior's standard's for treatment of historic properties in assessing the significant historic assets in the vicinity, conducting a view analysis, and "determining what, if any, adverse effect would occur on the integrity of the District if the proposed move of the existing building line from Dock Street towards Market Slip is implemented." The study results shall be presented to the City Council and the Historic Preservation Commission for consideration (*City Dock Master Plan*, p. 13).

To that end, in 2015, the City formed a partnership with Historic Annapolis Inc. (HA), for its project: "What's Your View? Preserving Annapolis' Historic City Dock." HA and the City held several forums, with the purpose of inviting participants to analyze the redevelopment of Annapolis' historic City Dock area and with the goal of helping to guide city officials and decision makers about the protection and preservation of the cultural landscape of the Annapolis City Dock.

This CLR has been informed by this work and more significantly by site visits and the use of primary research materials and historical maps and documents to better understand the historic views within the city and to the City Dock area. It is anticipated that future planning for this area will be informed by this work, including other recent reports and documents on climate change. Indeed, the properties at City Dock are most vulnerable to the impacts of flooding and sea level rise and the area of the city that is most in need for treatment options that will mitigate this hazard.

B. Background

The site history for the CLR is based primarily on collecting, comparing, and analyzing existing research and available materials related to the history, land use, and design chronology of the City Dock. Current approaches to historic preservation and evolving contemporary values and attitudes demand that this study be based on cultural inclusion and avoidance of false historical narratives based on misguided interpretations of race, land use, and public space. This project acknowledges that the available dominant white Euro-centric written documents, maps, and photographs still provide the documentary basis for historic research. However, it is important to consider what we think we know in the light of contemporary questioning of dominant narratives and include oral histories and other perspectives as they develop for this place that is so central to the history of Annapolis.

C. Scope/Methodology

The Cultural Landscape Report methodology derives from the Secretary of the Interior's *Guidelines for the Treatment of Cultural Landscapes* (https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm). The purpose of the CLR is to provide guidance to all stewards of the City Dock landscape. To do so, there must be research on and an inventory of the landscape—both how it exists

currently and how it has existed in the past. For a landscape to be considered significant, "character-defining features that convey its significance in history must not only be present, but they also must possess historic integrity. Location, setting, design, materials, workmanship, feeling and association should be considered in determining whether a landscape and its character-defining features possess historic integrity" (https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/preservation_planning.htm).

This CLR has accomplished this important research in an integrative manner and ordered these sections as it relates to the landscape development of the City Dock area over the past centuries. The project examines the landscape through the lens of historical maps and archival documents available to this team and through established study areas within the City Dock area.

By each area, the report provides a brief description of characteristics and features related to the past historical and cultural landscape and includes a map analysis, photographic documentation and/or narrative descriptions of the following:

The *Historic Condition* is based on a brief description of the characteristic or feature during the period of significance and based on visual documentation of the cultural landscape characteristics and features.

The *Existing Condition* is as it exists today as a brief overview of the characteristics or features, the current appearance based on evolution over time, particularly as they have changed and developed following the period of significance.

Integrity relies upon comparative historic and existing conditions to determine how certain characteristics or features contribute to the historic integrity of the City Dock's landscape and its ability to convey its period of significance.

Treatment Approaches provide specific guidance for each of the four areas and the City Dock study area as a whole. The approaches in this report address treatment options for the City Dock cultural landscape characteristics and features determined to possess significance and integrity or those that have the potential to achieve integrity through cultural landscape treatment. They give priority to identifying, delineating, and respecting the area of the historical, natural cove/basin and the 1695 Nicholson Plan.

While this cultural landscape report has been undertaken holistically, because these geographic Study Areas and their cultural landscape characteristics and features are inextricably and mutually interdependent, each is considered individually below and identified for cultural landscape priority protection, enhancement, or interpretation within each of four identified areas that comprise City Dock.

D. Archival and Background Research

This cultural landscape vision is based on review of existing and available research, field investigations, review of the City's 2009 *Comprehensive Plan*, its 2013 *City Dock Master Plan*, the Annapolis Historic Preservation Commission's "Building in the Fourth Century," Annapolis Historic District Design Manual, Four Rivers Heritage Area Plans, and regular communication with city staff directing this contract. The City's 2009 *Comprehensive Plan* includes as one of its policy recommendations: "Enhance the public realm of City Dock and its environs." The vision is also informed by and respectful of the *City Dock Master Plan*'s five guiding principles. The landscape has been considered holistically as possessing cultural landscape values from both land and water perspectives. The CLR team has reviewed available historical, design, and planning information relevant to the cultural landscape, including previous reports and plans for the City Dock as the basis for the CLR, gathered research from wonderful local historians and has conducted numerous site visits to the dock area and surrounding areas of the City.

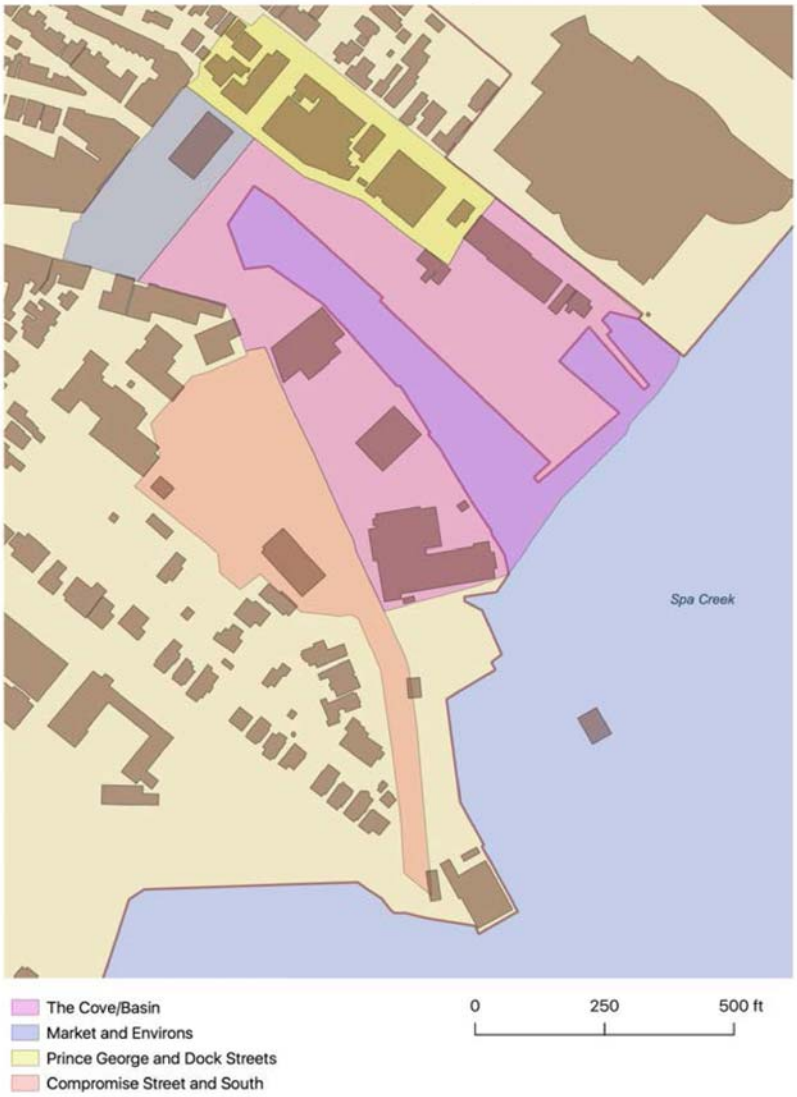
This report contains a number of images intended for planning and educational purposes only. There are no permissions for them to be published.

E. Description of Study Boundaries

At the start, this CLR began work with boundaries for the area as defined and articulated in the 2013 *City Dock Master Plan*. Essentially this initial scope of study was approximately bounded by the United States Naval Academy and Prince George Street to the north, Spa Creek to the east, portions of Main and Compromise Streets to the south, and Market Space and environs to the west. The CLR has widened the study area to include additional important buildings in the Prince George and Dock Street area.

Early in the process, the team recognized the importance of studying these areas with acknowledgment of the historic shoreline as it has evolved over time. As a result, four interrelated but distinct geographically based study areas have been identified and used as the basis for identification, evaluation, and treatment recommendations.

City Dock: Four Study Areas



II. Preservation Treatment Considerations/ Landscape Analysis

A. Landscape Analysis and Evaluation Relative to National Register (NR) Criteria

As discussed in the Introduction, the City Dock cultural landscape can be evaluated using the Secretary of the Interior's *Guidelines for the Treatment of Cultural Landscapes* The team has identified eight characteristics that help to convey the Dock area's historic and cultural significance because they either possess sufficient integrity that helps contribute to an understanding of the area's compelling historic and cultural narrative or they have the potential to detract from that understanding if not treated appropriately. These eight characteristics are the following:

Water / Land Relationship,
Land Use,
Views,
Circulation,
Spatial Organization,
Buildings and Structures,
Memorials and Small-scale Features, and
Vegetation.

Each of these characteristics has been considered in terms of its contribution to the overall integrity of the City Dock landscape and the four areas the team has identified for its inquiries, analysis, and recommended approaches. The team has additionally evaluated cultural landscape characteristics according to the National Register of Historic Places seven aspects of historic integrity: location, design, setting, materials, workmanship, feeling, and association.

B. General Cultural Landscape Analysis and Rehabilitation Guidelines

The City Dock landscape is a hybrid cultural landscape that combines aspects and elements of historic sites and both designed and vernacular landscapes. Perhaps more appropriately, however, the City Dock might be considered as the cultural landscape type that the International Council on Monuments and Sites (ICOMOS) defines as an "organically evolved landscape." According to ICOMOS, this type of cultural landscape "results from an initial social, economic, administrative, and/ or religious imperative and has developed its present form by association with and in response to its natural environment. Such landscapes reflect that process of evolution in their form and component features" (https://whc.unesco.org/en/culturallandscape/#2). Continuing this line of thought, City Dock is a "continuing landscape [that] retains an active social role in contemporary society closely associated with the traditional way of life, and in which the evolutionary process is still in progress."

One of the questions before us is whether this landscape "exhibits significant material evidence of its evolution over time." To determine the answer to this important question, our team has undertaken a cultural landscape analysis that compares historic conditions to present conditions for the landscape characteristics and features identified as character defining for City Dock. These City Dock characteristics have been identified as either currently contributing to cultural landscape integrity or having the potential

through landscape interventions to contribute to the area's integrity. Landscape characteristics can be described as encompassing the broad patterns, systems, and feature categories that together create a landscape and influence human interactions in that landscape. A cultural landscape feature is a discrete element, aspect, quality or characteristic of a cultural landscape that contributes to its physical character.

Cultural landscape features might include decorative or utilitarian landscape details, patterns, constructions, installations, and/or plantings. They could be comprised of either or both designed and vernacular elements. Cultural landscape features are discrete and identical physical elements that might be as small as a hitching post or individual plant, for example, or as large as a distinctive street design, layout, or system. They may also include archaeological sites or buildings and structures individually or in groups as features. In such cases, architectural and archaeological features would also retain their own individual significance or contributions and also be evaluated according to the criteria of those other resource groups (see definitions of "character-defining feature" and "feature" at https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/terminology.htm). Analysis of landscape characteristics and features allows landscape components to be evaluated for their individual and collective abilities to contribute to historic landscape character and represent the values and qualities that make a landscape significant.

Contributing characteristics and features date from the period of significance (1695–1942) and help to convey City Dock's landscape design and historic character. Non-contributing characteristics and features generally post-date the period of significance or have been altered to such an extent that they can no longer convey the historical significance of the site. Archaeological significance has not been considered as a component of this report, although previous archaeological work has been cited throughout the discussion.

C. Treatment Alternatives

NPS defines treatment as "work carried out to achieve a particular historic preservation goal" (https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/terminology.htm). Through its Secretary of the Interior's Standards, NPS has identified four treatment strategies for achieving historic preservation goals through planning implementing historic preservation work that is resource based. These four treatments are preservation, rehabilitation, restoration, and reconstruction. According to NPS, "Preservation requires retention of the "greatest amount of historic fabric, including the landscape's historic form, features, and details as they have evolved over time." Preservation is an approach that preferences retaining the existing landscape with its many changes over time. It is a difficult approach to apply to a living/working commercial landscape such as City Dock that occupies an environmentally vulnerable site subject to recurrent flooding and severe storms. Applying a strict preservation approach could preclude or delay applying essential flood control measures, for example.

Preservation would also imply accepting and protecting current traffic and parking management strategies that might not meet the changing economic needs or anticipated changes in how Americans might use the private vehicle or develop multi-modal transportation initiatives in the future. Restoration

is a treatment approach that involves returning a landscape to a particular point or period in its past by removing the tangible evidence of subsequent periods and perhaps even ignoring the evidence of earlier periods. Reconstruction is a treatment alternative that focuses on "recreating a vanished or non-surviving landscape with new materials, primarily for interpretive purposes" (https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm). Rehabilitation, as the treatment that recognizes the need to alter or add to a cultural landscape to "meet continuing or new uses while retaining the landscape's historic character," is the most appropriate to recommend for City Dock. It is the approach most often recommended for historic commercial districts and waterfront areas nationwide because this approach acknowledges that some change is necessary and desirable for a landscape to remain dynamic while still respecting its character defining characteristics and features. It has been the approach implemented with success for decades as the treatment approach applied to commercial and mixed use landscapes in designated Main Street districts in every region of the United States. Rehabilitation could also incorporate aspects of the other three alternative treatments within City Dock as each property owner or manager chooses the individual historic preservation treatment most appropriate to their own properties and pursues goals within the range of actions allowable and appropriate using the City of Annapolis regulatory and approval process.

Generally, rehabilitation as a treatment would take the following approaches:

- *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*
- *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*
- *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*
- *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*
- *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*
- *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*
- *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*
- *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*
- *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*
- *New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property.*

These guidelines are also applicable as a philosophical approach toward treatment guidelines for the cultural landscape. The NPS notes that these standards are "neither technical nor prescriptive, but are intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources. They cannot be used to make essential decisions about which contributing features of a cultural landscape should be retained and which can be changed. But once a specific treatment is selected, the Standards can provide the necessary philosophical framework for a consistent and holistic approach for a cultural landscape project" (https://www.nps.gov/tps/ standards/four-treatments/ landscape-guidelines/factors.htm).

D. Landscape Rehabilitation— G eneral Treatment Guidelines

The National Park Service defines landscape rehabilitation as "the act or process of making possible a compatible use for a property through repair, alteration, and additions while preserving those portions or features which convey its historical or cultural values" (Preservation Brief 36). The Secretary's Standards state that rehabilitation is an appropriate treatment when "repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use…." Landscape rehabilitation is a flexible treatment intended to accommodate appropriate landscape interventions that will preserve City Dock's landscape qualities and characteristics and convey its layered history.

The CLR treatment approach has been designed to apply a Cultural Landscape approach to implementation of the Annapolis *City Dock Master Plan* to ensure that essential cultural landscape qualities, characteristics, and features are valued and that cultural landscape information and approaches are integral to and inform future planning and design decisions for the City Dock.

Rehabilitation is a flexible approach that is most suitable for the City Dock at this point in time. Although there would be other options recognized by the National Park Service and others expert in cultural landscape identification, evaluation, and treatment, rehabilitation is best suited to the multiple uses, owners, and property types within and adjacent to City Dock. City Dock and its adjacencies are in multiple ownerships and subject to a variety of regulations at every governmental level. Choosing rehabilitation allows coordination among various property owners and governmental bodies, giving each the autonomy and flexibility that they need to make and implement their own plans. The other alternatives such as Preservation or Restoration would not be feasible to implement across the entire study area of City Dock. It is not realistic to "freeze in time" this area that needs to be able to accommodate new infill construction and new business and residential uses.

Preservation can still be chosen as an individual approach for discrete properties at the choice of their managers and owners as appropriate within an overall Rehabilitation approach. Similarly, few private property owners would choose Restoration as an approach to property treatment and management. Restoration is an alternative most often chosen by governmental bodies and non-profit organizations that are operating museum or exhibition programs at their properties. With a long period of significance spanning the distance of 1694 to 1942, it would be inappropriate to restore to just one particular date. Such

a scenario was proposed with a Williamsburg-style unified design in a 1937 proposal but never implemented. Again, restoration is an appropriate choice within an area-wide rehabilitation scenario. Reconstruction of discrete and selected features would certainly be appropriate but large-scale reconstruction of such a large public space with multiple ownerships and users would also be an unreasonable treatment approach. Stabilization is no longer a treatment alternative used by the National Park Service although in private situations, it could be appropriate as a temporary solution to provide security and protective measures to resources damaged by wind, water, fire, or vandalism.

Rehabilitation is a treatment alternative with the most utility to apply in diverse situations to a range of resources. It allows for adaptive uses, and does not require restoration to a particular period of time. The National Park Service regards rehabilitation as appropriate "when repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use…" These types of situations occur with regularity and frequency at City Dock, making rehabilitation the most appropriate, feasible, and economical alternative for cultural landscape treatments.

E. Period of Cultural Landscape Significance and Cultural Landscape Integrity

Using the 1694–1942 period of significance, City Dock's essential defining characteristic that contributes to its role in the NHL is its water/land relationship. Its cultural landscape depends upon the integral, visible interrelationship of water and land at the city's water edge. The intentional plan for urban streets that descend from the city's institutional landmarks at higher elevations and terminate at the water's edge provides the primary organizing element that allowed the humble City Dock to evolve into the third and more organic focal point—the historical mixing place of contact and commerce—the non-institutional heart and soul of the city. The original natural and early modifications of the cove / safe harbor into the more formal dock are significant to the overall spatial organization of Annapolis as defined by the Nicholson plan in the late 17th century. City Dock's oldest surviving buildings still define in most cases the extent of the historic built area and should constitute the built form juxtaposition with the water's edge. To preserve that vital relationship, the area between those buildings and the water needs to be open and unobstructed both physically and visually.

This relationship is the essential characteristic that defines City Dock and that relates to and in most cases establishes and defines its over most significant characteristics: spatial organization and views. Retaining and enhancing the integrity of the water/land relationship, spatial organization, and historic views are essential for City Dock to continue to possess integrity as part of a larger NHL district. Integrity as defined by the NPS for both the National Register of Historic Places and the Secretary of the Interior's Standards is an important aspect to determine for any historic resource or district. Integrity is defined as the "authenticity of a property's historic identify, evinced by the survival of physical characteristics that existed during the property's historic or prehistoric period." Integrity is assessed by evaluating a historic landscape in terms of its "location, setting, feeling, association, design, workmanship, and materials" (https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/terminology.htm) and by addressing how the built environment and the land work in unison.

III. City Dock Evolution/Context

A. Environmental Context

Annapolis City Dock is located along the western shore of the Chesapeake Bay. Many reports and studies of the area have been conducted by various professional individuals and organizations. Below are relevant sections of information on the natural context, geology, soils, marsh, vegetation, and climate.

Previous archaeological investigative reports identify the geology and soils as follows:

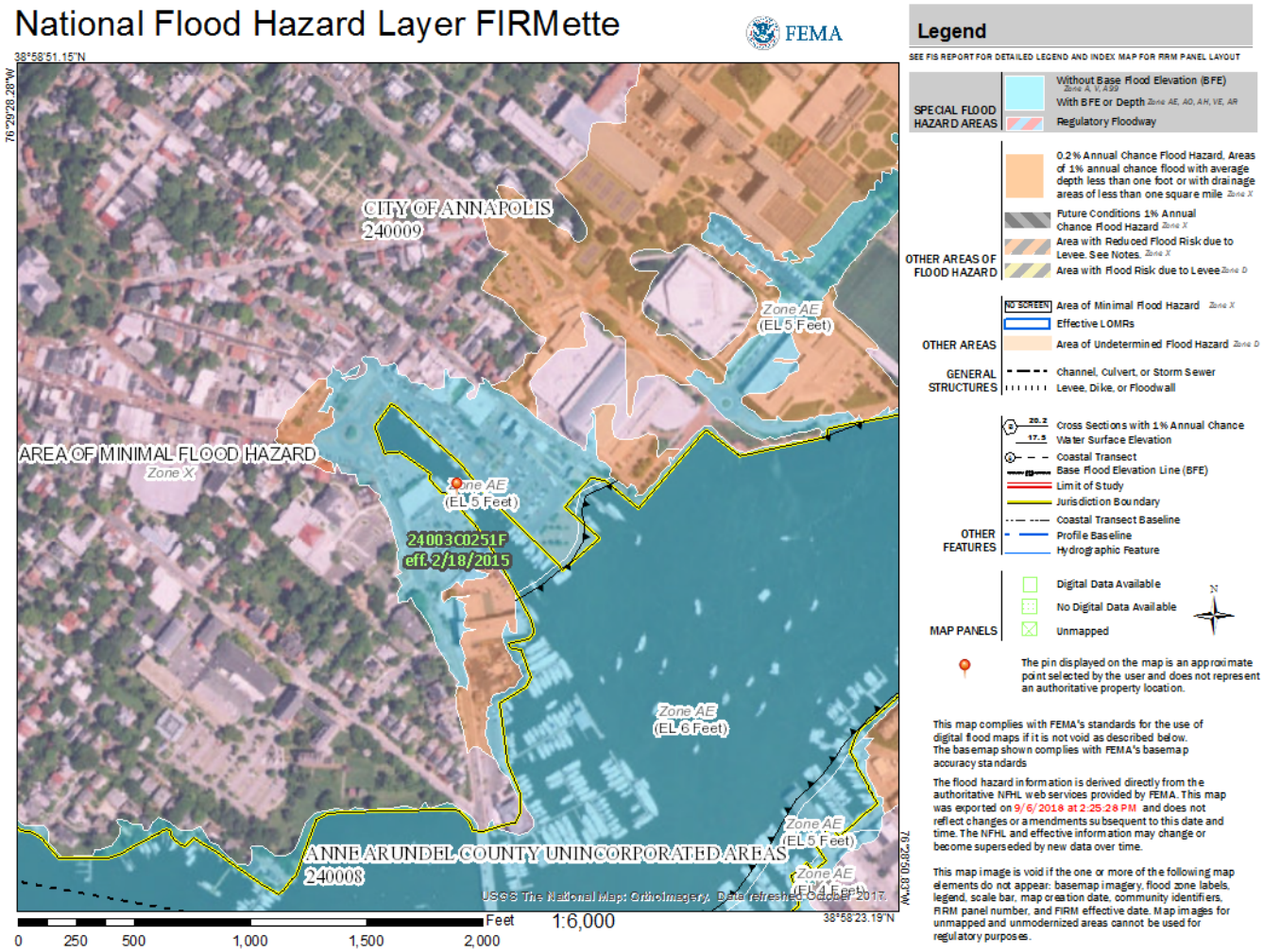
Annapolis City Dock General Location

"The project area lies within the western portion of the Atlantic Coastal Plain Physiographic Province. This province is characterized by level to gently rolling topography that gradually rises up from the Chesapeake Bay westward toward the rolling hills of the Piedmont Region. Numerous branched or dendritic drainages dissect the landscape, flowing along narrow tributary or river channels that open into broad tidal estuaries along the Chesapeake Bay (Schmidt 1993, p. 8). Extensive areas of accumulated silt can occur along these tributaries, "which generally flow sluggishly toward the Bay" (Kirby and Matthews 1973, p. 2).

The soil in Anne Arundel County dates from the Cretaceous period in the north part of the County and is more recent in the floodplain areas along the shore of the Chesapeake Bay. (Kirby and Matthews 1973, p. 1). The soil near the mouths of rivers on the Coastal Plain are characterized by surface strata of sandy loam to fine sandy loam. Colington soils typically have sub- strata of loamy and sandy loam with lenses of sandy clay loam and fine sandy loam (http://websoilsurvey.nrcs, accessed 11/10/2017).

Similarly, the same reports identify the current vegetation and climate: "Although the project area is located in an urbanized setting, prior to historic development the native vegetation in the Annapolis area would have included hardwoods, mainly red and white oaks, sweet gum, and yellow poplar, mixed with stands of Virginia pine" (Kirby and Matthews 1973, p. 19). None of this natural environment remains within the project area. Vegetation currently is restricted to small areas of grass and ornamental plantings within residential lots. (Goodwin 2018, p. 7).

"Weather conditions for the area are typical of its position in the middle latitudes, where airflow generally is from west to east across the continent. According to the National Weather Service, temperatures for the County range from an average of 89° F (31.7° C) during the last part of July, to an average of 24° F (4.4° C) during early February. Average annual precipitation for the northern portions of the County ranges from 88.9 to 109.2 cm (35 to 43 in), with monthly accumulations remaining consistent throughout the year.



FEMA National Flood Insurance Program Map of Annapolis City Dock. 2018.

Annapolis City Dock is located in the FEMA **1%** flood plain (Study Area AE, Map 24003C0251F, Panel 0251F), with a Base Flood Elevation of 5 feet (BFE). The map above shows the downtown and the special flood hazard areas at the Dock.

B. Historic Context

The chronological divisions identified in *The Maryland Comprehensive Historic Preservation Plan* (Weissman 1986) provide an important contextual background for understanding the City Dock area and its environs from 1634 through 1942. The significant historic patterns, themes, and trends apply well to City Dock's chronological development and its physical and cultural responses to Maryland's changing economic and political environment historically. This CLR relies on existing information readily available to provide enough background to understand regional and local events, trends and patterns likely to affect and influence cultural landscape creation and evolution. In the sections that follow, significant historic patterns are discussed by time period.

C. Settlement Period (1634 - 1750)

No prehistoric settlements are known to exist in this vicinity; consequently, no pre-1634 time period was a subject of study. The area was included in Captain John Smith's map of the Chesapeake in 1612, and in the 1650s was known as' 'Todd's Harbour" where boats could dock. By 1670, when cartographer Herrmann marked the location of Arundelton (later renamed Annapolis), large agricultural based plantations were the primary spatial organization in the vicinity and predating the establishment of an urban economy and settlement pattern at the future Annapolis.

In July 1694, when Francis Nicholson became governor of the province of Maryland, he turned his attention and considerable knowledge of European urban centers to advance his own and the English Crown's political, economic, and religious agendas. Nicholson was largely responsible for the relocation of the Maryland capital from St. Mary's City to the more centrally located Annapolis, which he named the "Town and Porte of Ann Arundell," signifying the importance of the port as suitable for trade and commerce. He worked to establish and impose an urban order on the growing capital, extending it to the increasingly important port on the Severn. In May of 1695, Nicholson laid out the town plan for Annapolis and renamed the town in honor of the future Queen Anne. His plan remains the oldest surviving Baroque plan in the United States. This plan has largely endured for more than 300 years as a guiding planning principle in the City's oldest area.

Archival Photo of Francis Nicholson Dahr by Michael Dahl Image provided by City of Annapolis. (Item#: MSA SC 1621-1-590.)

Life in the seventeenth-century Chesapeake Bay area was difficult, and documented conditions would certainly apply to the cultural landscape beginning to develop at Annapolis in the time of Nicholson. By the end of the seventeenth century in 1696, however, legislation for keeping order in the "Port of Annapolis" required that the harbor area be developed with wharfs and warehouses to facilitate trade. Waterfront settlers, furthermore, were required to develop their lots or suffer forfeiture. So, the intention early on was to develop an active commercial oriented dock at Annapolis. The major limitation was the depth of the dock that prevented large vessels from sailing into the city's edge and made them dependent on smaller boats to convey their goods to and from the city's port.

D. Rural Agrarian Intensification and Town Development (1750 - 1815)

The rise of consumerism, agriculture and the tobacco industry that developed in the early 18th century was dependent on the plantation culture of first producing labor-intensive tobacco crops that depended on enslaved labor and later shifting to grain production that instead required short-term hired help. Historians Bourne, Ridout, Touart, and Ware, writing in 1998, noted, "Economic factors joined with social and political changes and together gave rise to a trend to Manumit or free slaves."

Whereas free blacks were a minuscule part of the population in the 1750's, manumission took root in the 1760's and blossomed in the 1780's. By century's end, free blacks made up a steadily growing part of the African American population (Bourne, Ridout, Touart, and Ware 1998, pp. 6-7). This is particularly relevant to Annapolis where there was a need for labor in the dock vicinity both on and off boats, in maritime industry, and in the various related storage, transporting, building, maintenance, and repair trades. This trend resulted in a substantial African American population of enslaved, indentured, and free individuals early in the history of the town. Many of these individuals and their descendants continued to live and work in the City Dock area.

As Maryland's capital, Annapolis properties interested real estate investors. Historians Bourne et.al. attribute James Stoddert's 1718 redrafting of the town plan to accelerating building lot sales and development of mixed-use streets where laborers and tradespeople could live on streets that also accommodated merchants and industries (Bourne, Ridout, Touart, and Ware 1998, p. 10). Stoddert depicted the historic shoreline of the cove with a designated "ships carpenters yard" as "a place for landing on the side of the city" (Stoddert 1718). Shipbuilders tanners, and cobblers generated "significant income" for the City of Annapolis.

Wood-frame dwellings were the predominant building type but brick buildings were beginning to appear in Annapolis during the eighteenth century (Bourne, Ridout, Touart, and Ware 1998, pp. 10-11). By 1730, the city market house had moved from its higher elevation near the State House to the head of the dock.

Although the market did return to the State House vicinity during the mid-1700s, a wooden market house was under construction again at the head of the dock by 1786 on land donated for that expressed purpose. (McWilliams 2011, p. 112). At the same time, rebuilding wharves and bulkheads occurred adjacent to the new market with wharf construction described as using "locust trunnels and logs at least eleven inches in diameter at the small end" and using fill of "cords of pine wood and load after load of pine brush" (McWilliams 2011, p. 112). Taverns were especially important social, political, and economic institutions in colonial America because they served as gathering places for public and community activities, and provided lodging for visitors. The most notable tavern at City Dock, Middleton Tavern, served prominent American colonial leaders when they visited Annapolis. Land use varied from lot to lot at the dock cove with taverns, industries, merchants, and residences coexisting on the blocks framing and linking to the dock.

The streets where these uses developed generally in the spirit of Nicholson's plan, were not the maintenance responsibility of either the local or state government, but the city did adopt street regulations. According to local historian and author Jean Russo who is conducting ongoing research, "prior to 1803, street maintenance was undertaken informally; taxpayers were required to provide workers and equipment to the city to keep the streets clear of vegetation and obstructions." In accordance with an 1803 by-law, Annapolis city commissioners acquired the task of street maintenance and directed that "no person shall hereafter sink a cellar, build any house, wall, or fence upon the line of any street, plant posts, build steps or make improvements of any kind whatsoever to project or extend over or upon the street."

E. Agricultural Industrial Transition and Economic Adaptation (1815 - 1870)

Profound economic and social change occurred in the Chesapeake Bay following the revolutionary war. Bourne, et.al. describe the situation as follows: "The revolutionary war years created change in the economy of the Chesapeake Bay region that steadily transformed the look for the land from its colonial origins. Tobacco culture had encouraged a dispersed settlement system managed from a few urban ports of entry such as Annapolis and Chestertown…. Grain production served as the catalyst for development of a more diverse and regionally focused economy dependent upon local transportation networks and market centers" (Bourne, Ridout, Touart, and Ware 1998, p. 7). Concurrent with these changes, the ascendency of Baltimore over Annapolis as the leading port city in the early nineteenth century set the stage for physical, cultural and economic changes at City Dock that affected the cultural landscape.

The architectural legacy of African Americans in this time period has largely been lost. It is known that there was separate and distinct housing, however "only a handful of these buildings survive from the 18th century." Furthermore, slaves "in particular occupied secondary spaces within the main house in the kitchen, kitchen lot and in domestic outbuildings that made up the house yard. The quarter and work spaces that lay behind the house bar are largely gone now and…. Free blacks from this period left an even more ephemeral trail, one that can be picked up through land records, etc…" (Bourne, Ridout, Touart, and Ware 1998, p. 8).

For others, the early 19th century was a time of relative prosperity in tidewater Maryland. By 1844, Market Space had been filled in and the sides of the harbor straightened. Twenty years later both sides of Market Slip had been filled in to their present shoreline from Craig Street to the head of the waterway. Annapolis' dock was initially developed as a robust commercial seaport. When the ever-increasing size of ships eventually shifted the freight and passenger business to Baltimore, City Dock became the hub of the City's vibrant fishing, crabbing, oystering, and warehousing industries and it became the City's central market. Annapolis' early shoreline followed approximately along the line of the buildings that front Dock Street, Market Space, and part of Compromise Street. Everything else was filled in over time.

Russo's research tells us that property owners in the 19th century took land from the street rights-of-way, even building houses in the streets. She also notes: prior to the early nineteenth century, "individual property owners in Annapolis were responsible for paving the sidewalks between their buildings and the curbstones."

The city allocated funds in 1820 "for grading and paving water courses … from Prince George Street through the Market Space, and thence to the dock" (Russo 1990). The city also appropriated funds in 1822 "to pave the gutter" and extend it "to the water" from the corner of Cornhill Street. In 1831, the city was responsible for creating a consistent grade along Market Space between Cornhill Street and Carroll Alley by raising the curb; removing, elevating, and repairing the brick pavement within the curb; and paving a gutter outside the curb" (Russo 1990).

The opening of the USNA north of Prince George Street prior to the American Civil War added a military style academic campus just outside the City Dock vicinity. USNA employees began to reside on Prince George Street; the city dock was able to provide a number of goods and service to the USNA community.

F. Industrial Urban Dominance (1870 – 1930)

The post-civil war era was an era of industrial dominance in the United States, and Annapolis was no exception. This trend played out at City Dock with the establishment, expansion, booms and busts represented in the individual businesses that developed, some with long-term expansions and others that endured only briefly in locations adjacent to and near the dock. Lumber and grain mills, coal companies, oyster and crab processing facilities, bottling works, and warehousing all took advantage of the dock location for establishing and/or growing their operations during this period. Annapolis City Dock was a vibrant mercantile area with the market house as its central focal point for local residents. The dock vicinity also sustained a number of grocers, fruit sellers, clothiers, hardware, and other retail and wholesale enterprises that served dock area residents as well as the entire city. Residential construction also increased after the Civil War in Annapolis as in other parts of Maryland (Bourne, Ridout, Touart, and Ware 1998, pp. 14-17).

Annapolis needed more housing for its increasingly diverse, urban population as agricultural and labor models changed following the war. A number of modest, wood frame houses developed near City Dock as rental properties for both working-class whites and African Americans. A racially mixed area, City Dock had a variety of urban housing types that included single-family dwellings, duplexes, apartment and tenement buildings, second and third floor apartments and rental rooms above ground floor commercial uses. Although the area was mixed racially, more often blocks of buildings or units within a single building appear generally were occupied by either blacks or whites, but not both at the same time. More affluent white residents of the area lived at Market Space or Prince George Street in apartments or in houses that they owned or rented. Dock Street, Compromise Street, and Chestnut Street (now Newman Street) were home to both lower income renters who found housing near their places of work.

G. The Modern Era (1930 to Present)

The City Dock area continued to provide a wide range of mercantile goods and services of all types and served as the community's downtown through the years of the Great Depression, World War II, and the remainder of the twentieth century. The automobile also increased in use with more and more of the open

land near the dock increasingly devoted to parking cars. Several gasoline filling stations also developed in the area to service both local and visiting motorists. The local A&P on Dock Street and a variety of other retail and service establishments served both the local population and a growing number of visitors attracted to the historic maritime experience that City Dock represented. At the same time, industrial uses were undergoing a gradual decline until they were completely discontinued with the closings of the last dockside hardware/maritime supply establishments. Twentieth-century-style urban renewal came early to Annapolis beginning with demolitions of most of the area's lower income rental houses and tenements as early as 1941. Demolitions of former low-income and worker housing in the Compromise and Chestnut Street vicinities made land available for construction of the Recreation Center, used first as the USO. Built at number 9 St. Mary's Street in 1942, the center is generally regarded as the last significant historic building constructed within the period of significance of the National Register Historic District. The last tenements were removed from Dock Street in 1947.

Annapolis, as Maryland's capital, had attracted visitors throughout its history; but from the 1930s on, there were concentrated efforts to re-explore its colonial past and transform the declining industrial area of City Dock into a recreational maritime environment. There was even an unrealized proposal in 1937 to re-envision the Annapolis waterfront following a Colonial Williamsburg model and create a Georgian- style architectural theme for the entire dock area, including the Market House. Through this period, USNA continued to grow and expand. That expansion included construction of its Field House circa 1957 that closed off one side of the Prince George Street waterfront both visually and physically. This construction served as a wake-up call for Annapolis preservation leader St. Clair Wright and other local preservationists to take first steps toward protecting the city's historic resources and views. In 1965, Annapolis's downtown was designated a National Historic Landmark. Wright worked closely with architect James Wood Burch, FAIA, whose work at City Dock included reconstruction of the Market House (1970-71), and contemporary buildings such as the Harbormaster's building and Dock Street's Harbor House Restaurant building (1960).

Historic preservation projects and associated new architectural designs in a historic context were concurrent with the various beautification projects that took advantage of the Post-World War II urban clearance that had displaced low-income and primarily African American residents from the dock area. The urban clearance of the late 1940s and 1950s removed most housing from Dock Street along with the last vestiges of industrial uses from the dock. Urban renewal and industrial abandonment provided a large cleared area adjacent to the dock on the land that had been created by infilling the dock basin over time. Once cleared, this land became available for parking and beautification projects intended to support the late twentieth-century retail and restaurant commercial base that was developing at City Dock to serve and attract visitors for the annual boat show, other events, and waterfront recreation. These beautification and tourism initiatives–including boardwalks, plazas and memorials, and coordinated street and plaza furnishings and plantings–combined with the rehabilitations and restorations of historic buildings and design-reviewed infill construction established the late twentieth landscape that exists today with modifications. These initiatives related also to changes in commercial fishing and the oyster/crab industry. The replacement of traditional workboats with recreational boating at City Dock completed the evolution of the area from a working maritime dock to a recreational maritime environment—a process actually

begun before the Annapolis Yacht Club established itself in 1938 at the end of Compromise Street. Yachting and other pleasure boat uses have increased in popularity into the twenty-first century, replacing the working boats and watermen who once animated the City Dock and its environs.

Archival Photograph "Winter of 1876 - 77" HA Scanned Image provided by Jean Russo, Historian. (Loose Photo - 7046)

Archival Photo - Jos. Basil Steam Saw Grist and Planing Mill ca. 1895 at City Dock at foot of Main street. HA Scanned Image,

Archival Photo. "Aerial Photo" from Marion E Warren Collection, p 8. HA Scanned Image provided by Jean Russo, Historian. (LP2024)

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Your Custom is Respectfully Solicited

vi

Johnson's Directory of Annapolis, 1896–1897

Maryland State Archives, 1902 View of City Dock. (Cd11)

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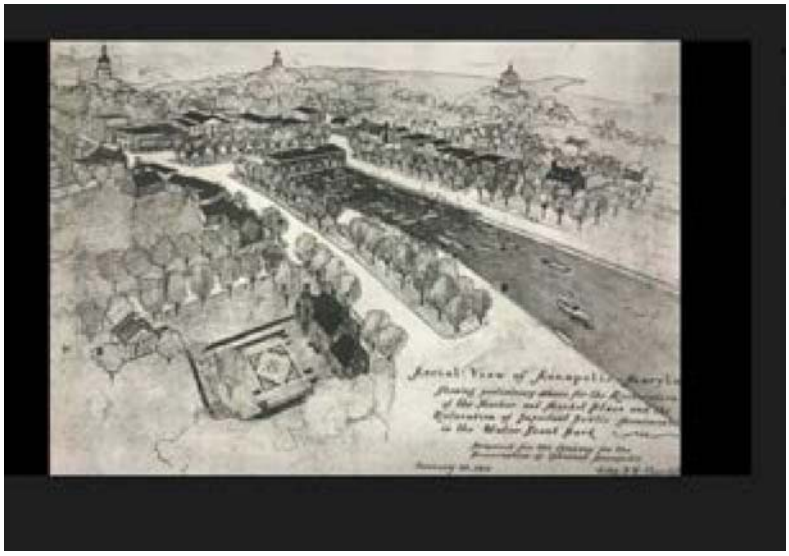


January 1937 the Williamsburg style plan proposed but never implemented for Annapolis City Dock
Source Maryland Capital Gazette, August 1, 2018

LP7064 Aerial (pre demo of gas station in 1968)

1980s Marion Warren, Historic Annapolis Archives File 3707

IV. Description of Overall Cultural Landscape Character of City Dock

The Annapolis City Dock retains its historic spatial organization, circulation network, views, and the linear framing blocks of human-scaled buildings that contribute to its integrity as a significant cultural landscape. It is their largely intact combination and interaction that make this cultural landscape more than a collection of preserved and adapted historic buildings lining a dock. City Dock represents the evolved response to its natural environment over time through its interactive water and land resources. It provides the dynamic landscape component of its National Historic Landmark (NHL) District—the physical embodiment reflecting four centuries of the constant human conflict between natural resource exploitation and the desire to protect and reclaim historic and aesthetic values in a commercial waterfront. Its genius loci—the spirit of the place—that attracted its first dockings remains; and this spirit of the place underlies the contemporary dialogue about how City Dock can best evolve yet again take advantage of this unique and historic landscape.

Throughout its history, City Dock has embodied the cultural and economic character of the city and its adaptive response to its waterfront location and changing cultural and economic trends. Taking advantage of its proximity to the best harbor above the Patuxent River, the dock developed incrementally with both commercial, residential and warehouse/storage uses that could benefit from its location. Much of the tangible evidence of its early twentieth-century cultural landscape has been intentionally removed. What is left primarily is its continuously occupied and activated waterfront site: the surviving historic eighteenth-, nineteenth-, and twentieth-century buildings, historic sight lines between water and architectural landmarks, and the well-documented interactions of water and land that continue to influence its use. Actual physical evidence of the human labor—enslaved, indentured, and free of all races, religions, and ethnicities—that created and characterized City Dock in its period of significance is almost completely absent. The over layer of luxury, wealth, and leisure that permeates almost every aspect of the current public experience of City Dock obscures the history and complex cultural narrative of this area.

Transformative change occurred in the City Dock cultural landscape throughout the centuries—much of it stemming from economically and socially motivated actions related to regulating land use and human behavior, promoting beautification and tourism, accommodating the automobile, displacing poor and minority residents, and eliminating industrial uses in favor of increased recreational uses.

One of the first of these actions can be traced to the emergency orders of the Secretary of the Navy in 1918 that banned the sale of liquor in saloons within five miles of naval installations. These orders affected the commercial area of City Dock where a number of saloons had been in operation. Sanborn maps of the era reflect the changes from saloons to other types of retail and eating establishments and the industrial decline of the area. Commercial and industrial buildings had developed first with small "footprints" but then were adapted, enlarged, replaced, or demolished to respond to changing industrial trends and technologies as well as the recurrent flooding and severe storms that damaged the waterfront from time to time. Utilitarian areas of open land–mostly created from fill–that were not built upon served as work yards or storage areas—and were presumably areas of compacted soil, rubble, and broken bricks and oyster shells, and primarily devoid of vegetation. The increased use of the automobile at first serviced these industries but required its own services and large areas of parking. Automotive-related services such as gasoline and service stations came and went during the period of significance,

most visibly the 1930 Amoco station on a traffic circle in Market Space. Broadly inclusive uses, such as the fish market complex between the market building and the dock's basin, ceased operations and were demolished. The waterfront industries—oyster shucking, crab processing and canning, lumber businesses, coal yards, and oil tanks—that had activated and characterized the area since the nineteenth century left City Dock.

With their departure, the sounds and smells of this cultural landscape, the banging and clanging of work boats, sawmills, and oil tanks disappeared as well. The development of the yacht basin in 1938 symbolized the waterfront's transition from workboats to pleasure craft and an economy shifting from traditional maritime-based industries to recreation-based uses.

Most notably, City Dock's African American and poor residents who had rented modest dwellings near waterfront industries on Dock and Chestnut Streets were evicted and their homes demolished. Historic houses owned and rented by more affluent residents remained and have been restored and adapted for a variety of uses. The Dock Street space have remained open land, and the "Chestnut Street" housing site redeveloped as the Recreation Center. Following World War II, almost all of City Dock's available vacant land that had been created through infilling portions of the original waterine cove became paved, formalized surface parking developed to attract visitors seeking a waterfront experience in a historic area and resident's grocery shopping at the local A&P. For a time, City Dock thrived with this duality as both a dynamic downtown retail district and a visitor destination with its seafood restaurants and hardware stores attracting and serving both local and tourist shoppers. With the development of newer, suburban shopping centers, local residents turned away from City Dock for their basic shopping needs.

The growing recreational use of the waterfront that had begun decades before provided an attractive income generator to replace and exceed the lost local economic base. Annapolis, like many other East Coast cities in the 1960s and 1970s, followed national trends of beautification, waterfront renewal, and urban open space initiatives that were occurring in other historic downtowns. Using infilled land, Annapolis re-created the City Dock landscape with large areas of brick-paved waterfront plazas, wooden walks, and dockside parking to create more pedestrian friendly open space for dockside activities and events. These initiatives accompanied the diminished daily presence of workboats in the dock basin, a dramatic cultural landscape change that finally removed the occupations, sights, smells, and activities of the seafood industry from City Dock. These civic improvements must be viewed as products of their own time as public sector economic development infrastructure, parking, and beautification initiatives intended to complement private sector reinvestments in historic buildings and other projects. These improvements, while intended to complement a distinctive and significant collection of historic buildings, provide a twentieth-century urban design interruption of the unifying theme of City Dock's waterfront setting.

A. Historic Imagery of the City Dock Cultural Landscape

As part of the analysis of the City Dock cultural landscape, a complete review of available historic maps and other depictions that document and illustrate the evolution of City Dock through its initial and subsequent development, historic redevelopment, and selective demolitions, was undertaken. The landscape today does not reflect the natural cove conditions present in the seventeenth century and observable to Captain John Smith and other early navigators and explorers. What endures have been navigable conditions and approximate water depths; shoreline conditions changed quite obviously through four centuries. No wetlands or significant native or successional vegetation has survived at City Dock. The natural landscape has been transformed into an intensively used cultural landscape based on first an active maritime commercial and then a recreation-oriented dock landscape. This section presents a chronological development narrative of the City Dock cultural landscape. The narrative is divided into four geographically defined City Dock areas—the Cove/ Basin (an area that primarily developed former portions of the basin into buildable land), the Market and Environs, Prince George and Dock Streets, and Compromise Street and South. The narrative is based primarily on historic mapping available from 1612 through 1959.

Each of the following selected maps was analyzed.

- Captain John Smith Map, 1612
- Herrmann's Map of Virginia and Maryland, 1670
- Survey of Annapolis, 1690, Library of Congress
- Nicholson's Plan (1695), Stoddert recreation, 1718
- "Plan of the Harbour and the City of Annapolis," Major Capitaine, 1781
- "Rough Plan of the Defences of the Harbour of Annapolis," Tatham, 1814
- Sketch Map of Annapolis, Claude family member, September 4, 1834
- The Harbor of Annapolis, Survey of the Coast of the United States, 1846
- Sachse Birdseye, 1858
- Martenet's Map of Anne Arundel County, Maryland, 1860
- Hopkins Map of 1878 "Atlas of fifteen miles around Baltimore including Anne Arundel County, Maryland" G.M. Hopkins, C.E. Phil: 1878
- Sanborn Fire Insurance Map, 1885
- Sanborn Fire Insurance Map, 1891
- Sanborn Fire Insurance Map, 1897
- Sanborn Fire Insurance Map, 1903
- Sanborn Fire Insurance Map, 1908
- Sanborn Fire Insurance Map, 1913
- Sanborn Fire Insurance Map, 1921
- Sanborn Fire Insurance Map, 1930
- Sanborn Fire Insurance Map, 1959, 1930 revised

B. Early Mapping 1612–1860

Captain John Smith Map, 1612

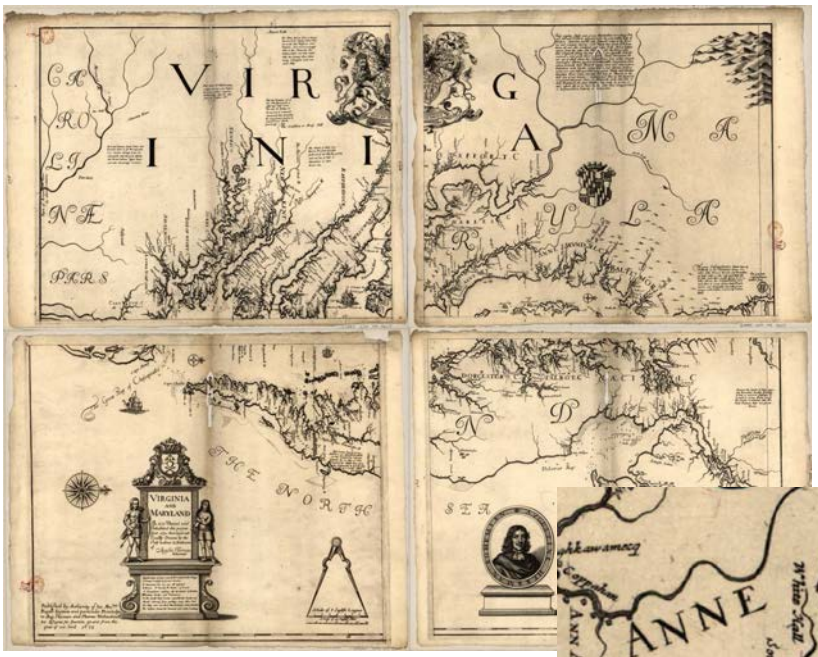
The Captain John Smith Map of 1612, considered the most reliable image of the Chesapeake for most of the seventeenth century, provides visual documentation of the vicinity's water/land relationship in its pre-European development condition. Prior to European exploration and settlement, the water/land relationship was undisturbed by development but subject to storms and other natural forces and processes. Shorelines would have been vegetated with natural vegetation that provided wildlife habitat. While no European settlements like "Annapolis" are named on Captain John Smith's map, the area where Annapolis would later develop is generally shown.

Detail of Capt. John Smith Map, 1612 Showing approximate location of what would develop as Annapolis, north of the "Roade" River.

Given that most agree there were no Indian settlements in this portion of the Chesapeake during this era, there appears to have been no human-influenced spatial organization.

There were no intentional sightlines in this era. While the types of sailing vessels changed over time, there are still the inherent navigational views. The original views were of natural land and water unobstructed by buildings and structures both from and to the water. Foreground and middle ground views of the water from land survive; background views from the City Dock location have changed significantly with development of the opposite shore. Views to the City Dock location and Annapolis have no seventeenth-century precedent.

Augustin Herrmann's Map of Virginia and Maryland, 1670

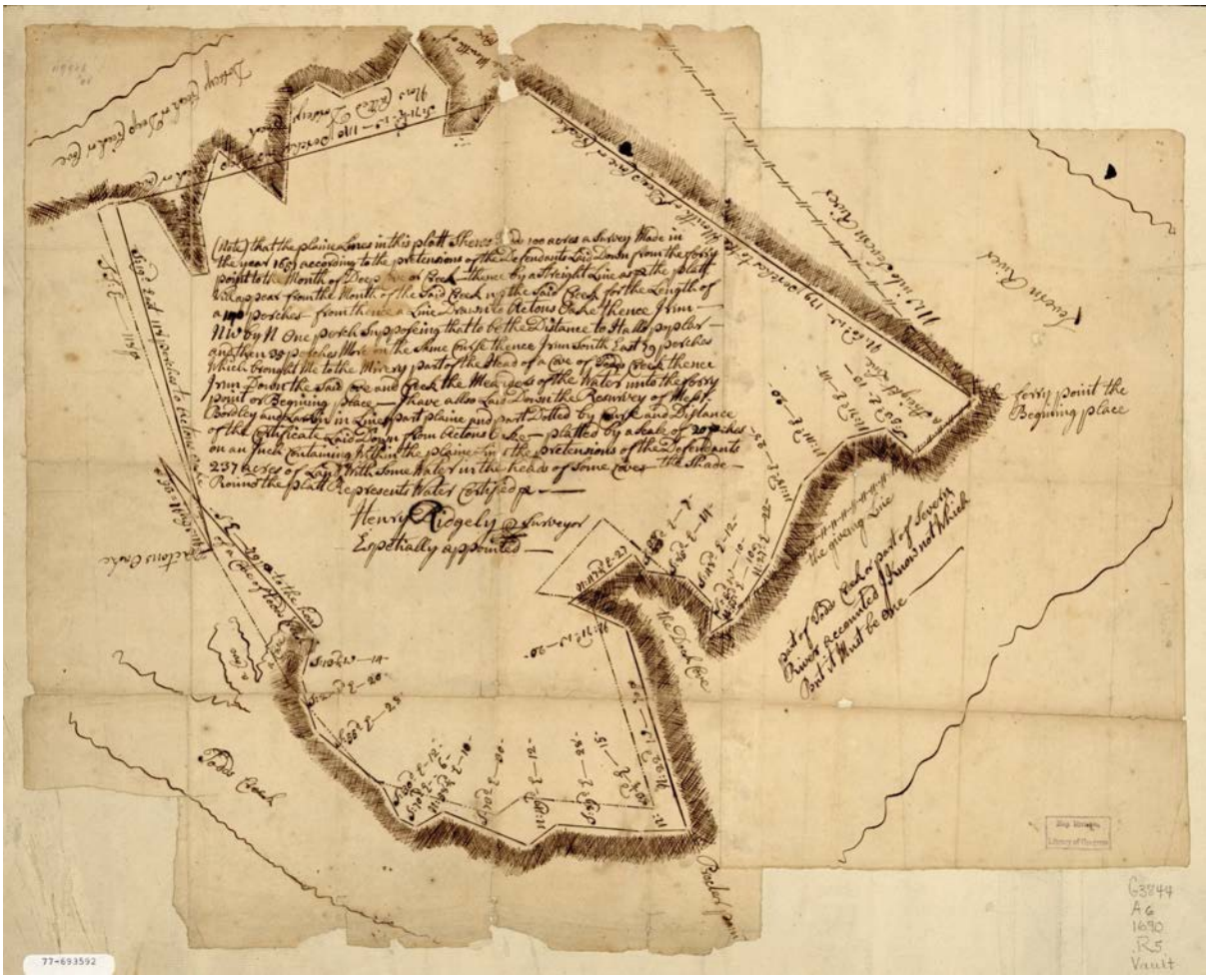


Augustin Herrmann's 1670 Map of Virginia and Maryland marks the location of Arundelton (later renamed Annapolis) but his notations indicate that shoreline activity in this vicinity is still based on a plantation economy. Increased European development in this era is still agriculturally based with individual plantations apparent. Herrmann's map does not indicate significant port development associated with the area that develops into Annapolis.

Detail of Augustin Hermann's 1670 Map highlighting "Arundelton."

Survey of Annapolis, 1690, Library of Congress

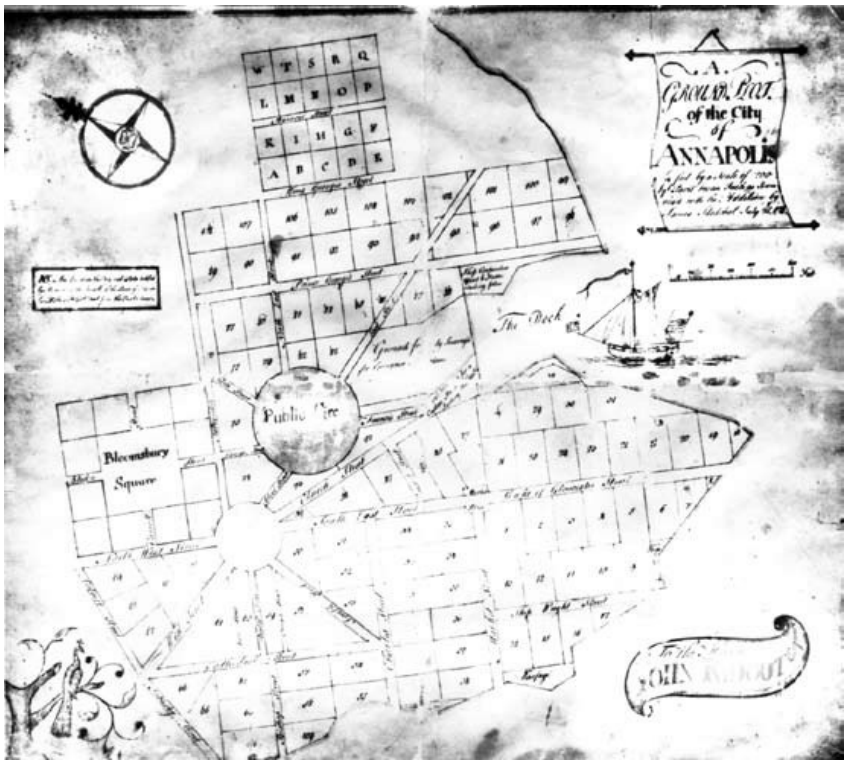
Henry Ridgely, in his 1690 "Survey of Annapolis," identifies the present City Dock location as "The Dock Cove," the first known use of the term "dock" for the sheltered cove.



Survey of Annapolis, 1690, Library of Congress The Cove is delineated and labeled "Dock Cove."

Nicholson's Plan (1695), Stoddert Recreation, 1718

Nicholson's 1695 baroque town plan established the planning and design impetus for the cultural landscape that survives today. Nicholson's design intent is the origin of the Annapolis designed landscape plan that has evolved over more than three centuries. The siting of the church and statehouse on the high points established their visibility from the river and dock area along the Severn River and Spa Creek. There is nothing blocking views or obstructing direct visual access along streets. Nicholson's plan is responsible for the spatial organization and street circulation pattern extending from the city's historic hierarchical symbols of church and state to the City Dock area and harbor. It is responsible for the intentional sight lines to and from Church Circle, and up and down Church Street (later Main Street) to and from the dock, and for directing views to the water.

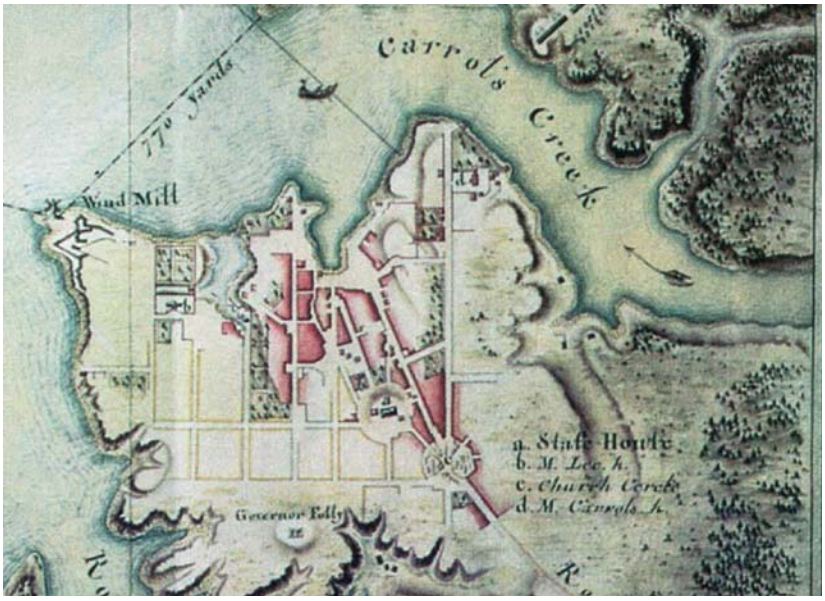


"A Ground Plot of the City of Annapolis, by James Stoddert, 1718, copied by James Callahan, 1743. The Stoddert Survey confirmed Nicholson's layout and added the Trade Lots." Marion Warren Collection, Maryland State Archives, MSA SC 1890-346 (City of Annapolis's Historic District Design Manual)

This plan clearly establishes the water/land relationship as a design characteristic and feature that remains the basis for city planning and development in the area from the church and statehouse vicinities to and from the City Dock area then identified as "Weathering Cove."

"Plan of the Harbour and the City of Annapolis," Major Capitaine, 1781

There are clearly defined building blocks, and there are possibly some representations of buildings and building locations within the cultural landscape study area—although it is not clear if they are residential, places of work and industry, or perhaps mixed uses.



"Plan of the Harbour and the City of Annapolis," Major Capitaine, 1781

These are not consistent with the representations for buildings in the Church Circle. Streets in our study area are evident but are not identified by name. The cove is larger than it is today with a naturalistic configuration that indicates little if any fill in the cove area during this period. This plan provides no indications of water depth, and no ships are shown in the cove although one is depicted a short distance from shore in the harbor area. It is not clear if there might be natural vegetation at the shoreline or if there is some degree of artistic license. Possibly there is one large tree near the water. The map identifies the "Road to Baltimore" leading in and out of Annapolis and Mill Point is referenced.

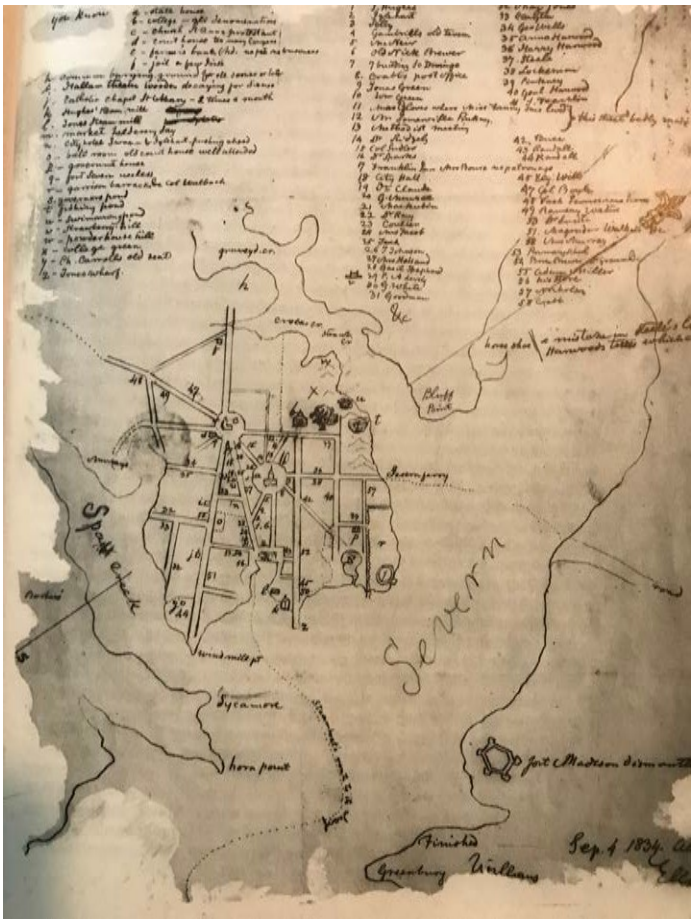
"Rough Plan of the Defences of the Harbour of Annapolis," Tatham, 1814

This plan gives the depth of the channel to the dock and actually shows the cove/basin configuration as more rectilinear than in the past which supports the belief that fill had begun to even out the banks. The plan also uses the identifier of "The Dock." The line shows a channel with depth of 18 feet off Mill Point dropping to 12 feet as it approaches the dock. This plan shows the College, Statehouse, Church, the Carroll House and their interrelationship. A ferry is shown on what is the Naval Academy property today. No land use, vegetation or streets are shown. There is no indication of major features or additions that would have blocked or obstructed direct visual access.

"Rough Plan of the Defences of the Harbour of Annapolis," Tatham, 1814

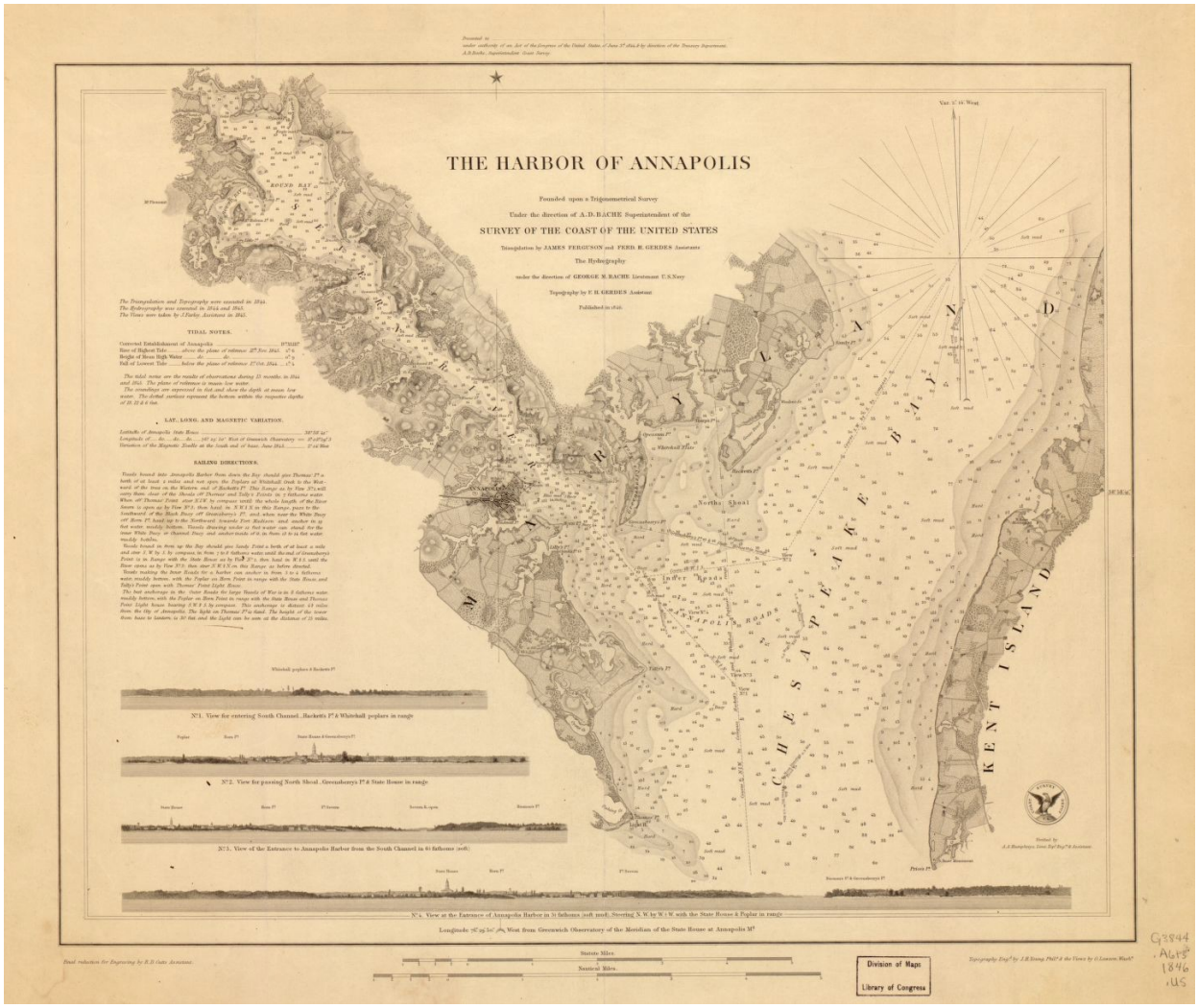
Sketch Map of Annapolis, Claude family member, September 4, 1834

The Claude map shows the "steamboat's route to its wharf" in the southwest area of the cove/basin with its wharf located on visual axis with Main Street. There is a notation "m" relating: "market held every day." The Claude map and its legend identify three specific locations: the legend notation "l" for the "Jones Steam Mill" on the dock southeast of the present Craig Street, "k" for the Hughes' Steam Mill located at the land terminus of Prince George Street on its south side, and "z" for the Jones Wharf shown as an extension of Prince George Street into the Severn River.

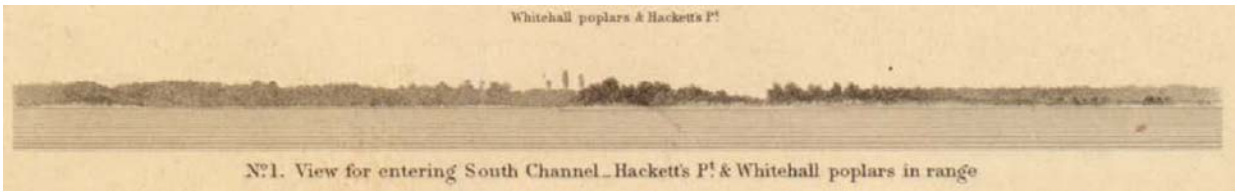


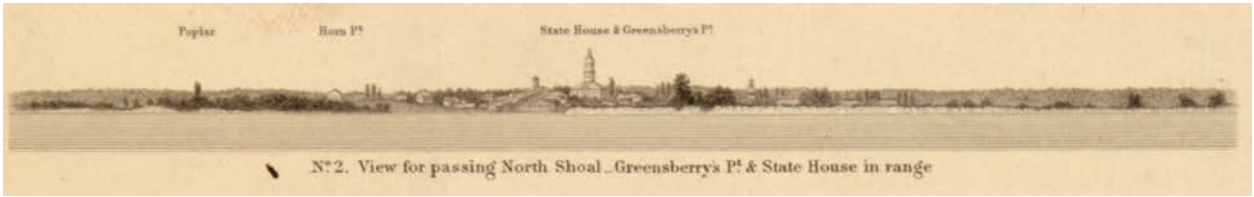
The Harbor of Annapolis, Survey of the Coast of the United States, 1846

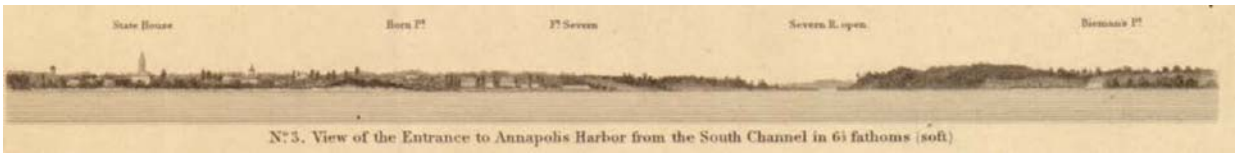
This large-scale and comprehensive trigonometrically constructed survey shows the dock area with a significantly larger water body than is present in the city dock basin today. The map refers to the "Blue mud" of the Severn and gives a water depth of 12 feet close to the dock entry. The sailing directions note that the U. S. Coast Guard has undertaken depth studies and determined that "vessels drawing under 12 feet of water" can come into that area. The shallower water in the area where the dock is developing was favorable for wharf development.



The four elevations below that are associated with this map show the greater Annapolis area from the water and emphasize the importance of the water-to-land views of the statehouse and church as well as other prominent buildings in the first half of the nineteenth century. They are shown as the background of the vegetated shoreline in most places. No vegetation is named but points of land in the vicinity area are named for sycamore and poplar trees.







Bache, 1846, HPS, 2018.

"The Harbor of Annapolis, Survey of the Coast of the United States, 1846," demonstrates the baroque plan is continuing to develop and build out, and a working landscape appears to be developing in the dock area. This map shows the market in its previous iteration. There are no evident buildings lining the dock although they are beginning to develop along Prince George and Dock Streets and upper Compromise Street. Prince George Street has extended to the water's edge, and Dock Street has begun to develop as a short street extending out from the market area parallel to the side of the dock. Several buildings appear on Dock Street. The plan reveals a low-rise port capital city with nothing blocking views or obstructing direct visual access to its major visual points of identity.

Shown cleared of most vegetation, the City Dock basin is no longer a natural cove but more dock-like with its edges evened out to be more rectilinear. Some fill may be creating and defining the dock area with a distinctly narrowed entrance of either fill or wharves or piers. A vegetated shoreline edge or buffer appears to have been left along the shoreline except in the City Dock area. This coastal survey reveals planted and hay fields all along the shoreline in the Annapolis vicinity and within the city but not in the dock area that is developing into an area of intense waterfront urban uses.

Sachse Birdseye, 1858

Despite its inherent artistic license, the 1858 Sachse Birdseye provides our best first historical development view of City Dock as well as depictions of the types of maritime vessels in and adjacent to the dock, including steam boats, a paddle boat, and there are also a variety of sail boats both in the dock as well as approaching or departing the city via Spa Creek and the Severn River. The addition of groups of human figures as well as horses and horse-drawn vehicles give some indications of the City Dock area as the focus of much of the activity associated with this important place of maritime dependent commerce and industry.

Detail of Sache's Birdseye ,1858, highlighting dock area

The intention of the vision of the Nicholson Plan is quite evident with the hierarchical views and sight-lines to and from the river and dock to the city's landmarks and higher elevations. Market Space and Compromise Streets appear as rough-surfaced roads composed of compressed earth, rubble, and oyster shell. The birdseye also provides the visual contrast between the almost entirely vegetation-less dock vicinity landscape and that in other areas of the city portrayed with leafy tree-lined streets and yards.

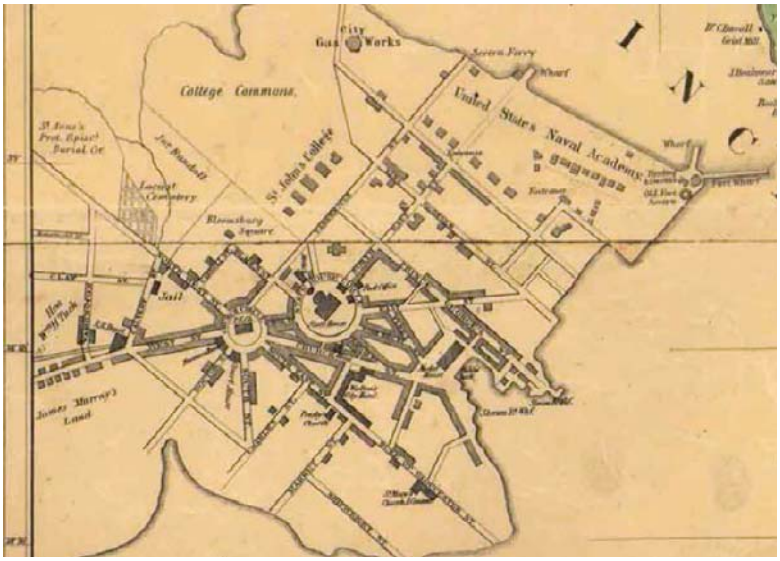
The market is shown as the clear focal point of Market Space and as the dominant feature at the head of the dock. Despite its low height, the market is a dominant visual element. It is a single construction in an open space between land and water. The Market Space framing blocks already provide a dense continuous architectural backdrop for the market. A structure with the appearance of a pillory, a device used for public shaming and punishment, may be apparent in the area immediately in front of this block. Market Space is completely undefined with no circle and no defined traffic pattern for either pedestrians or horse-drawn conveyances. There may be one tree in the area between the market and the historic Middleton Tavern.

The beginning of the ultimate architectural rhythm of the line of two-story buildings defining the north side of Dock Street is already apparent as is the undefined open space between the dock and this street. The Craig Street intersection with Prince George Street is visible, and a continuous line of two-and-a- half-, two-, and one-story buildings defining Prince George Street is already discernible. Two wharves extending into the water are illustrated within this study area at Prince George Street's east end, one that is depicted with nine-to-ten stacks of lumber at the then-terminus of Prince George Street, and another also stacked with lumber and located slightly west of that wharf and extending into the dock from the south side. Although outside the study area, it is interesting to see canoes depicted at the water's edge behind the houses on the north side of Prince George Street that the USNA later demolishes.

By 1858, Church Street is well developed within and above the study area with two- and three-story buildings, many of them brick. The beginning of Compromise Street is evident as is the probable original building of the grain and lumber mill associated with Joseph S. M. Basil and later the Parlett grain and lumber operation on the upper dockside of Compromise Street. The wood, two-story structure is depicted with several stacks of lumber in its yard adjacent to the dock. There is also a one-story structure typical of auxiliary structures that develop later in association with many commercial and industrial uses. There appears to be a low, rubble wall as the wall edge of a portion of the dock. Chestnut Street is visible and appears to be a developed or developing street.

Martenet's Map of Anne Arundel County, Maryland, 1860

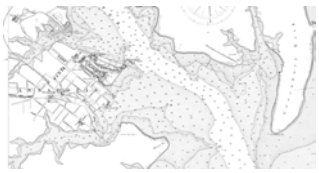
Martenet's map of Annapolis, which is part of the county map, also shows a 12-foot depth for the dock area. The USNA development is apparent as is the steamboat wharf north of the study area. Although not named, Prince George and Church Streets are apparent and provide clear access from the dock to those areas. The Market area reads as developed, and buildings show in regular linear alignments as almost fully developed along local streets.



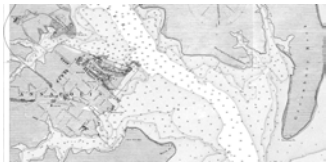
C. Other Maps and Navigational Data

Navigational and harbor maps are useful in understanding shoreline change over time. Water depth change and location of channels are also depicted. These maps, when paired with Sanborn Fire Insurance map spot elevations from similar years, are helpful in better understanding areas of land prone to flooding as well as potential historic sightlines between water and land

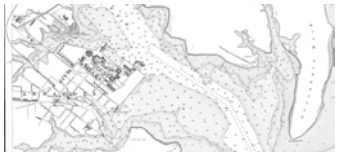
1889, Nautical Chart for Annapolis, MD, Published by US Coast & Geodetic Survey



1896, Nautical Chart for Annapolis, MD, Published by US Coast & Geodetic Survey



1897, Nautical Chart for Annapolis, MD. Published by US Coast & Geodetic Survey



1906, Nautical Chart for Annapolis, MD. Published by US Coast & Geodetic Survey

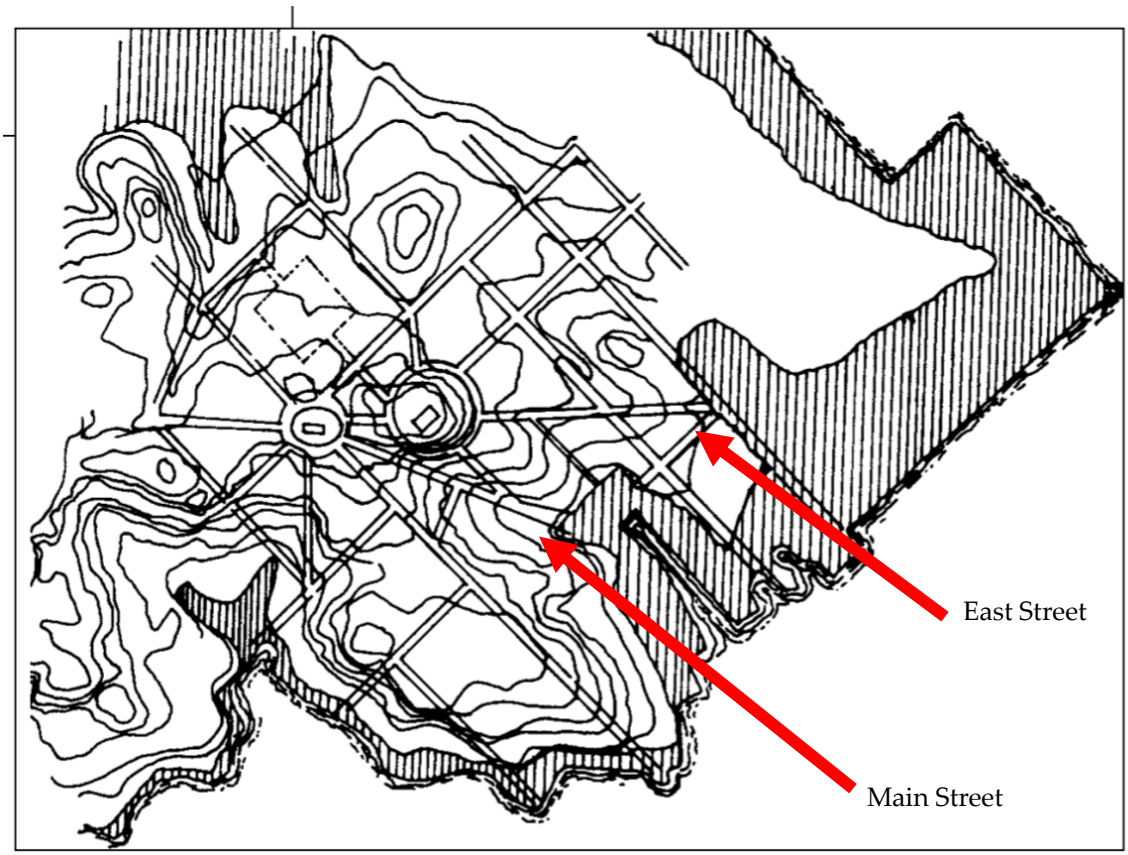
1911, Nautical Chart for Annapolis, MD. Published by US Coast & Geodetic Survey

1966, Nautical Chart for Annapolis, MD. Published by US Coast & Geodetic Survey

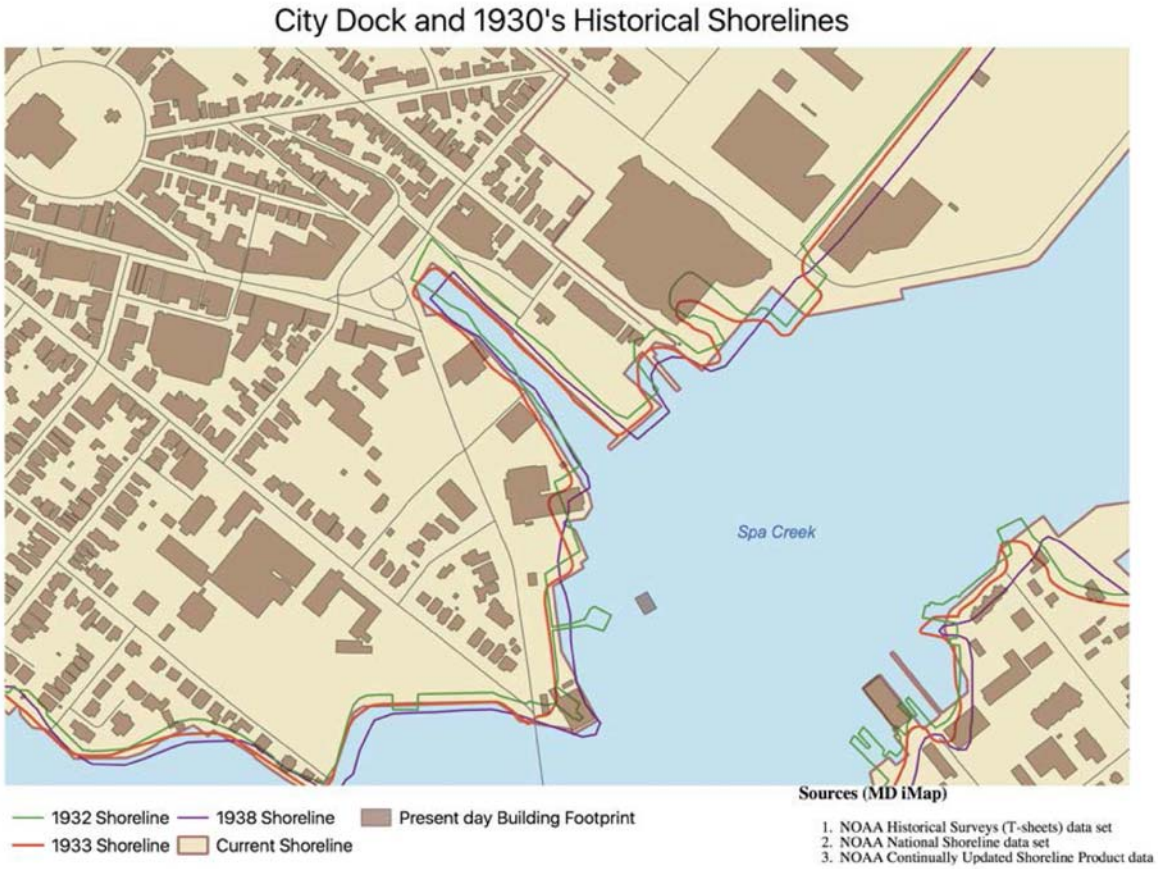
1967, Nautical Chart for Annapolis, MD. Published by US Coast & Geodetic Survey

D. Shoreline Evolution / Change

A major challenge to "reading" the Annapolis City Dock cultural landscape is the changing nature of the City Dock shoreline and bulkhead. The City Dock has evolved from a natural cove to the highly engineered boat basin of today. This change through time is evident from both reviewing the maps presented above and analyzing the geo-referenced Hopkins and Sanborn map analysis below. There are obvious inconsistencies even in this endeavor because earlier maps are often less detailed and accurate. This *Annapolis City Dock: Cultural Landscape Report* uses the natural cove boundaries of the City Dock illustrated in the *Annapolis Historic District Design Manual*. Efforts to visually represent the shoreline through time by NOAA and the findings of the *2016 Archaeological Monitoring for the Annapolis City Dock Bulkhead Repair Project* both appear to corroborate this shoreline.



"Early Shoreline of City Dock. This generalized topographic map reveals how the urban form was made to fit the natural land form, with the two circles placed on the highest points. The water's edge has been altered by land infill. Note how Main Street follows a valley from Church Circle and East Street follows a ridge from State Circle." (Historic District Design Manual, p. 10.)

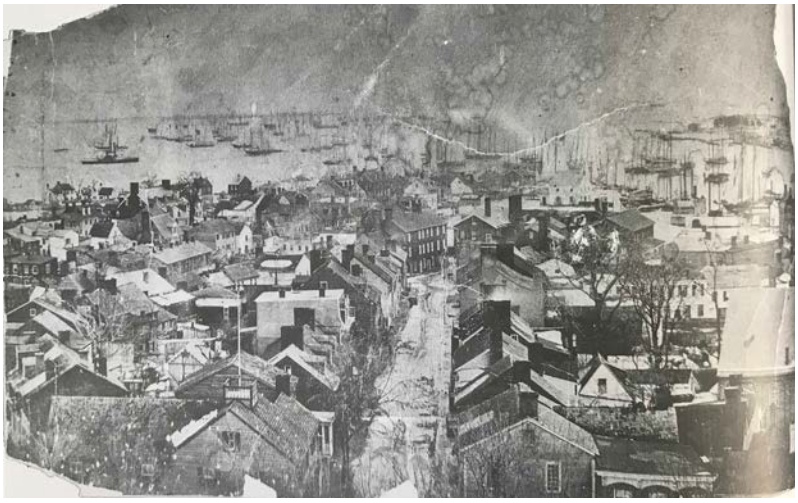


NOAA shoreline change for Annapolis area.

Changing shoreline as determined by Kerns CRM, Archaeological Monitoring for the Annapolis City Dock Bulkhead Repair Project, March 1-25, 2016

E. Views and Vistas

Views and vistas are an important component of the Annapolis cultural landscape. Physical and visual connections envisioned by Nicholson's Baroque plan were implemented and continue to be respected. Designed vistas along Duke of Gloucester Street, Main Street, and Prince George Street visually connect important institutions located on a high ridge and two hills to the City Dock and Spa Creek. Historic images – both drawn and photographed – document how the City Dock landscape has remained primarily a large open space allowing these vistas to continue more or less unimpeded. Equally important are the responding views and vistas from the harbor and the City Dock back towards the City.



c. 1879 Vista down Main (Church) St. towards City Dock, MD State Archives, MSA SC 985-277

Contemporary Vista down Main Street towards City Dock. (Source Unknown)

Elevation comparison of water view from outside Annapolis Harbor towards City Dock in 1846 and 2018. Bache, 1846, HPS, 2018.

V. Character- Defining Landscape Qualities and Features Of the Cultural Landscape

The City Dock cultural landscape has been investigated and evaluated in four geographic areas, as well as for City Dock as a whole, to provide the basis for developing treatment recommendations. This section is organized according to the four areas; for each area there are the following: a historic imagery section addressing landscape evolution and historic map analysis, summaries of historic and existing conditions, existing and historic archival photographs, description of the area's integrity, and specific treatment recommendations. Historic building information by address is available in Appendix B.

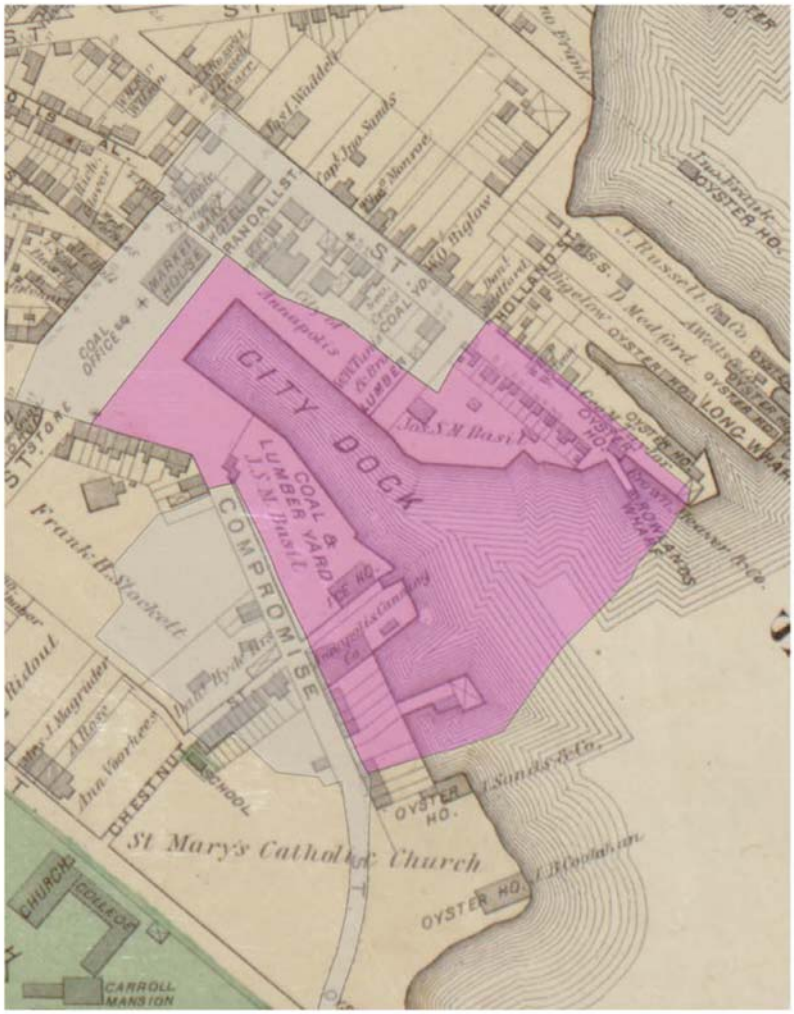
Post-1860 maps, primarily the Sanborn Fire Insurance maps, depict street and building information over time that when combined provide a detailed chronological depiction of City Dock's development. These maps are a valuable tool to track a landscape of consistent building heights and scale, materials, massing and street patterns over time as attitudes and uses related to maritime development evolved during this significant century of continuous use, continuity and change in the City Dock landscape.

A. Study Area 1: Cove/Basin

Each of the following sections will go through each of the four study areas and discuss historic condition, existing condition, integrity, and treatment approaches. There are additional treatment approaches that apply to the entire area in the last section of the report.

Hopkins Map of 1878 "Atlas of fifteen miles around Baltimore including Anne Arundel County, Maryland"

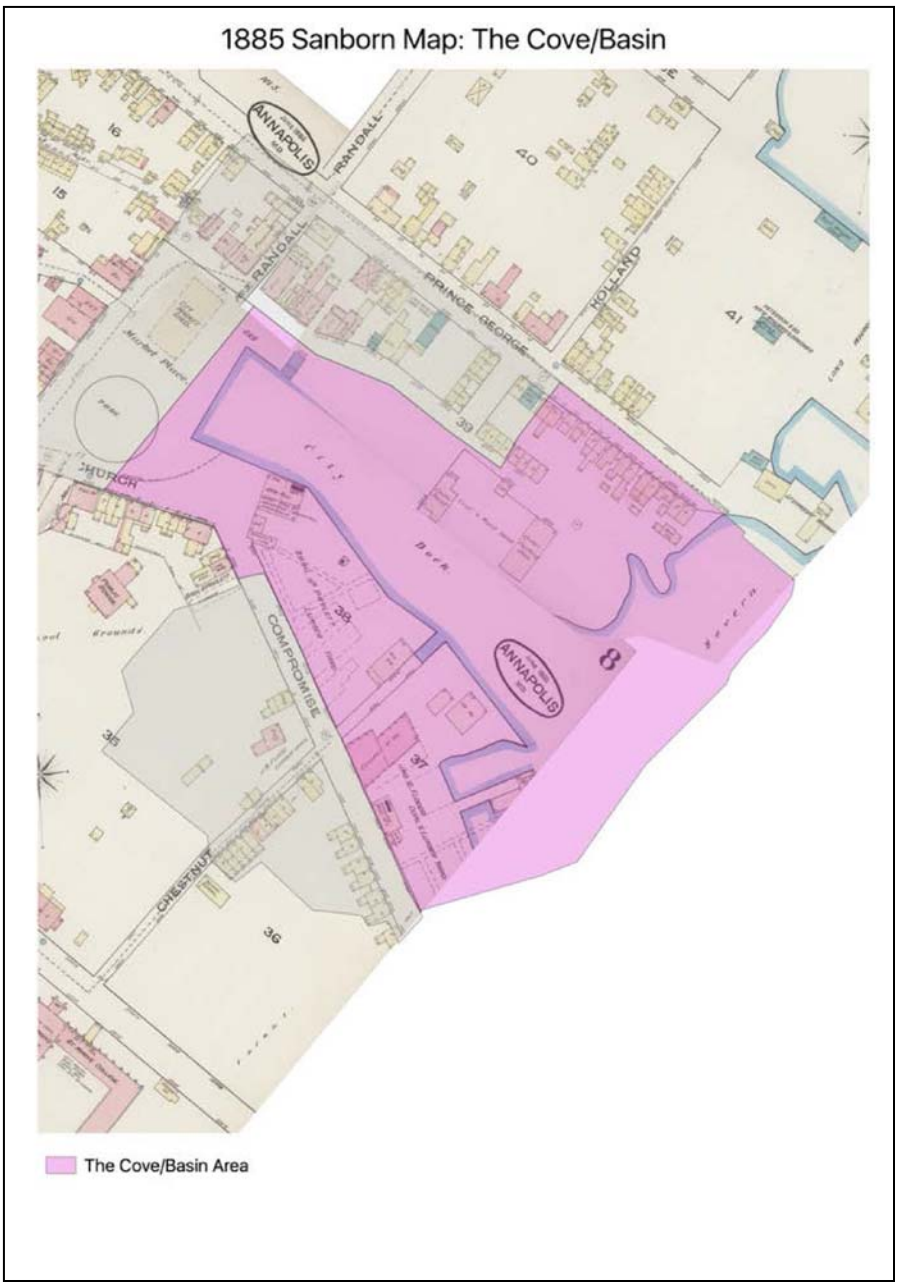
1878 Hopkins Map: The Cove/Basin



The Dock Street building line extends between Randall Street and today's Craig Street, which is not named on the Hopkins map. The map clearly delineates Dock Street's building line that is already following the same pattern that exists today. The map noted that the City of Annapolis owned the land between this building line and the dock except for the portion immediately to its east identified as the location of "W.W. Tunis & Bro, Lumber." East of Craig Street, primarily residential buildings line Prince George Street until it culminates with two oyster houses and Rowland's Wharf. The map identifies the area south of Prince George Street with the name Joseph S. M. Basil (1834-1899), a resident by 1880 of 198 Prince George Street west of this study area and, according to the 1870 Federal Census, a grocer residing at Market Space. Associated with the business are a brick building on Craig Street and two wooden sheds.

Development in this dockside area is primarily industrial, taking advantage of water access and occupations related to or supportive of maritime activities, such as lumber and ship supplies and oyster houses. The major use in this area—the J. S. M. Basil Coal & Lumber Yard—has located on this side of the dock opposite the Basil property on its other side. Small wooden structures have been built on the south side of the dock—including one adjacent to Compromise Street at the southwest corner of this subarea and a wooden icehouse close to the dock on an unnamed street which is actually an extension of Chestnut Street across Compromise Street into the City Dock area to provide access to an inlet of the water at the dock. Adjacent are the brick Annapolis Canning Co. and the wooden structure to its rear. Eight buildings that appear to be residences occupy ten linear lots between Compromise Street and the dock. One of the middle two lots is vacant; the other has a wharf extension with a wooden building and shed where it terminates at the dock. Three oyster houses have developed in this area: one on the dock at water's edge adjacent to the last lot; another at the curve in the dock midway between the residential lots and the bridge to Horn Point; and a third at the water's edge and adjacent to the bridge.

Sanborn Fire Insurance Map, 1885



Dock Street's building line/street edge remains clearly defined. This edge is continuing the line of the row of eight, two- story tenements east of Craig Street. Thirteen buildings shown on the south side of Prince George Street appear to be more or less the same as those depicted in the 1878 Hopkins map, but the Sanborn reveals that they are all two-story, wood-frame dwellings except for one first floor corner grocer. Several of the dwellings have one-story rear sections.

There is a 1-story boathouse in the backyard of the easternmost house closest to the water. At the end of Prince George Street in the middle of the street, the water line that terminates at that point is labeled "overflow". This map also identifies just outside our study area the steamboat wharf with its one-story wooden "waiting room." The map also denotes "high tide" which is noted at 0 in this location.

In the 1885 Sanborn, the area to the north near the head of the dock remains as open space and was undoubtedly used by pedestrians and horse-drawn vehicles. Carts, buggies, and wagons most likely also were parked in portions on this area. There are two one-story cinder block or concrete buildings at the upper end of the dock: the one adjacent to the water has no use identified, and the other is a blacksmith shop. Near the Basil operation in the southern part of this sub-area, the two one-story, wooden oyster-packing buildings have fairly large footprints. They are built in an area noted by Sanborn as being 4-5 feet above high tide. A coal and wood yard lies between the oyster houses, and there is a one-story, wooden office opposite the Dock Street tenements. The 1880 census records a number of residents on Carroll Alley. The alley's residents are listed by race with a "B" for black, with a very few identified as "M" for mulatto, and their occupations are

primarily listed as servants, laborer, or sea laborer. The houses on Carroll Alley are quite small but household sizes range from 3-8 individuals per family, with some including boarders as well as relatives. According to the census, there is one white family living in the area: a carpenter named John Bright whose sons are all engaged in the building trades with occupations of tinner, painter, and carpenter.

Going from west to east at the top of Compromise Street there is a "sawmill" that is large enough to be identified along with St. Mary's Church and the State Capitol on the 1885 Sanborn orientation map. On the individual sheet, this area is described as a sawmill and gristmill operated as part of the Basil and Parlett Lumber Yard, a large area extending from Market Space and Compromise Street to Chestnut Street along City Dock. Its largest structure is built of wood and is three stories high to accommodate grain bins, a gristmill, and a hominy mill. The business also included onsite an additional one-story office and a one-story cement and lime building located on the western end of this property. There are interior roads in the middle of Basil & Parlett property; a number of areas are delineated, most likely for outdoor storage of stacked lumber. The icehouse adjacent to the Chestnut Street extension is near the boat access to the dock.

Another lumber business, the John B. Flood Coal and Lumberyard, has now located on the opposite side of Chestnut Street. According to the 1880, Census, John and Rebecca Flood live in the vicinity on Compromise Street in a household that also includes a 7-year-old black servant named Alice Larkins. The 1880 Federal Census also lists a number of white families probably occupying the new tenements on the other side of Compromise Street; the men of these families represent varied occupations: fisherman, bookkeeper, hotel clerk, and machinist.

By 1885, the former Canning Company building is being used as a lumber warehouse. The row of 2-story houses fronting this side of Compromise Street have been removed, and new tenements constructed on the opposite side. In addition to the warehouse, there is a "Kindling Wood Mfy," one-story wooden office and scale house structures, interior roadways within the lumber operation; a portable boiler and engine next to the dock; and a large icehouse north of the lumber warehouse. A wharf extends out apparently from the Flood lumberyard into city dock.

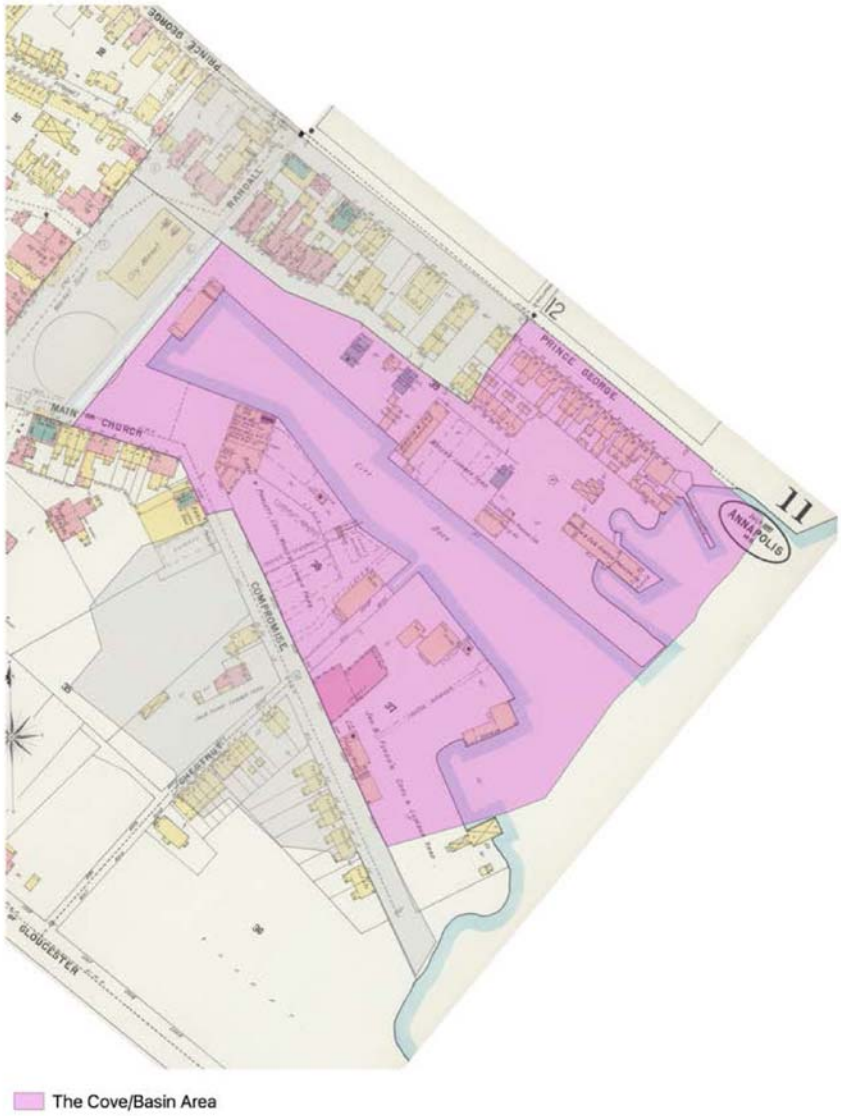
Sanborn Fire Insurance Map, 1891

The area east of the market does not appear to have changed significantly since the 1885 Sanborn mapping.

The south side of this area does not appear to have changed significantly since 1885. The gristmill/sawmill/hominy mill operation continues in the same location; only the one-story office and cement and lime structures seem to have expanded footprints.

This area north of the dock that has been identified previously as city-owned is still open and un-built upon. There appear to be only minor changes since 1885; the one-story blacksmith opposite the characteristic Dock Street dogleg is gone—perhaps replaced with a two-story "smithshop" farther to the east. The dwellings in this area seem similar to those recorded in 1885. The westernmost oyster packing structure is in the same configuration and use, but the office is no longer shown. The property line may have been altered a bit–to straighten it out, perhaps—and the long, deep oyster-packing shed that extended north from the dock has been replaced with another long structure along the dock that is not as deep. New construction accommodates both oyster shucking and a concrete structure for a boat builder. There is now another one-story, wooden, oyster packinghouse extending east out into the water to a wharf. The configuration of the boathouse south of the Prince George houses has changed with a large shed addition to the north.

Sanborn Fire Insurance Map, 1897



The long structure between the older market and the dock may have been rebuilt by the time of this Sanborn Map. It most certainly has been modified because it now appears to be enclosed to its dock side as well as enclosed on both its north and south sides, as it was in the past. However, it is now open to the older market. It appears to be partially built on land but much of its structure extends into the basin. It is a long and narrow structure with two interior subdivisions—the one to the north has been labeled "Restaurant," but the one to the south is not identified. In the 1897 Sanborn, both this market and the end of the dock itself are shown as parallel to Market Space, but they were not shown in this configuration in 1891, leading us to believe that there may have been additional fill in this area for this alignment to have occurred.

North of the dock has changed somewhat since 1885. Although the blacksmith is in same location at Dock and Craig Streets, a new named use has appeared with the description of an oyster handle factory on its second floor. Just to its east a new wooden building called the "city tool house" and a concrete carpenter shop have been built in this previously open area.

To the east is an unidentified, one-story, wooden building that might be an office or shed. The open space that was in use as a coal and wood yard in 1885 is now named as "Meyer's Lumber Yard," with clearly defined areas for materials or stacks of lumber shown as 6 and 7 feet high. The area also includes a one-and-a-half-story concrete carpenter shop. The oyster shucking building that was east of the lumberyard in 1885 is now identified as the "Colored Union Packing Co's Oyster Packing House." This may be the organization that was headed by its president fish dealer Henry Hebron who was featured in an 1897 article in "What the Colored People of Annapolis are Doing" in *The Bee*, an African American newspaper published in Washington, D.C. (Mullins 1999). The 1880s and 1890s were a period of development of short-lived African American businesses in Annapolis as they were in much of the nation until Jim Crow laws and practices diminishing their success.

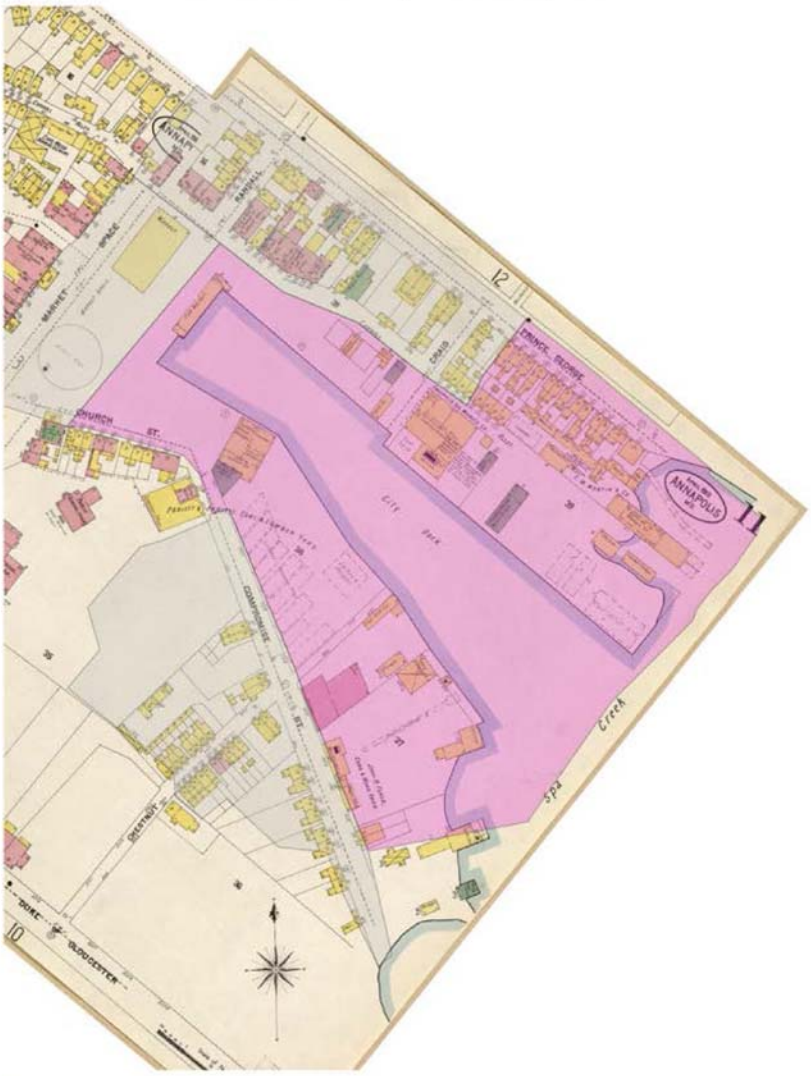
The environs of the Burtis House are continuing to develop; its boat house and shed remain, and new sheds, a boat landing have been added to the complex. A "Landing Shed" now extends out into the water.

The "Oyster Packing" business that was located on the water's edge with a wharf extending into the water is now identified as "Martin & Co's Oyster Packing House" with a structure labeled "platfm" that extends into the water; its configuration remains much as it was in 1891. In addition to this location, Martin has another oyster facility near the market.

On the south side of the dock, the Basil & Parlett Lumber business still dominates the upper end of the City Dock and Compromise Street. There have been some changes with the former cement and lime building divided into different sections to serve as both a hardware store and a warehouse. The company has added trestle tramways on its site to facilitate movement of its products to and from the dock. The company also has defined specific storage yards within its complex, including one identified for "lathes and shingles" and has added scales as well. A platform has been added adjacent to the icehouse and extended into the water on its west side.

East of Chestnut Street, however, the former lumber warehouse of John Flood's Coal and Lumber business is described as "Vacant" and the shed next to the icehouse is "vacant." The tramway and the Compromise Street office are still there. The area that previously was between the icehouse on the Flood lumberyard and the building to its east but separated by an inlet has been completely filled and now shows as land with a new "trestle tramway" traversing the space that read as an inlet to the dock in previous maps. The "Kindling" office and scale building has enlarged to the east with a new one-story addition. There are also two additional sheds—one of which is fairly large and extending into the water from the Flood lumberyard and another a small "crib" to its east. The 1897 Sanborn map shows Compromise Street as terminating into an open lot adjacent to the water.

Sanborn Fire Insurance Map, 1903



The long structure between the 1857-1858 market structure and the dock appears to be the same one depicted in this location on the 1897 Sanborn map and for the first time, Sanborn identifies it as "Fish Market." It is still shown as open toward the older market to its west. The map also continues to show two interior subdivisions—one to the north for a restaurant and another at its southern end with no identified use.

On the north side of the dock, the land near the market previously designated in city ownership remains open. The map shows the former carpenter shop is now used for feed and grain storage, and may have exterior storage yards defined on its east and west sides. The other pre-1897 structures to the east remain but the tong factory use on this site may have been discontinued. All of the structures in this area north of the dock are now two stories in height except for the one-story oyster house. Proceeding beyond the Dock Street dogleg, the name Carroll Alley is now being applied to the travel way, and a discernible row of buildings has developed both north and south.

Carroll Alley extends east of the Craig Street intersection into the area formerly occupied by Martin's & Company Oyster Packing. The former Meyer's Lumber Yard is now being occupied by the Annapolis Ice Manufacturing Company. The company is operating in mostly one-story, wooden structures used for office, storage rooms, and freezing tanks. Other changes include the use of the old carpenter shop now for boat making. The former "Colored Union Packing Co." apparently has

been replaced by a concrete building for hardware, paints, and oils. There is also now a coal yard adjacent to the dock at the southwest corner of Craig Street. The tenements on the north side of Carroll Alley appear to be the same although they are now called dwellings. The "C.W. Martin & Co" appears to control most the land uses east of these residences which include an outside area for stacking the planing mill's lumber, an underground gasoline tank behind the planing mill, and an interior gasoline engine. In addition, there also are new wooden structures identified for lumber storage. There are four rectilinear outside "Lumber" areas identified adjacent to the dock just south of the oyster house that remains at the eastern end at the water. The oyster house is using its second floor for storage, and has added a larger, more formal, and possibly covered platform. The oyster operation also includes a shed and storage structures.

Prince George Street's linear streetscape of dwellings has not changed noticeably except the ground floor of the dwelling at the Craig Street/Prince George Street is used as a grocery. Water-related business uses apparently continue at the Prince George Street's east end.

This Sanborn map shows increased development south of the Prince George Street residences. This new construction includes a wagon house, a boat shed, and a storage building built between the Prince George Street backyards (and their rear sheds and additions) and the C.W. Martin Company site. This area now appears to be in intensive construction and even increased maritime uses when considered in conjunction with the Burtis operation.

There probably were some shoreline and boat landing changes but because the shoreline on this map is not drawn in exactly the same way as in the previous map, it is not clear what these changes might have been. We speculate that some of this area has been filled, but the exact dimensions are not clear through Sanborn map comparisons.

South of the dock, there has been a name change from "Basil & Parlett" to "Parlett & Parlett Coal & Lumber Yard," and the upper Compromise Street complex has undergone some exterior changes. The company is still using the large, older building, but the former cement house portion adjacent to Compromise Street appears to have been rebuilt in concrete, and is being used as a hardware and paints store room. Apparently all the grain millings have been discontinued, and there is only lumber, lime and hardware and storage in the rest of the old wooden building. Major changes to the landscape include removal of the trestle tramway. The map note says that there are 800,000 board feet of lumber stacked in the nine organized rectangular rows delineated in an unbuilt area adjacent to and just north of Compromise Street and west of Chestnut Street. An area just north of the lumber stacks has been delineated for lathes and shingles. The wood icehouse on the northwest side of Chestnut has been removed.

Chestnut Street now extends to the dock and terminates at the place where an inlet has been filled. A long, linear crab packing structure is located at the dock east of Chestnut Street with an open shed that has been attached to the east probably for loading and unloading crabs. The large, brick building

remains at the northeast corner of Compromise and Chestnut, but is recorded as vacant in 1903, and a one-story building to its north—vacant in 1897—is being used for storage. The trestle tramway has been removed from the John B. Flood Coal and Wood Yard. The former kindling structure remains as a one-story, wooden structure used for woodcutting; the office is still part of it, and the eastern portion is identified as a wagon shed. A three-story, feed storage shed has been built in the approximate location of the one-story, icehouse that existed in 1897, but the one-story storage building to its north at the dock remains.

Other shoreline modifications may have occurred but are not clear because of the different rendering techniques used in 1897 and 1903. A one-story, wooden shed existing in 1897 and extending into the dock is now identified as a two-story oyster house, but it now has a covered platform and extends further into the dock. An additional shed has been built to its south. The crib east of this oyster house appears to have been removed, and a one-story, wooden structure built in that vicinity. In keeping with the maritime uses of the area, a two-story concrete carpenter shop with a sail loft has been built into the dock area. Compromise Street still appears to terminate at the water.

Sanborn Fire Insurance Map, 1908

In 1908, the market at the dock's edge is again identified as "Fish Market," and it still has its "Restaurant" use noted at the north end of the building. The fish market still appears to be open toward the older market on its west side and enclosed on its other three sides. There is an office now delineated at the southern end of the structure as well as a small, detached, one-story, wooden "office" identified south of the market and adjacent to the edge of the dock.

Dock Street is not definitively and clearly defined; it appears as a large curving space between building rows to the north and the dock to the south. In the area between Market Space and Craig Street, the configuration of the south side of Carroll Alley remains the same except for the two-story office infill construction in the former gap adjacent to the last building at the Craig Street intersection. The feed and grain storage use remains in its same location as does the blacksmith, but the oyster house at the dock's edge just west of the Craig Street intersection has been removed. Two, small, one-story wooden structures— an oil station and a "Yacht supplies" structure—have been added just south of the feed and grain storage and adjacent to the dock.

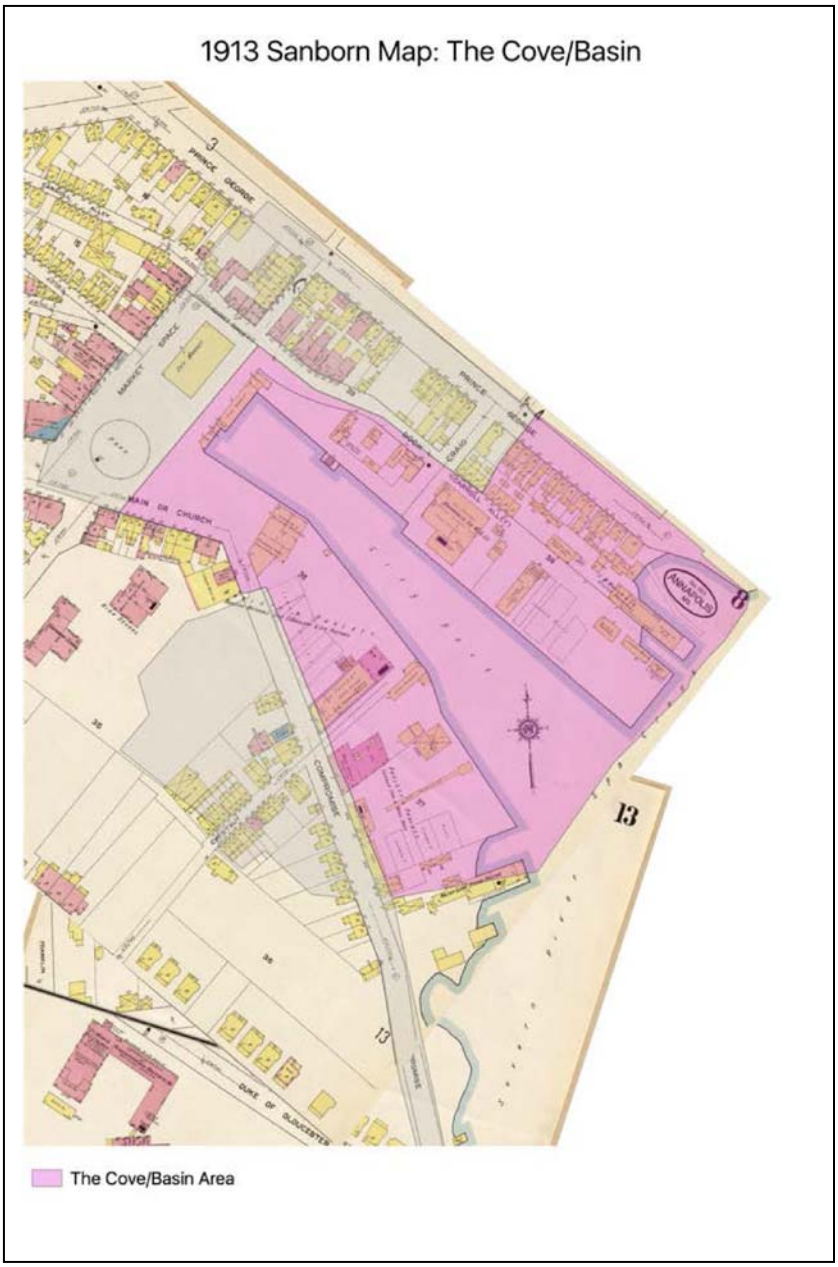
The only observable change on Prince George Street is the discontinuance of the first floor grocery at the southeast corner of the Craig and Prince George Street intersection making it a residential street. The rest of the street environs, including the back yards, lumber company, and other uses to the south, do not appear to have changed.

North of the dock, the "Lumber, hardware, paints and oils" building at the dock has expanded to the north with a two-room, two-story, wooden frame addition with a one-story, wooden office wing at its east end. The map notes a long row of seven lumber storage and/or sales rectangles with a maximum height of 16 feet noted. A freight house with an L-shaped platform has been added to the east at the water's edge.

On the south of the dock, the Parlett & Parlett Lumber Yard uses and locations appear similar to 1903. Wagon and blacksmith shops now occupy the one-story, brick building, the one-story crab packing structure remains at the Chestnut Street corner intersection with the dock, and the John B. Flood Coal & Wood Yard has had only minor changes. A one-story structure has been added adjacent to the wagon shed on its east side. Rear sheds have been added to the two-story dwellings east of the coal and wood yard. The oyster house on the dock and east of the Flood business is now identified as "Walter Clark Oyster packing," and two, one-story shed additions and a two-story, shed addition have been added to extend this structure well into the dock in a long, linear fashion.

It appears that infill now has occurred to extend Compromise Street further. The Sanborn map indicates that the water line that previously ended in the middle of the street near the restaurant location, has extended to the end of the area shown on the map. The restaurant remains in 1903.

Sanborn Fire Insurance Map, 1913



The north end of the one-story Fish Market remains the same; but now a "lunch room" occupies the south end; there is a one-story addition identified as "pressing" and attached to the "lunch room". The market structure culminates at this end in a much larger office with a diagonal entrance at the southwest end of this now slightly longer building.

Dock Street is now more clearly defined; it is no longer just an open curving space that vehicles and pedestrians could traverse but without significant spatial definition. The dogleg west of Craig Street remains. The feed storage structure remains.

Although there could still be storage yards outside and adjacent to it, none are delineated or identified. The small oil station present at the dock edge in 1908 appears to have been replaced with an "on ground" gasoline tank adjacent to a machine shop added west of the feed storage building. A gasoline scow that appears to be movable is actually depicted as located within the dock. The "Yacht supplies" structure appears to have been removed. There appears to be a new wood shed north of and adjacent to the dock just southeast of the feed storage structure. The one-story wooden structure is depicted as "storage." The blacksmith structure remains in the same location.

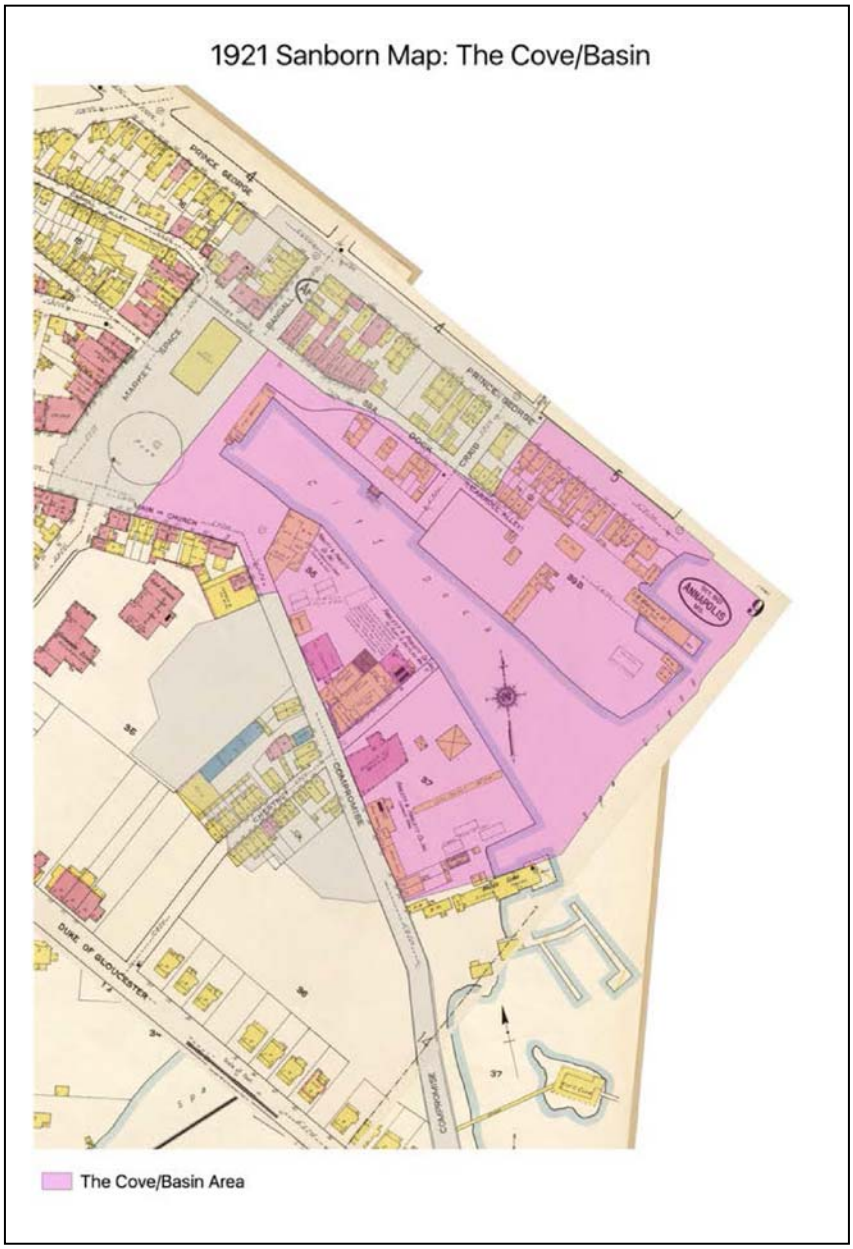
The Annapolis Ice Manufacturing Company, south of Carroll Alley east of Craig Street, remains, but the coal yard is no longer identified at its southern dock edge. The overall form of the main structure also remains–primarily a one-story structure with a small two-story section. The platform facing Craig Street has been enclosed. A previously unidentified, one-story structure facing Carroll Alley is now used for "cement" storage and the two-story "boat making" is now a "boat builder" but appears unchanged in size and location. Moving east into the lumber area, there appear to be fewer stacks of lumber adjacent to the dock. To the east, there appears to have been a substantial area of fill. While the three easternmost lumberyard structures were built out over the water, they now are all totally shown as occupying land that must have been created with fill. The woodpiles no longer appear to be shown extending as far to the east; instead, it appears as vacant land.

North of Carroll Alley at the eastern end, there is little change other than the absence of stacked lumber adjacent to the "Planing Mill." The boat shed that was located previously between the Prince George back yards and the structures facing Carroll Alley appears to have been removed, and a one-story wooden shed just north of the old lumber stack has been elevated to 2 stories.

North of Compromise Street, the Parlett & Parlett operation is now identified as "Building Materials, Ship Chandlery & Ice Factory." The lumber stacks are configured differently and in different places. The ice factory—a combination of one-story wooden concrete structures—has been built in the former lathe and shingle location. There is new development at the northeast corner of the Compromise and Chestnut Streets intersection: including a new one-story, long, linear, concrete ice factory with ice storage adjacent to Compromise Street, a tank room north of that section, and a one-story brick portion to the north that does not extend to the dock. Woodwork and painting uses have moved into the former one-story, brick wagon and blacksmith shop near the end of Compromise Street; the blacksmith shop has moved to the rear.

Several uses are unchanged on the south side of the dock. The crab packing structure remains at the Chestnut Street intersection with the dock, and the feed storage structure continues in use. The trestle and tramway occupy the same locations. Parlett & Parlett appears to have taken over the John Flood property, which is further identified now as "Lumber Coal & Wood Yard" dropping the "coal" that had been part of Flood's operation. A storage building at the dock edge has been removed. Three outdoor wood storage areas are designated east of the trestle. The two dwellings east of the lumberyard remain but their sheds have been removed. Instead, there are larger sheds that appear to orient to and be part of the Walter Clark Oyster business. A substantial amount of fill is apparent at the northeast end of the former John B. Flood property. For the first time, a Sanborn map indicates the bend in Compromise Street as it extends eastward. The old carpenter shop with its sail loft remain; and there may be a new and larger carpenter shop in the location of the 1908 storage building shown at the easternmost end on the previous map. The map shows that the road is changing configuration and extending to the iron bridge to Eastport. The eastern terminus now is the Severn Boat Club, partially constructed with both one-story, two-story sections, and a boathouse just north of the bridge. Three one-story boat houses also extend into the water northwest of the club and north of Compromise Street.

Sanborn Fire Insurance Map, 1921



The fish market's one-story extension of the office wing has been removed. The space formerly designated as "Lunch" is called a "cook shop," and there is a "boot black" to its south, perhaps in the old pressing space, but the rest of the southern extension has been removed.

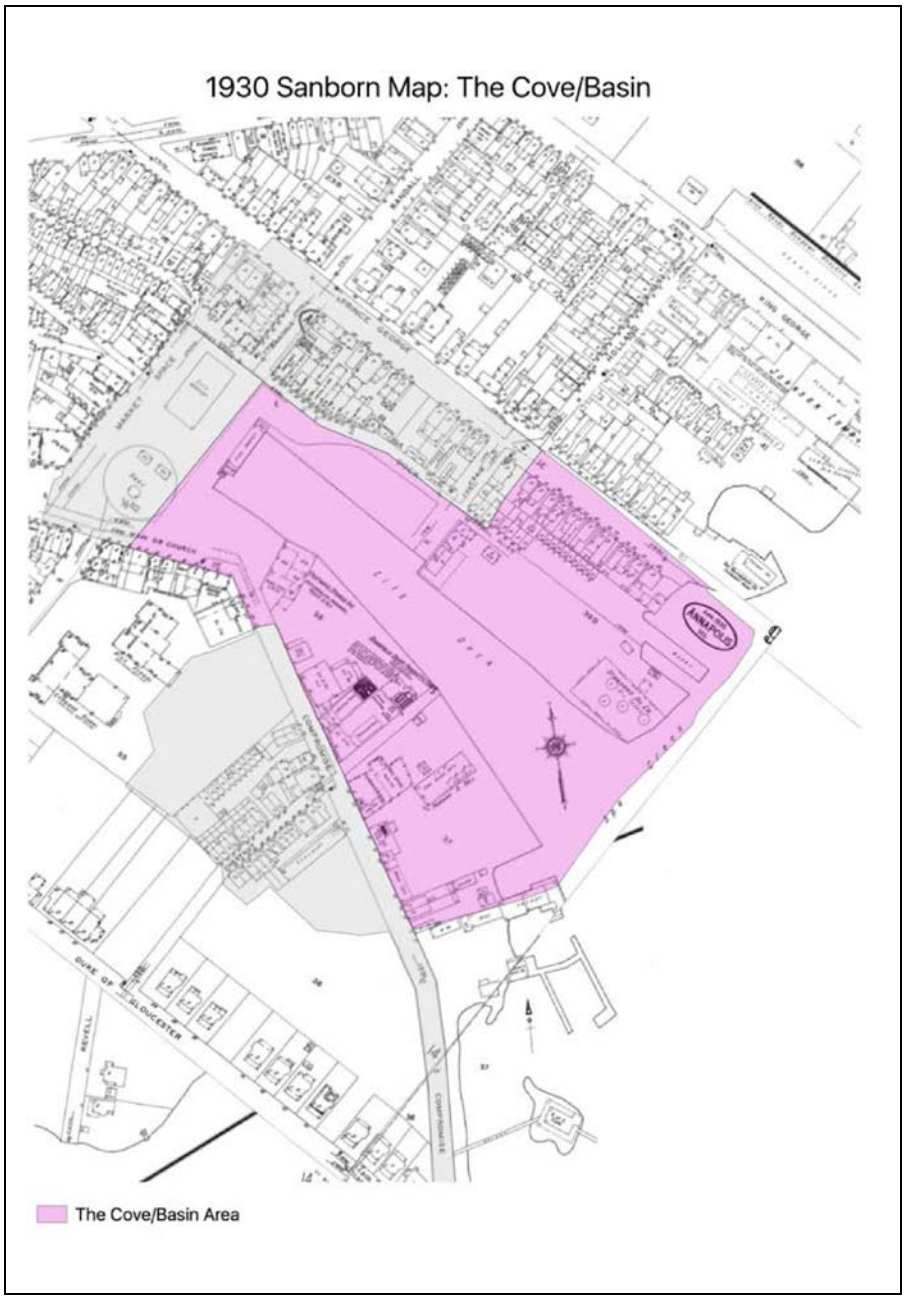
Dock Street is wider and more clearly defined near the market. There are gas tanks buried in front of the brick building in the first block on the west part of Dock Street. There is a corrugated iron oil and gasoline barge shown in the dock near the former location of a gas scow. The former machine shop at the west end appears to have had extensions to the west but is now being used for "junk;" the old feed storage building remains in a warehouse use. A replacement shed has been built in the former woodshed location to its southeast. Of the grouping of buildings just to the east and aligned along Dock Street, only the easternmost—the blacksmith shop—retains its same 1913 use. Warehouse uses have replaced the former oyster and storage uses shown in 1913. Most of the old ice and lumber operations are gone by 1921. Crossing Craig Street to Carroll Alley, dwellings remain on the alley's north side but the former Annapolis Ice Manufacturing Company east of Craig Street on the south side of Carroll Alley is gone; only two buildings remain–the cement warehouse and carpenter's structure at the east end of that property. The former lumberyard east of the ice company has expanded to the dock edge to accommodate a new crab packing use adjacent to the dock; its two-story section to the north on Carroll Alley is used to warehouse oils, paints, and hardware. The lumber stacks and other accessory lumber uses and structures are now gone. Two new warehouses occupy the east end at the shoreline. The shoreline limit may be different, but it is not possible to determine because of how it was drawn. C. W. Martin's oyster packing has added crab packing and now occupies a one-story instead of a two-story structure. It is still primarily built out over

the water and has added a wharf. Several structures have been removed in this area. The old wharf at the Burtis property is no longer depicted on the 1921 Sanborn. The planing mill west of Martin's oyster operation is also gone as is a two-story storage structure.

South of the dock, the main Parlett & Parlett building north of Compromise Street is now described as a hardware store and office. The outside lumber storage is much reduced but a one-story frame garage, freezing tanks, and a tall, one-story tile ice storage building have been added. In effect, the property now divides into two distinct sections with the upper end being the hardware and lumber operation and the lower end devoted to bottling works and ice production and storage. The old ice factory has been enlarged with the addition of freezing tanks and a brick ice storage wing to the west. The crab packing structure and use have been discontinued east of Chestnut Street. The fifteen-feet tall coal trestle has been elevated to twenty-five feet in height. The other buildings and structures and uses continue as in the previous map, but lumber storage areas appear to take up less outdoor space. The two dwellings each have small structures at the rear of the lots they occupy—possibly garages or sheds. Behind the garages there is a concrete machine shop that replaced the two wooden sheds depicted in 1913.

The Walter Clark Oyster operation has had a minimal change with its attached shed replaced with a detached shed to its west. Clark's main building seems to have been built over the platform to the east and to have added a wharf extending into the dock. Clark's 2-story wooden boathouse has one main wharf extending to the east, a secondary wharf extending south, and another forming a "T" with the primary wharf and extending north-south. There is an associated one-story, wooden gas engine repair shop adjacent and to the southwest. From this point south, a slender strip of land separates Compromise Street from Spa Creek to the east. A wooden footbridge has been extended east from Compromise Street out into the creek to an oyster shell island where the Knights of Columbus built a one-story wooden entertainment and recreation structure in 1919 for servicemen's dances, parties, and other events. The structure had a large porch on all sides except one corner. The Sanborn map indicates that there was a wharf extending into the water. Only one of the boathouses appears on the map other than the Severn Boat Club that continues to occupy a site near the place where Compromise Street and Duke of Gloucester Street meet.

Sanborn Fire Insurance Map, 1930



The Fish Market appears unchanged with the same location, operations, and spaces as recorded in 1921.

Dock Street from Market Space to Craig Street has been completely cleared of all its former non-residential uses and structures; only the rows of dwellings remain. The entire central section of this block is shown as open with no structures and no noted uses. East of and set back only a few feet from Craig Street, there is a one-story frame oyster house with a concrete block central section that occupies a space where there was no structure in 1921. The structure's north end—built to Carroll Alley with no setback—is described as a store. To its east, a concrete block garage is set back just a few feet from Carroll Alley. The east end is defined by four aboveground Standard Oil tanks located at the far eastern edge by the water and enclosed by a four-feet tall concrete wall enclosing the tanks on their three non-water sides. The C. W. Martin oyster and crab packing building is gone, but its wharf remains.

The Prince George Street dwellings and streetscape remain the same, but in the space occupied formerly by a large one story east of the dwellings on Carroll Alley, a one-story row of ten attached garages has been constructed. The boathouse behind the last lot on Prince George Street is now described as storage.

On the south side of the dock, the long established Parlett & Parlett is now the Eastway's Store, Inc. which still offers the same ship chandlery, hardware, paints, and oils supplies, but has discontinued outdoor

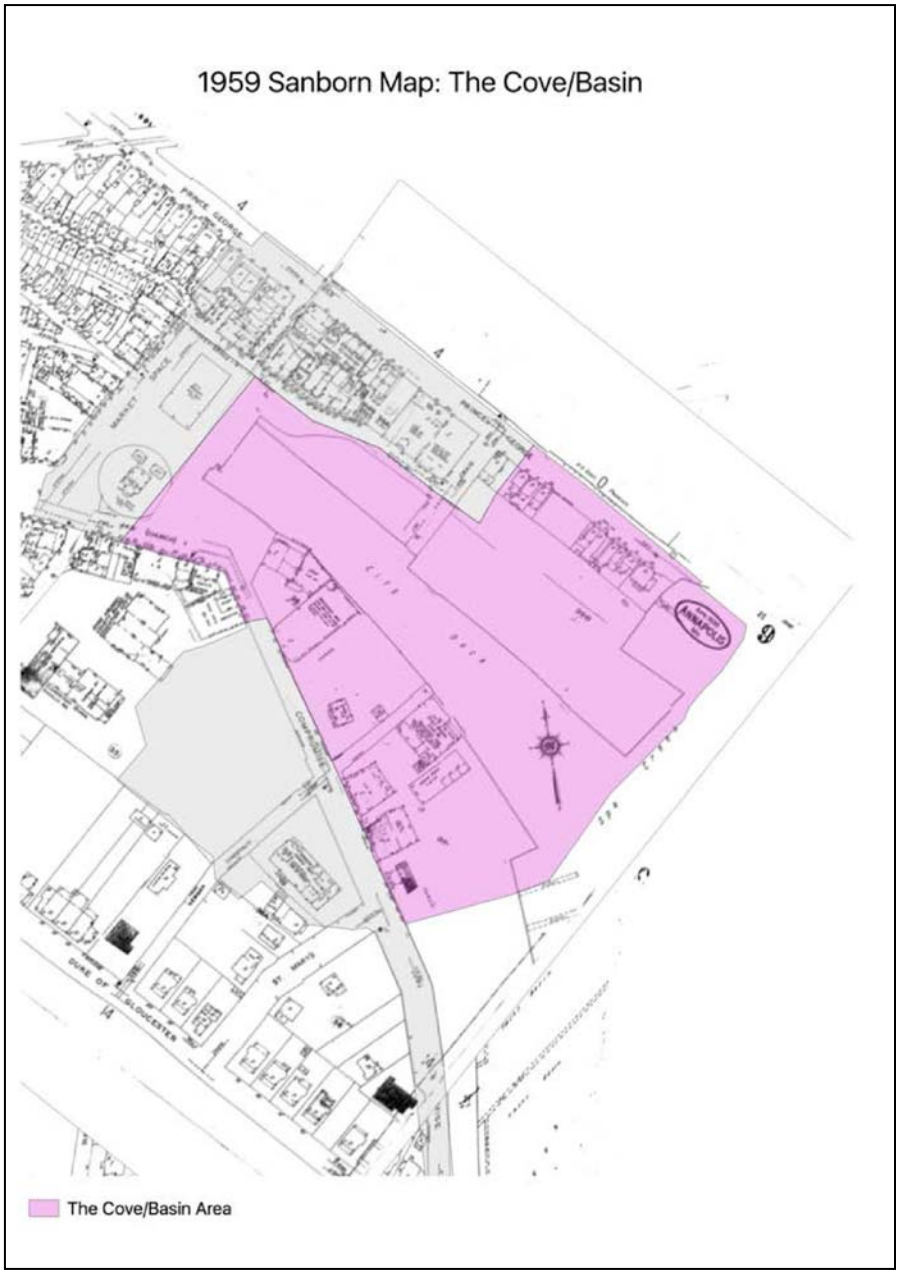
lumber storage. The former wooden garage is now a salt storage building. The Annapolis Dairy Products Corporation occupies the former ice plant and bottling works. The buildings remain the same; it is likely that the bottling section produces frozen dairy products since all the ice making and storage remains on site.

The one-story, brick building east of Chestnut Street that had been a blacksmith for a long time is now used for cleaning, pressing, and drying in the section adjacent to Compromise and wood sawing in the rear section. There is a new concrete block structure north of the brick building that is used for manufacturing concrete block; its ovens for making the blocks are noted. The old coal trestle in this area has been removed.

Adjacent to Compromise Street, the old wood sawing structure has been converted to an auto repair shop; the other structures in the row are still used as an office and a wagon shed. Two dwellings still face Compromise Street as they have for years; the old machine shop to their rear is described as "old & vacant." The former Walter Clark oyster packing structures are also mostly vacant but some portions apparently are used for warehousing and storage. Clark's two-story boathouse remains along with its wharf extensions as do the Knights of Columbus island recreation center for servicemen, the Severn Boat Club, and the one boathouse between the Knights of Columbus bridge and the boat club.

Sanborn Fire Insurance Map, 1959, 1930 revised

The fish market and its extensions have been removed from the end of the docks, leaving unobstructed the views to and from the older general-purpose market.



Nothing has been built in the large open space between Market Space and Craig Street, and the entire area between Craig Street and the water's edge to the east is cleared. All previous buildings and structures have been removed. The eight dwellings that fronted on Carroll Alley and the ten auto garages east of them were demolished in 1947. Of the fourteen two-story dwellings that were on Prince George Street in 1930, ten have survived, leaving a gap in the middle of the block with six at the eastern end and four at the west end.

South of the dock at the old Parlett & Parlett site, it appears that the oldest three-story brick section, a one-story wooden section, and a two-story wooden section remain. The hardware and store operation closest to Compromise Street have been demolished. A large, one-story cinderblock addition has been added to the east along the City Dock edge; it is identified as "Norcomb 1950." It is noted as brick faced along the city dock. The former Annapolis Ice and Dairy complex has been demolished leaving an open area to the east of the new building that is used for parking and a concrete block filling station and storage building. East of Chestnut Street, the brick portion of the dry cleaning establishment remains and is identified as a store, but the wood section to the rear has been removed. There is another detached, new concrete block building east of the brick store building, and a concrete block filling station next to it as well as a large area of parking. The dock edge of the parking area has at least two wharves extended into it, and the dock line is much more regularized.

The concrete block building formerly used by Norman Bell is identified as a machine shop. The one-story Fleet Reserve Club has been in-filled adjacent to Chestnut Street to face the dock. Along Compromise Street, all the older structures and dwellings between it and the dock have been demolished.

Historic Condition

- The cove/basin through its documentable history has been a water-filled area that was lower than the surrounding land and that provided a sheltered area of water deep enough for boats to dock.

- The configuration and shape of this estuarine cove has changed considerably during and following the period of significance as it has evolved from its original natural form to an engineered municipal dock through a series of modifications over the years.

- Both purposeful and incidental fill occurred over the years, providing opportunities for a variety of buildings and structures and open land uses to develop on land that previously had been underwater. These structures were usually one-to-one-and-a-half-stories in height, and so did not completely block views to and from City Dock.

- The cove/basin, through its openness and low-rise nature of the buildings and structures that developed within it, allowed for water views not only from the city's higher elevations but also to water views of the basin, harbor, Severn River, and Chesapeake Bay from many places within and near City Dock.

- At various times, a number of stationary elements such as wharves, jetties, and barges protruded into the basin.

- Enduring views became established from and to the basin with the adjacent greater City Dock area, the city, the river, the harbor and the bay.

- Historically, there were views from the Compromise Street intersections with Newman and St. Mary's Streets to the active dock basin and its adjacent areas.

- There were significant related qualities of the presence of water and sky, the adjacent waterfront land uses of human dwelling, industry, and commerce – the sights, sound, and smells and odors of domestic life, seafood and other industries, and working boats in combination with the more ethereal qualities of sea breezes and winds and the variable visibility related to weather.

- A number of transitory elements were present and visible on the water – both large and small, and that included sail, steam, diesel, work, pleasure, and tourist boats, as well as floating trash and detritus.

- The water chemistry and quality was different during the period of significance (probably both higher and lower in quality during different time periods and times of year) and related to both upstream and adjacent land uses and various land and water-based sources of pollution, including the use of the basin for intentional dumping of human refuse and detritus.

- Movement of vessels, aquatic species, and items floating on and under the water surface characterized the dock and harbor areas during the period of significance.

- A variety of practical materials (compacted earth, rubble, oyster shell, gravel, stone, brick, concrete, and asphalt) were used for pavement and walls during the period of significance with an eventual predominant use of concrete walks and curbs and asphalt roadways at the end of the period.

- The transformation from a working waterfront to a recreational waterfront resulted in the eventual loss of almost all the industrial buildings and structures by the end of the World War II and the development of increased parking areas for automobiles. Essentially, these areas have provided "storage" of both automotive vehicles and sailing vessels, keeping both land and water areas open so that intentionally permanent construction has not obstructed or closed views to, from, and across the water.

- For much of its history, both the cove/basin, including its filled and buildable portions of created land area, remained primarily a largely open void that allowed visual access above open land, water, and low-scale construction that was often temporary, serving specific uses for only a few years before being replaced or removed.

- Utilitarian areas of open land–mostly created from fill–that were not built upon but served as work yards or storage areas—were presumably areas of compacted soil, rubble, and broken bricks and oyster shells, and primarily devoid of vegetation.

- Other open areas developed informally to accommodate an increasing need for parking as gasoline and diesel work vehicles replaced horse-drawn and human powered carts and wagons. Some parking areas for trucks and automobiles developed informally adjacent to commercial/industrial buildings and structures.

- Relatively low-scale, two-story wood, small frame residences with small footprints and often with associated onsite commercial/mercantile uses developed on small city lots along lower Prince George and Dock Streets.

- Wharves developed and extended into the basin on the south side of Dock Street and into the harbor in the eastern portion of this area; over time some of the wharf locations were filled to create additional land area for storage and sites for construction of commercial and/or industrial buildings and structures.

- As commercial and industrial uses changed with the evolving economy and technologies as well as the recurrent flooding and severe storms that created damage from time to time, some buildings and structures were adapted, enlarged, replaced, or demolished to respond to changing conditions.

Existing Condition

- Last updated in 2009, the municipal dock walls are a bulkhead construction. Archaeological evidence of its earlier edges and configurations was documented in M. Kerns's Report.

- Wharves protrude into the basin on the north side.

- A variety of recreational, pleasure and luxury vessels move in and out of the basin and some dock in designated spaces.

- There are still vistas and qualities of water, sky, industry, and commerce–smells, odors, breezes, winds, and visibility (fog, smoke, etc.).

- The water "chemistry" and quality today are related to Chesapeake Bay, federal, state, local, and other regulations. With this governance there is less dumping, raw sewage. And still the bay and cove waters appear less clean and noticeably less clear than residents remember from 25 or more years ago. Increased environmental awareness and advocacy is evident in the many conservation groups in the area.

- The formal and informal movement of vessels, aquatic species, and items floating on and under the water surface are important characteristics.

- There are both enduring and transitory views to and from the basin, to the adjacent greater City Dock area, the City, Eastport, the US Naval Academy, Spa Creek, the expanded Chesapeake Bay Area

- Both the waterfront hotel at 80 Compromise Street as well as the USNA Field House that dates from beyond the period of significance and that forms part of the northern edge of the study area visually obstruct some of the previously available views to the dock basin and adjacent areas.

- No industrial uses remain in this area. Late nineteenth- and twentieth-century industrial buildings and structures have been demolished and/or removed from their previous locations.

- The areas of landfill established on the south side of Dock Street redeveloped as either parking lots or pedestrian activity spaces as part of the city's 1970s and subsequent civic improvements and beautification efforts. The unified design scheme from the 1970s and subsequent years relies upon large areas of decorative brick paving, boardwalks, a unified vocabulary of outdoor furnishings, and plantings intended to provide shade and visual interest. The Harbormaster's Office occupies a portion of this space.

- The area's contemporary design schemes rely upon a unified vocabulary of decorative brick paving, boardwalks, and outdoor furnishings. The memorial wall (name) with its series of plaques also relates to the Market area interpretation and Kunta Kinte-Alex Haley memorialization.

- This area also was part of the city's unified civic improvements and beautification efforts designed in the 1970s and that included parking lot creation and pedestrian activity spaces. In effect, improvements on the south side were a continuation of the pedestrian connections related to the outdoor plaza adjacent to the Market House.

- The "Donner" Lot, is a surface parking lot adjacent to the recent restaurant development on the former Fawcett's hardware and boat supply site.

- Today, several of the historic, two-story, wooden residences characteristic of the area during the period of significance remain along lower Prince George and Dock Streets. Generally, they retain footprints similar to those of the historic period. There are a variety of residential and commercial uses.

- There is one listed Maryland Inventory of Historic Properties (MIHP) in the cove/basin area, which is Burtis House, located at 69 Prince George Street. More information on individual properties can be found in Appendix B.

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Integrity

The Cove/Basin Area possesses strong integrity of location, setting, feeling, and association. Its surviving docking portion retains material integrity because it holds water in its original location and provides in city docking and navigable access to the harbor and waterways beyond. It is the primary character defining feature of the entire City Dock and is integral to the establishment, development, and evolution not only of this area but to the entire NHL district and the City of Annapolis and its region. Late twentieth-century and early twenty-first century landscape improvements and additions, while designed to be attractive, are not historic and so do not contribute to integrity of design.

Treatment Approaches

Overall treatment approaches are located in the last section of the document.

- Preserve, protect open views.

- Clearly define and interpret the natural shoreline, historic water/land edge; and land elevation and basin depth change through its history. There have been several efforts to determine the exact shorelines at City Dock over time. One of the most recent was conducted by archaeologist Mechelle Kerns who investigated shoreline change from 1841 to 1977 in her recent archaeological report. To the best of our knowledge, the extent of the natural basin is still conjectural and needs to be determined using exact technologies so that the historic shorelines can be understood and mapped definitively to inform decisions on how to best protect and interpret the extent of the original dock cove.

- Maintain open views by keeping this area unencumbered with permanent structures beyond the current building lines. Allow infill construction consistent in height with existing and historic building blocks.

- Accommodate unobtrusive, low-rise utilitarian structures needed to manage recurrent flooding, provide security, manage ingress and egress to designated areas, and facilitate communication and utility transmission consistent with local and other prevailing guidance and ordinances. Plan locations to the extent possible to avoid areas of visual prominence.

- Investigate reintroducing water in some or all of its natural and/or historic configuration to provide opportunities for increased water rise/flooding control, water quality improvement and recreation areas through constructed wetlands and/or multiple elevation water basins and floodwalls

- Increase docking facilities including areas for workboats and direct sales of seafood.

- Increase event space on the water using floating docks.

- Consider temporary structures, tents, open frames, other contemporary forms that harken to former historic structures (such as open but covered wharves, historic oyster packing, and fish market and other structures) in massing and scale.

- Encourage new pop-up uses that enliven, and foster entertainment, education and other special City-wide events and celebrations.

- Enhance natural resource interpretation of the area's natural history and evolution into and as a dock. Include some of the historic maps cited in this report to demonstrate that evolution.

- Explore wharf extension of Prince George Street for water taxi, and/or river cruise boats and/or possible revival of ferry service to Matapeake State Park.

- Interpret an inclusive history of this relationship that provides more information about the men

and women from a variety of backgrounds who arrived at and departed from City Dock and those who worked in City Dock enterprises in enslaved, indentured, employed, and entrepreneurial positions.

- Interpret on the landscape the variety of maritime and associated trades and commerce that existed in the cove/basin area, including oyster and crab processing, packing, and shipping; milling and warehousing; and boat building, maintenance, and repair.

- Consult with the Maryland Historical Trust on the appropriate timing for evaluating the National Register eligibility of the Kunte Kinte-Alex Haley memorial sculptural group as a significant work of sculpture related to the nation's renewed interest in African American slavery and genealogy. Although less than fifty years of age, it may represent a significant work of art that has achieved or could achieve significance in a shorter period of time because of the heightened awareness of equity in memorialization.

- Continue to pursue research, preparation of MIHP forms, and other documentation for historic structures in and immediately adjacent to this area.

B. Study Area 2: West/Market and Environs

Hopkins Map of 1878 "Atlas of fifteen miles around Baltimore including Anne Arundel County, Maryland"

Hopkins shows Church Street as definitely widening and flaring out in its approach to the dock in the Market Space vicinity where the 1857-1858 Market House is shown. The Hopkins map does not indicate or illustrate a park or a circle in today's Market Space vicinity, but there is a coal office in that area as well as a symbol for a fireplug or hydrant. Mixed residential and commercial uses—linear blocks of primarily brick attached two- and three-story buildings, some of wood construction but more of brick—framed the market on the three sides.

The land between the market and the dock appears to be city land in 1878, and to be more or less in a similar configuration to today with no buildings between them.

1878 Hopkins Map: Market and Environs

Market and Environs Area

Sanborn Fire Insurance Map, 1885

The 1885 Sanborn locates the one-story wooden structure developed for the market near the dock and identifies Market Place with a name. The first Sanborn Insurance Map for this area in 1885 documents the market as a solitary structure. The map shows the market as having its brick scale and tool structures on the interior, and a one-story, wooden addition coffee house attached to the north.

Sanborn Fire Insurance Map, 1891

The 1891 Sanborn map documents the first appearance of a long wooden structure labeled "Market" at the water's edge of the dock east of the 1857-1858 market. It appears to have been completely built out over the water and has no discernible interior divisions. Dashed lines indicate that it may have been open to the dock but enclosed on its other three sides. Sanborn shows the market as the "City Market Shed" which appears to be open with an enclosed area for its "coffee house" and brick structures inside for scales and tools. Sanborn applies the name "Market Space" to the street in this area for first time on its maps; and the maps shows the area between the market and the park is called "Market Place." The map identifies the circle simply as "Park." The developed urban blocks that surround the market have a variety of uses, including groceries, residential "tenements," furniture and liquor stores, and a tin shop. Most buildings with commercial use ground floors have residential uses on the second and third floors.

Sanborn Fire Insurance Map, 1897

Two names apply to the public space adjacent to the market in 1897; the street alignment from Church Street past the market is identified as Market Space, while the area between the dock is called "Market Place." The market's small, covered entry is shown as oriented to Market Space; its two brick interior structures are described: one for "tools" and the other for "scales." The market appears to be open.

Its framing block of two- and three-story buildings—built of either brick or wood—to the west at the study area edge includes grocers, furniture store, second and third floor residential uses, some clothing stores, vacancies, and a large, wooden tenement.

1897 Sanborn Map: Market and Environs

Market and Environs Area

Sanborn Fire Insurance Map, 1903

This Sanborn year still identifies the street from Church Street beyond the market as Market Space. Sanborn identifies the street's circle south of the market as a "grass plat." The notation of a double hydrant indicates fire service in this area. The market's framing blocks by the early twentieth century area are built mostly of brick by this date. They offer a variety of expanded commercial goods and services. The grocer's brick building has a new wooden porch, perhaps to display produce and offer shelter for shoppers. A shop selling fruit also has a front porch extension. The block includes a cobbler, saloon, clothiers who sell boots and shoes, a restaurant, a dwelling, a tailor, a "gent's boarding" establishment, furniture and carpet sales, another grocer, sales of toys and stationery.

1903 Sanborn Map: Market and Environs

Market and Environs Area

Sanborn Fire Insurance Map, 1908

The Market Space circle is still identified as "Grass Plat." The Market's framing block to its west continues to provide a mix of commercial goods and services and second and third floor residential space. There is also commercial use on some upper floors with one second floor in the block noted as for cigar manufacturing. Awnings are noted in this year, with one establishment identified with a canvas awning at its Market Space intersection with Main Street, and a "duck" awning attached to another one store farther north on Market Space. The wooden porch is still part of the grocer's entry. other establishments in the dense, mixed use block include a saloon, a tailor, barber, "gentlemen's boarding," and "moving pictures" as a first mentioned use for this type of entertainment in the City Dock area. The block's shops continue to offer a variety of goods for sale, including boots and shoes, clothing, furniture, carpets, toys, and stationery.

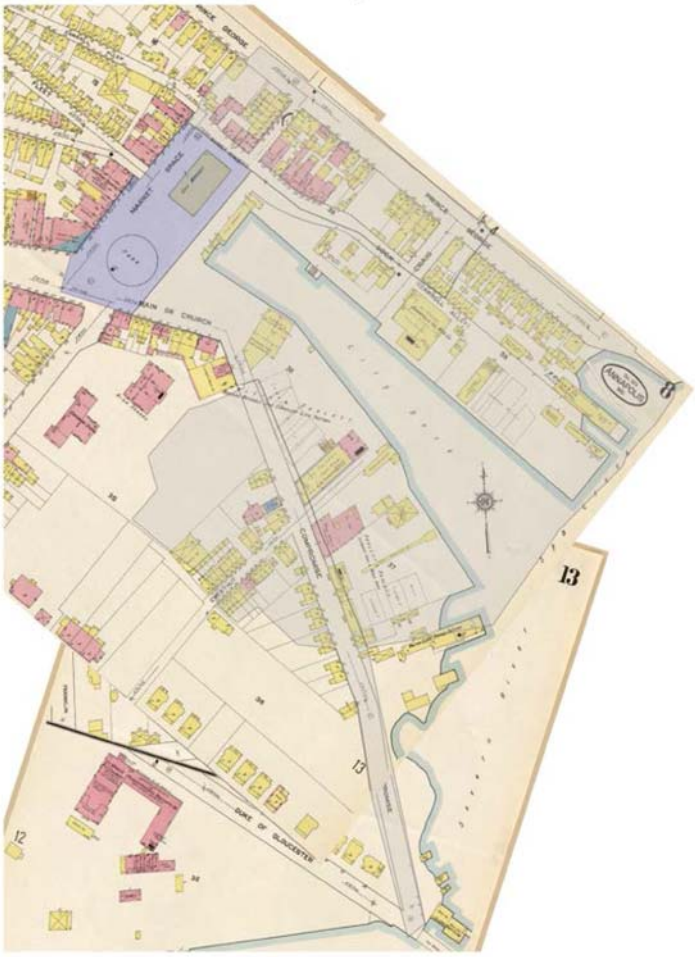
1908 Sanborn Map: Market and Environs

Market and Environs Area

Sanborn Fire Insurance Map, 1913

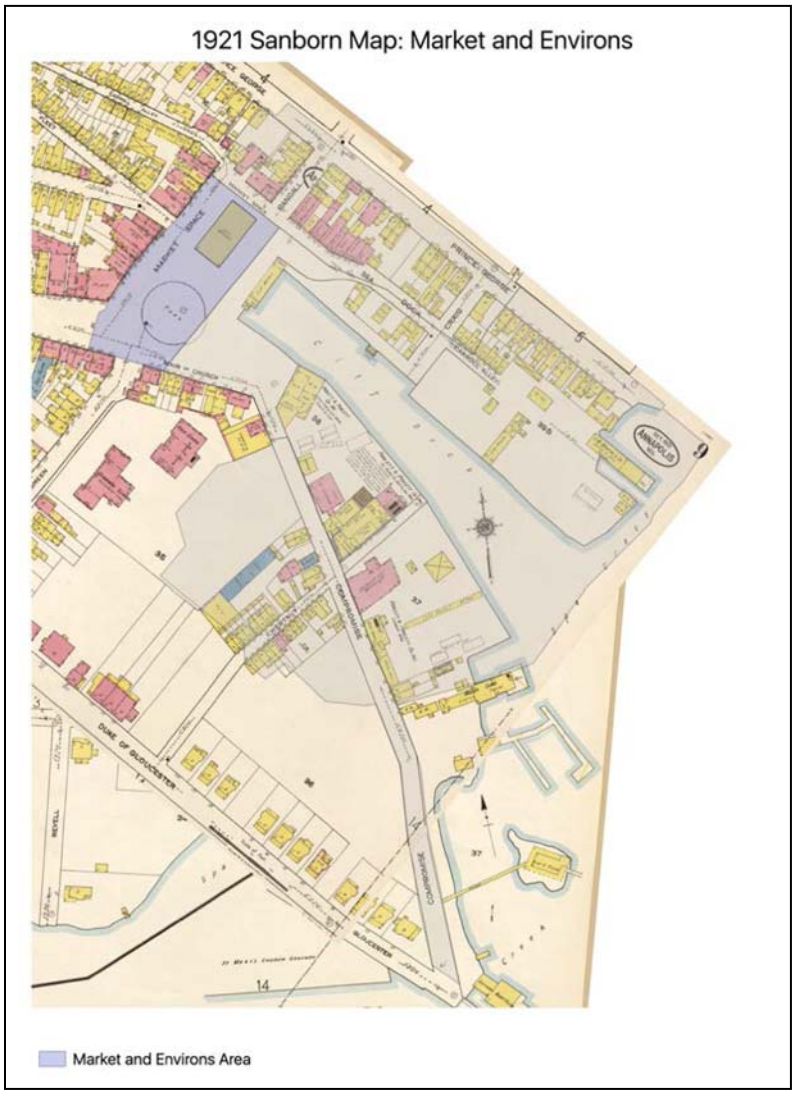
The Market Space circle is now identified as "Park." The framing block west of the market continues to provide substantial variety and a number of mixed uses, often in the same building. There is now an "Electric Theater" on the first floor of 28 Market Space and a "Hall" on the second floor, and "Paints" on the third. At least one store—a fruit seller—is noted with a corner iron porch or colonnade. No other shops appear with porches or awnings. There now appear to be fewer residential uses; commercial uses include sales of clothing, boots and shoes, and meat, and there are at least two saloons in the market vicinity.

1913 Sanborn Map: Market and Environs



Market and Environs Area

Sanborn Fire Insurance Map, 1921



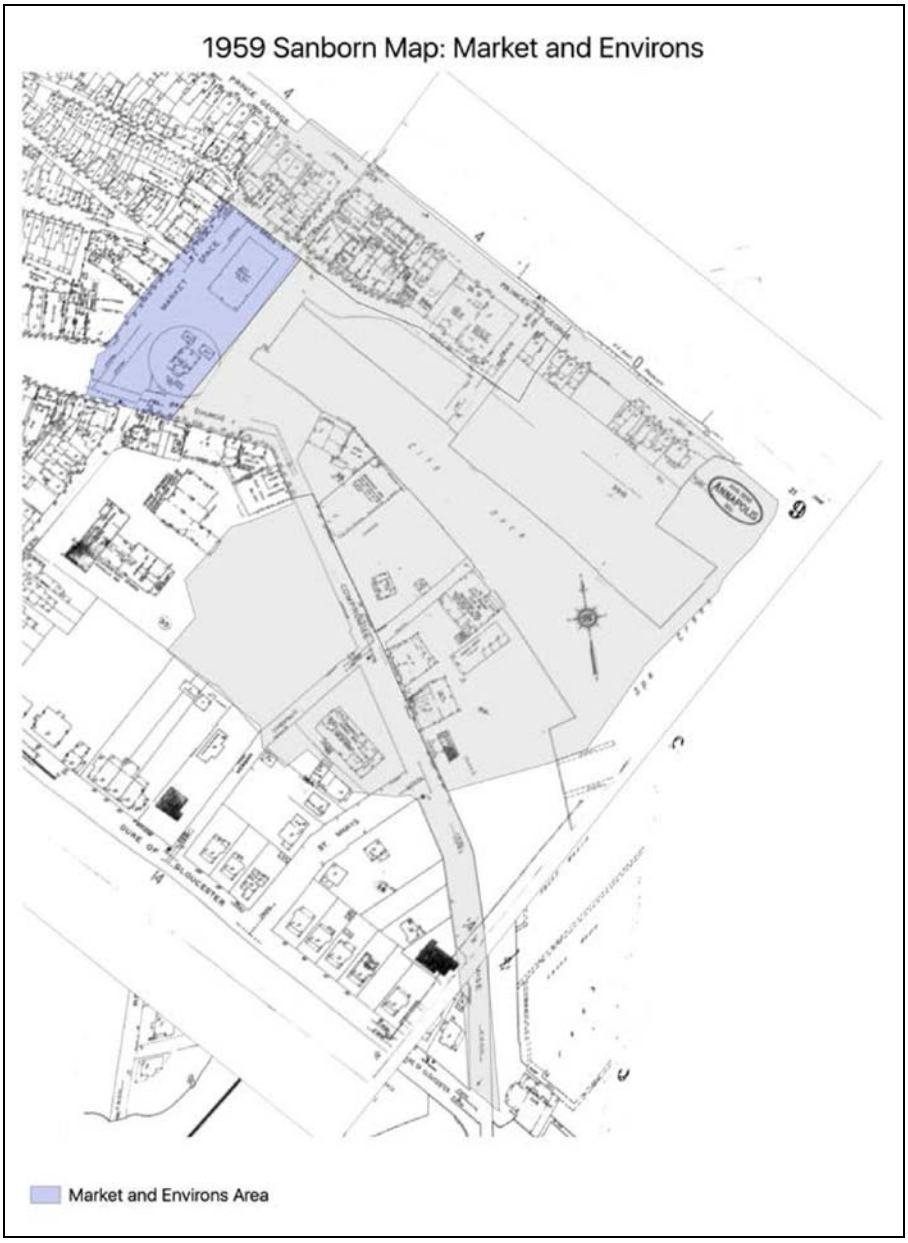
The circular area within Market Space continues as a "park" in 1921. All but two of the buildings composing the market's framing linear blocks of buildings are brick. A variety of uses continue with a mix of dwellings, grocers, meat sales, a delicatessen, a tailor, and other commercial offerings of goods and services.

Sanborn Fire Insurance Map, 1930

For the first time in decades there has been construction in the middle of Market Space. While historically, the only known structure was a small coal office built of wood, by 1930 a gasoline filling station in this very visible location certainly symbolizes the transition to the automotive age and the City Dock area's accommodation to it. The station with its two detached restroom structures provided an architectural focal point and traffic routings through Market Space.

Sanborn Fire Insurance Map, 1959, 1930 revised

By 1959, Sanborn maps reveal that the one-story Amoco filling station and its detached rest rooms still occupy the circular island; the map identifies four pumps for filling vehicles with gas. An octagonal forebay projecting from main structure has been added probably to provide both station attendants and customers with protection from rain and sun.



Archival Photos. Various historic views of the Market Area and Environs. Scanned images from Historic Annapolis and Jean Russo, Historian. Various sources. SL 247 - 12 (tif) SL 254 - 06 (tif), SL 254 - 04 (tif), SL 254 - 02 (tif)

Historic Condition

- There has been a one-story market at the head of the dock since colonial times although it has not occupied the same exact site or been in continuous operation; in fact, the existing market building has recently re-opened after renovations.

- This market replaced an earlier structure identified on Sanborn maps as the "market shed" located south of the current location in Market Space. The existing market, which dates from 1857 – 1858, has undergone several renovations.

- There were open views to and from Market.

- The market at the head of the dock has been situated on a site defined by water on one side and buildings on the other three sides throughout its existence. A portion of the market space was created by infilling a portion of the cove /basin.

- Linear, uninterrupted blocks of buildings on its three built sides have framed the market site since the colonial era. These blocks consisted of residential and commercial buildings; there were often commercial storefronts on the ground floor. Occasionally there were business uses on the upper floors, second and third floors were generally used for residential purposes.

- These framing blocks have remained in the two-to-three-and-a-half-story height range.

- The market site has been vulnerable to recurrent flooding since its establishment.

- Infilling occurred in the market vicinity; infilled portions of the basin created additional land area with the additional result of distancing the market from the water basin's edge.

- The ground plane or "floor" of the immediate vicinity of the market was open and unbuilt space historically to accommodate pedestrian movement and the vehicles and conveyances necessary for the transport of goods brought to and from the market from both water and land.

- Main (formerly Church), Fleet, Pinkney, Randall, and Dock Streets entered and intersected with the market area. Main Street was a prominent element of the baroque radiating street plan. Compromise Street developed later within the historic period of significance.

- The streets that were part of the historic baroque plan or resulted from its extensions and connections created and facilitated views into and out of this area and have reinforced the city's hierarchical and iconic views of the water, church, and statehouse.

- The market's waterside location served as its "window" to the water, providing views, light and air, smells, and sounds that connected the site and its users to the maritime experience.

- Commercial and social interactions in and near the market activated the market and its environs throughout the historic period.

- The market operated with economically, racially, culturally, and socially diverse vendors and clientele.

- The waterside of the market building has functioned to a large extent as a "window" to the water, providing views, light, air, smells, sounds that connect the site to the maritime experience.

- The city's 1950's and 1970's civic improvements and beautification efforts resulted in the outdoor plaza adjacent to the market building. Its unified design scheme included decorative brick paving, boardwalks, a unified vocabulary of outdoor furnishings, and plantings intended to provide shade and visual interest.

- Beautification proponents advocated for removal of the gasoline station, and a new, planted traffic island was designed and installed in the 1970s for civic improvement and traffic modification.

- The inherent mixing of pedestrians and their vehicles traveling to and from the market and transporting goods to and from the dock presented conflicts and challenges in each period, leading to the filling of potholes and the use of various paving solutions and materials at different times during the period of significance. There may have been issues associated with maintaining road cover over land created from infilling a portion of the west end of the basin.

- Compressed earth, oyster shell, rubble, wooden planks, and bricks preceded concrete and asphalt paving and were all used at different times during the period of significance. Brick sidewalks and granite curbs are apparent in historic photographs

- There were various efforts to modify and improve vehicular circulation and alleviate pedestrian/ vehicular conflicts, including the development of defined and/or regulated parking areas and such traffic modifications as the Market Space traffic island or circle.

- The city designated an area near the intersection of Main Street with Market Space for a public park and there were plans at one time to include a monument for religious toleration in that area; despite these plans a gasoline service station and adjoining restrooms developed there instead in the defined
traffic circle.

- The City Dock transformed gradually during the mid-twentieth century from a maritime work environment to a recreational dock area; social, cultural, economic and physical changes affected market operations and changed the type and activities of its clientele.

Existing Condition

- Views and vistas through this area continue to be important from higher elevation vantage points and from the water. These streets that result from the city's consistent adherence to the build-out of its historic baroque plan create and facilitate views into and out of this area and reinforce the city's iconic views of the water, church, and statehouse.

- The existing one-story market building with alterations continues to occupy its site at the head of the dock as it has since 1857–1858.

- The market area continues to be a dynamic space activated by commercial and social interactions.

- The market site remains a large open space defined by water on one side and buildings on the three other sides.

- The market area continues to be a space activated by commercial and social interactions even though there is no active market currently.

- Linear, uninterrupted blocks of buildings still frame the market site on its three built sides.

- Buildings ranging in height from two - to - three and-a-half stories form these blocks.

- The ground plane or "floor" of the immediate vicinity of the market building is an urban open space intentionally designed to attract shoppers and visitors and to accommodate pedestrian activity downtown and near the dock basin.

- The earliest streets and their adjacent sidewalks that entered and intersected with the market area continue to provide pedestrian and vehicular access to the market area.

- The nature of this kind of market use created an inherent mixing of the pedestrian and the vehicle that continues to exist today and that has presented conflicts and challenges throughout its history, leading at different times to the development of formal sidewalks, curbs, crosswalks, crossing medians, bollards, chains and other solutions to accommodate and/or separate both pedestrians and vehicles.

- Over time, a variety of types of paving materials have been used for both pedestrian and vehicular spaces in the market area. Traditional but not original paving materials - brick, concrete, asphalt surfaces with stone curbs - exist in much of the area.

- There have been various efforts to modify and improve vehicular circulation and alleviate pedestrian/vehicular conflicts.

- A planted traffic island or circle continues to be a major modifier to circulation through this area.

- There is no significant vegetation in this landscape.

- The market area provides an outdoor environment based on creating and expanding cultural tourism and maritime-and event-related recreational shopping and dining experiences.

- This area is a focal point of the city's memorialization initiatives: on the circle, adjacent to the Market House, and most recently adjacent to the water.

- The Market House (25 Market Space, AA-590) is the only designated Maryland Inventory of Historic Property in the Market Area.

View from water toward Market Space, (looking west). (Photo Credit: from 2013 City Dock Master Plan)

Integrity

A significant historic open space adjacent to the Cove / Basin, this area possesses high degrees of cultural landscape integrity of location, setting, and association and some degree of integrity for materials, workmanship and feeling. Its unobstructed dockside location, waterfront views, proximity to Main Street and other framing historic blocks, and its long history as the city's market place are the strongest factors related to its integrity.

Existing Condition Photo of Market House at Market Space and Randall Street, Annapolis, MD. Detail view of overall Randall Street (East) facade of building, looking North toward Prince George Street. Taken July 30, 2018. HPS/LCA photo.

Treatment Approaches

- Maintain downtown / head of the basin as mixed use / mixed communities destination.

- Retain this significant historic open space undeveloped allowing for the continuation of historic views and vistas to, from, and across the water and to and from higher elevations in the city.

- Maintain the historic location, scale and massing of structures.

- Continue to undertake further archaeological investigations to inform future landscape interpretation and preservation efforts.

- Increase temporary maritime and seafood vending opportunities such as farmer markets, and food carts
.
- Explore creative traffic reduction and flow alternatives respectful of the historic street connectivity and historically public open space.

- Prioritize the pedestrian over the vehicle to restore the historic and human scale nature of the market area.

- Implement a pedestrian / vehicular paving approach based on historic precedent and permeability.

- Evoke the feeling of pre-concrete sidewalks and asphalt streets and sidewalks. Based on archaeological evidence, develop a contemporary palate of sidewalk and street paving materials to evoke the pre-concrete and curb and asphalt street. It appears that this might include brick sidewalks, granite curbs, and a street paving surface treatment that would resemble its historic color and texture.

- Continue to pursue research, preparation of MIHP forms, and other documentation for historic structures in and immediately adjacent to this area. Consider preserving the architectural as-built plans of the recently rehabilitated Market House.

C. Study Area 3: North/Prince George and Dock Streets

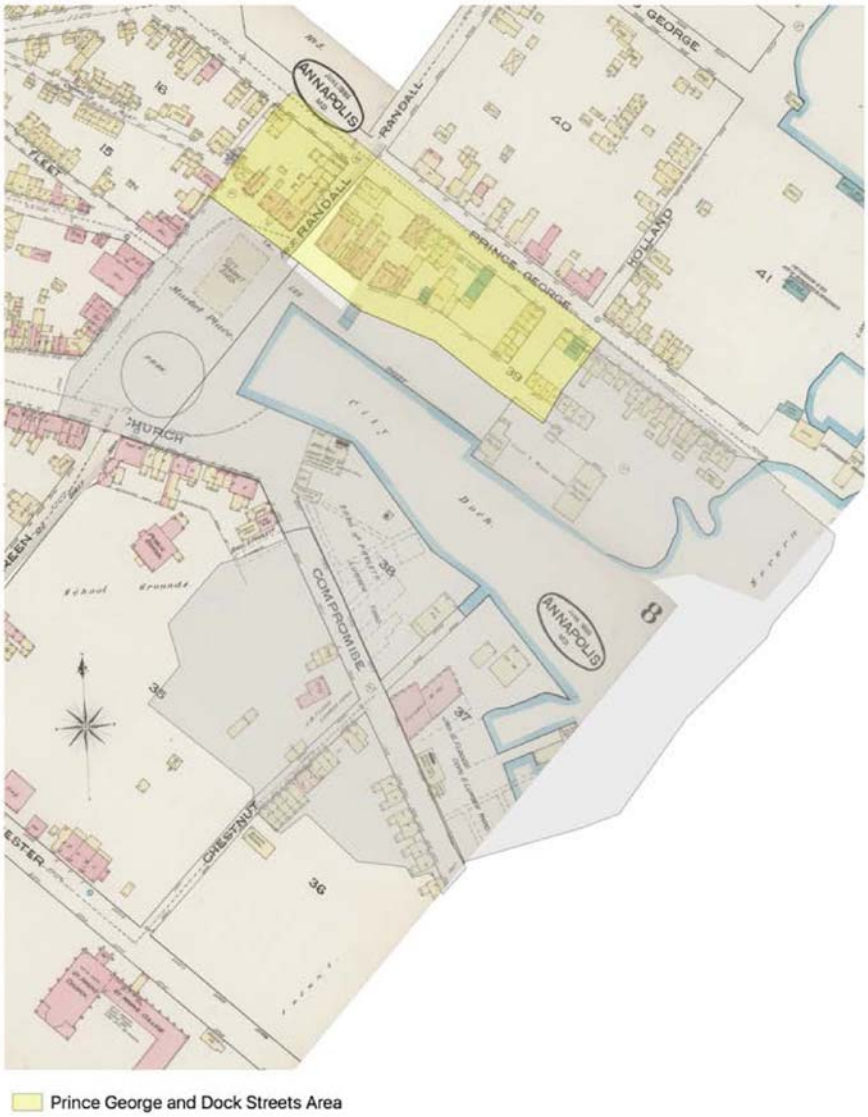
1878 Hopkins Map: Prince George and Dock Streets

Hopkins Map of 1878 "Atlas of fifteen miles around Baltimore including Anne Arundel County, Maryland"

The Hopkins map provides considerable information about the Prince George/Dock Street area, presenting the first detailed and holistic, physical information about street alignments as well as relative building size and material. Some of the city's largest and most substantial commercial and residential buildings such as the former Middleton Tavern occur within and adjacent to this area. The largest buildings do not exceed three or three-and-a-half stories in height, and the blocks making up City Dock and its most immediate environs generally are arranged in linear rows and blocks with an individual principal building range of two, two-and-a-half-, three- and three-and-a-half story buildings. Rear additions, sheds, and other auxiliary structures are almost always one or one-and-a-half-stories in height. These are the largest commercial, residential, and mixed-use type buildings in this-area. While some are exclusively residential, most appear to have commercial/retail ground floor, front façade uses and residential uses on the second and third floors.

Hopkins shows an irregular row of buildings facing the Dock that perhaps reflect the traditional high tide, build-to line that guided permanent development in this area that is subject to episodic flooding even historically. Their arrangement also hints at the origins of the dogleg in the future Dock Street building line and alignment. Prince George Street is primarily a residential street, and a clearly defined streetscape in 1878, albeit with some gaps and utilitarian uses. A mix of large and small wood frame buildings occur in a linear but not continuous arrangement along the south side of Prince George Street. On Prince George east of Randall Street, there are four stables or sheds fronting on the Prince George and one larger stone or brick stable. The George Cress Coal Yard occupies a large lot on Prince George Street east of the stables with two wood frame dwellings between the coal yard and Craig Street, and there is an ell-shaped house on the east side of Craig Street. The Craig Street alignment appears on the Hopkins Map with just one house. Since there are residential yards associated with a few houses, there may have been vegetation, walks, and paths.

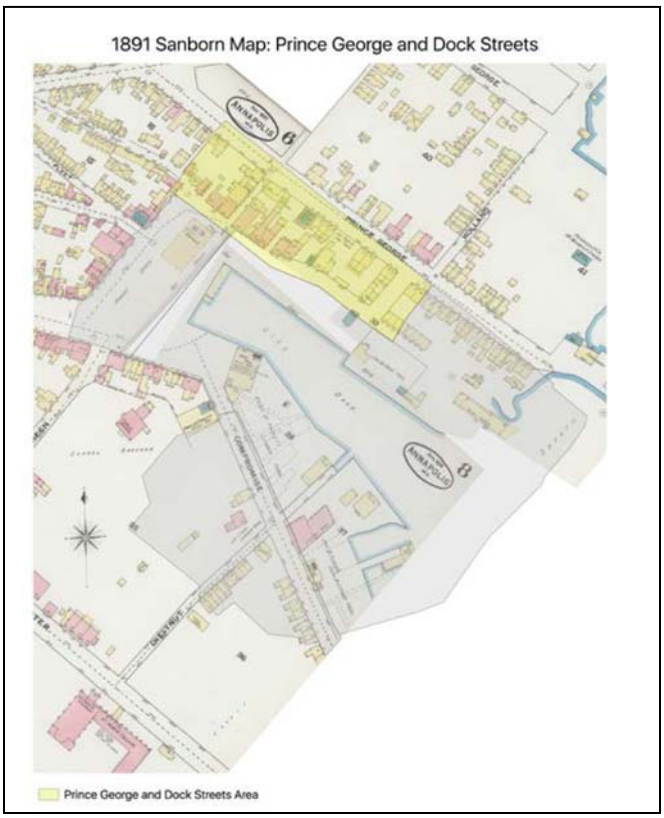
Sanborn Fire Insurance Map, 1885



The Middleton Tavern building is shown as two stores with both listed as "Vacant," and behind it facing Randall Street, there is a large two-story wooden tenement building that may have a brick façade. The tenement has two small one-story additions or wings to the rear. The buildings facing the dock and closest to Randall Street are mostly brick by this time. There are three grocers facing the dock—two in brick buildings and another in a wood frame store, and at least two tobacco establishments. There is a small print shop of fire resistant material at the dogleg of the row. There is a large unbuilt area and there are two wooden sheds occupying the corner lots on Craig Street adjacent to wooden dwelling that probably faced Prince George or perhaps both Prince George and Randall Streets. There is still a coal yard on Prince George Street, but it has changed ownership and reduced in size with John Kealy's ownership. There is also a fire resistant building for a blacksmith shop west of the open lot. The open lot extends from Dock Street to Prince George Street. The remainder of Prince George Street from Randall Street to the coal yard consists of wood frame dwellings, a large brick stable, another open lot, and a wood frame grocery. There is one wood frame dwelling on the east side of Randall Street. In 1885 the continued development of Prince George Street is evident, and Dock Street is starting to fill in and develop its own street line.

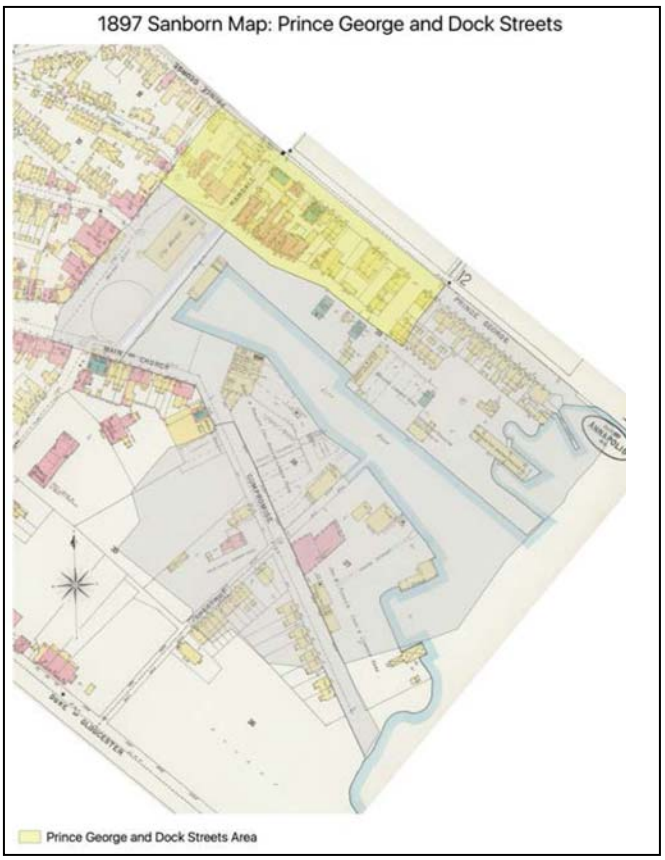
Sanborn Fire Insurance Map, 1891

By 1891, the old Middleton Tavern is shown as a double saloon with a hallway between the two sections. The former wood frame dwellings north of the Randall Street tenement have been converted for use related to tobacco and as a cobbler shop. On Prince George Street, appears to be the same wood frame dwellings but one has a candy shop. The old brick stable mid-block has been made fire-resistant and was converted to a black smith wheelwright, paint shop. John Kealy's Coal yard is still there. The other buildings on Prince George within the study area continued in use as dwellings. Vegetation might have been incidental to building uses, and occurred in various locations throughout the area.



Sanborn Fire Insurance Map, 1897

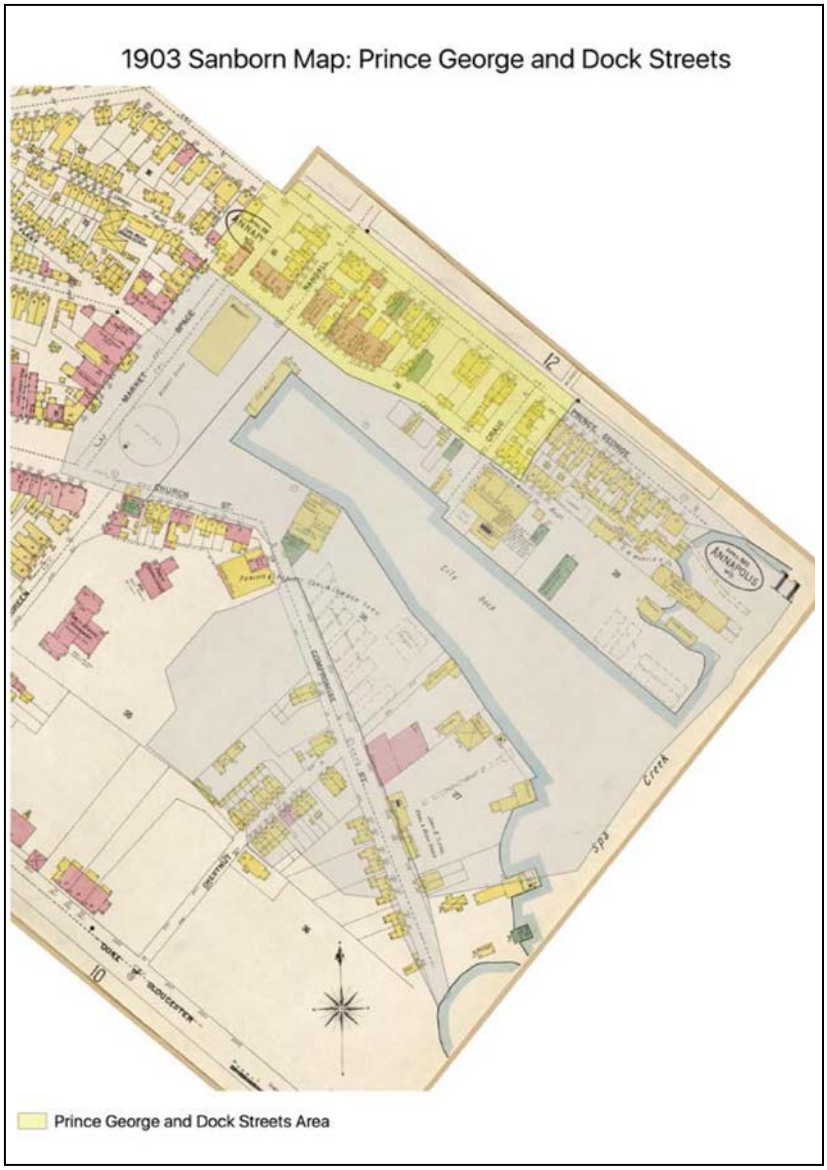
This area has a combination of ground-floor uses that range from industrial to residential and include a variety of goods and services. Second and third floors are primarily used as residences and for storage. The historic Middleton Tavern has converted one side for a restaurant-type use described as "meal," and the former hallway between two saloons appears to be a dwelling. The tin shop at the southeast corner of Randall and Prince George Streets occupies a former dwelling that has undergone a fire resistant rehabilitation. The coal yard is no longer in this area, but the blacksmith remains. There is a confectionary in part of a dwelling at the southwest corner of Prince George and Craig Streets. The one vacant lot one lot east of the southeast corner of Randall Street has been in-filled with a new two-story brick stable. Dock Street is filling in with more brick buildings, but there are fewer exclusively residential uses. The general store at the intersection of Dock and Randall streets has been enlarged to the east. Other uses on Dock



Street include a barber and another general store. Saloons, barbers and general stores occupy the ground floors of the portion of the block just east of Randall Street; beyond the block's dogleg, there are only wooden buildings and structures. One is a "buggy shed," a large, deep building is vacant, two are unidentified by use and the block culminates at the Craig Street intersection with two wooden sheds.

Sanborn Fire Insurance Map, 1903

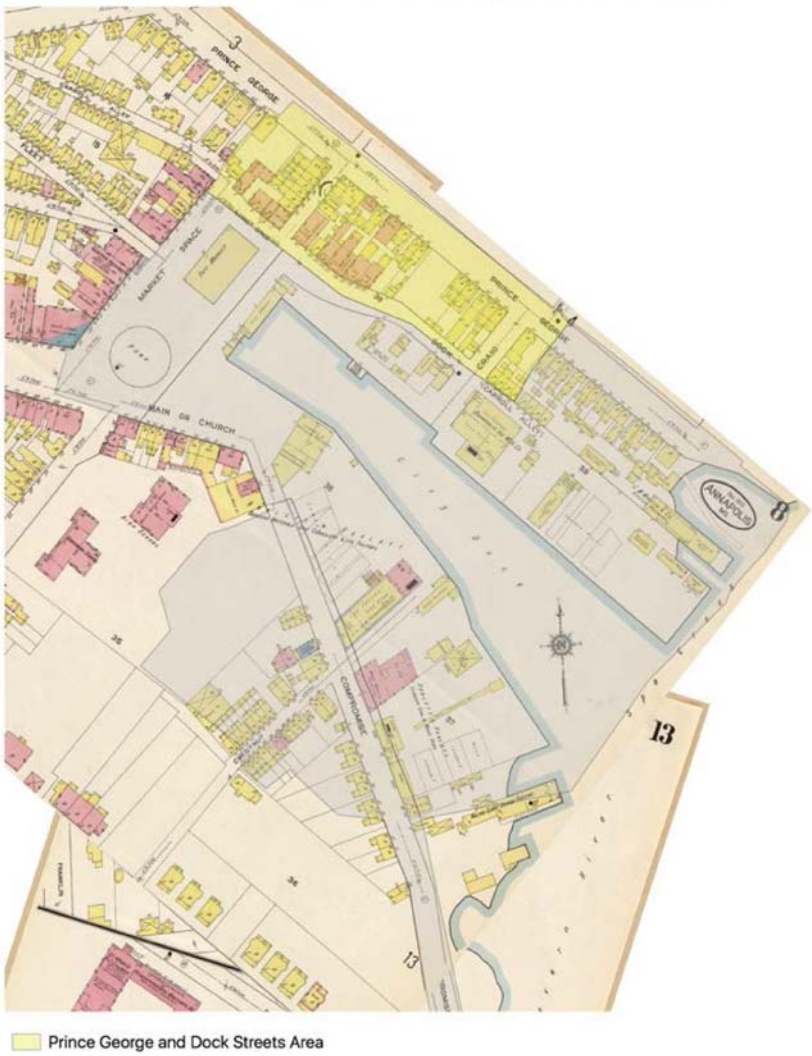
The former Middleton Tavern still offers meals and includes a saloon. Buildings to its west are still being used as dwellings, and the former "Provisions" store adjacent to Middleton is now a dry goods store. Opposite and to the east at the Randall Street intersection are a dry goods store and a grocery with storage on the second floor; the remainder of the now mostly brick block includes saloons, a grocer, poolroom, but only one whole house or ground floor dwelling. Moving east beyond the dogleg is a fire-resistant building for wagon painting, and the building at the northwest intersection of Craig Street and Caroll Alley is designated "Lunch." Sanborn does not identify significant changes along Prince George Street in terms of changed uses or new construction. As it continues in residential uses, it is assumed that there are associated plantings. The lack of open space, however, would indicate that vegetation is sparse and incidental.



Sanborn Fire Insurance Map, 1908

This area through time represents continuity in uniform scale, massing, and setbacks but with changing and varied land uses. There has been a transition for some buildings from wood construction to brick where there is density and intensely developed commercial uses. This change is consistent with modern uses and a trend toward more fire resistant construction in changing times. Much remains stable in terms of land use. The Middleton building still offers meals and operates a saloon. It accommodates residential uses on its second and third floors and is located in the midst of the dwellings on Carroll Alley. At Randall Street, some dwellings may have been updated with brick fronts and other renovations. Prince George Street has a mix of uses with a grocer, barber, repair shop, and tailor occupying portions of residential buildings. Other changes on Prince George Street include the use of the former brick stable for storage and the addition of a wood frame platform to the brick office. There a number of dwellings, mostly two stories but at least one three-story residence constructed of wood, and at least one provides boarding as a living option. In the Carroll Alley dogleg, a carpenter shop is a new use, and the wagon painting remains in the same building.

Sanborn Fire Insurance Map, 1913



Uses appear fairly stable in this area but there are updated uses and the transition away from horse-drawn conveyance to the automobile is becoming apparent. The Middleton building is offering clothing sales instead of meals. Buildings on Randall Street between Market Space and Prince George Street appear to be the same.

There is still a grocer at the Randall and Prince George intersection. The saloon and bottling works remain but have extended and enlarged to the rear of the building. Along Prince George Street, the office has become a tailor, and a dwelling at 119 has become a boarding house.

Along Dock Street, the same buildings continue through the easternmost grocer, but then the old wagon painting building has been demolished, and the carpenter shop is labeled "auto," which probably signifies a garage, and presenting the first time an automotive use is noted in this area. A use previously noted as providing "lunch" at the Craig and Dock Street northwest corner is now a "restaurant," perhaps suggesting increased use or more varied offerings.

Sanborn Fire Insurance Map, 1921

The area continues with a mix of residential and auxiliary commercial and light industrial uses. The Middleton building's use continues to change, and it is now reconfigured and used as dwelling and cobbler. The Randall Street former grocery is now a barber on the first floor, and residential uses continue on all second and third floors. The former Randall and Prince George corner grocer is now a hardware and paint store; the dwelling to its north was demolished and the new structure now offers auto repair. Other uses along the street include a cobbler and a tailor, and there is a confectionary at the Prince George intersection adjacent to a Prince George "auto" use that was in earlier years used for storage. The former brick tailor shop has been enlarged to three stories and used only as a dwelling; it also connects through to Dock St with a poolroom between it and saloon on Dock Street. The remainder of Prince George stays residential except that the former grocery is now a garage extending through to Dock Street. The range of building heights on Prince George Street has remained in the two-to two-and-a-half- to three-story range but has tended toward the higher end of the range over times with expansions and new construction. There is no longer a restaurant on Craig Street, and the building it occupied may have been rebuilt to accommodate a plumbing shop. Gas tanks are shown as buried along Dock Street, and its building line has extended east filling in the street with a new brick building used as a grocery. The "auto" use remains on Dock Street, the remainder of the block to the west includes both wholesale and retail grocers, a hardware, a furniture warehouse, and there are still two saloons identified despite Prohibition. The characteristic Dock Street configuration for its streetline and dogleg continues as new construction occurs; in fact, construction of new buildings hardens and stabilizes that line over time.

Sanborn Fire Insurance Map, 1930

By 1930 there are fewer mixed uses in this vicinity, perhaps indicating an increased need for residential space in the City Dock vicinity. The former Middleton Tavern, for example, is identified with its ground floor completely used for "Stores," and no upper floor uses are noted. Randall Street on the west in this vicinity is completely residential except for the intersection with Prince George Street where a first floor corner store has replaced the barber. There has been significant infill on Prince George Street.

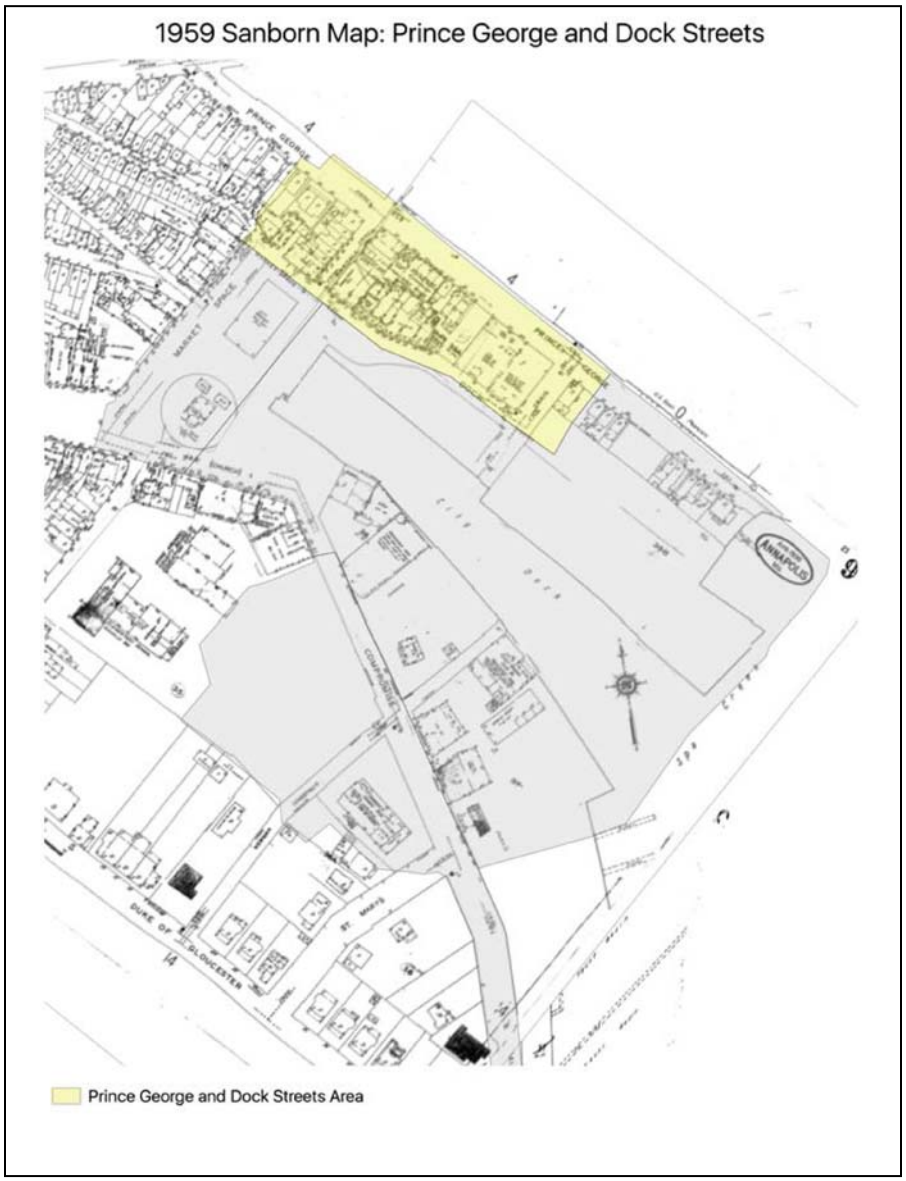
Two attached dwellings have been built on a previously long-term vacant lot. These buildings have more setback from the street than earlier buildings, and there is a tile auto garage between them and the corner store. There is an alley entry to the garage. There are no significant changes on Prince George Street west of Craig Street, except for a former garage being reclaimed as a dwelling. The east side of Randall Street has had little change other than the conversion of the auto repair shop into the Salvation Army Home. On Dock Street, two former saloons have become stores and an "auto" building is noted as "to be removed."

1930 Sanborn Map: Prince George and Dock Streets

Prince George and Dock Streets Area

Sanborn Fire Insurance Map, 1959, 1930 revised

Despite the distance of 29 years in the intervening years of World War II and myriad social and economic changes, there was little discernible physical change on Prince George Street between 1930 and 1950. Randall Street between Market Space and Prince George in 1950 was a residential street with all the buildings on its west side listed as dwellings with the exception of a corner store at its intersection with Prince George Street. The former Middleton Tavern has reclaimed its traditional uses and is now identified once more with a restaurant occupying its entire ground floor space, to its west the building that had been a saloon and then a hardware and paints store is also a restaurant, indicating the changing nature and growing attraction of City Dock as a destination.



Archival Photos from Historian Jean Russo. LP7080 Aerial
Warren Coll Date 1950's.
(USNA had taken land of Hill's/ Hell's point. But no field house)

SL 370 08

Historic Condition

- Prince George Street, a delineated feature of the 1795 plan, provided pedestrian and vehicular connectivity and views between the City's institutional core and the dock and harbor.

- Water/land and land/water connectivity and views have continued through time and still occur along Prince George Street, Dock, Randall, and Craig Streets in fulfillment of the city's historic 1695 plan as it was first implemented.

- These streets provided continuous pedestrian and vehicular circulation from east to west from the harbor and the dock basin to the city's institutional, commercial, and other residential areas.

- Larger scale two-and three-story brick commercial/mercantile establishments developed on the north side of Dock Street and Market Space.

- The area developed historically with a mix of residential and commercial/industrial uses, often mixed within the same building; over time more intensive commercial and/or industrial uses developed independent of residential uses.

- Circa 1950's USNA's (eminent domain) land acquisition and its growing military campus immediately adjacent to and yet outside the current study boundaries divided Prince George Street. The division established two distinctly different characters for the north and south sides of the street with the north side taking on an institutional character. The eventual construction of the USNA field house created a hard edge and visual boundary to the north side of Prince George Street on its eastern most end.

Existing Condition

- Water/land and land/water connectivity and views still occur along Prince George, Dock, Randall, and Craig Streets in fulfillment of the city's historic 1695 plan as it has continued to evolve.

- These streets still provide continuous pedestrian and vehicular circulation opportunities from east to west from the harbor and dock basin to the city's institutional, and other commercial and residential areas.

- Larger scale, two-and three-story, brick, commercial/mercantile establishments occupy the upper end of Dock Street and Market Space.

- There are 20 designated MIHP properties in this area, including Middleton and the Steven's Hardware building. This is the study area with the majority of MIHP properties.

- Over time, a variety of types of paving materials have been used for both pedestrian and vehicular spaces in the Prince George and Dock Street area. Traditional but not original paving materials - brick, concrete, asphalt surfaces with stone curbs - exist in much of the area.

Integrity

The Prince George and Dock Street area possesses strong integrity of location, setting, design, and association. As an integral part of the Nicholson plan, Prince George Street provides major physical and visual connectivity as it descends from higher city points to the water and retains its characteristic low-scale residential character as the defining edge between City Dock and the U.S. Naval Academy. Dock Street as an early continuation of the commercial activity that developed adjacent to the dock's edge contributes a high degree of integrity of location, setting, design, association, and feeling. The area's inherent spatial organization is still apparent in the layout of its street, framing buildings, and the intersecting streets approaching the water. Because of its strong spatial organization and surviving blocks of historic buildings, the Prince George and Dock Street area contributes a greater degree of integrity of design than apparent anywhere else in the greater City Dock. Integrity of material and workmanship derive primarily from the area's surviving historic architecture. Even buildings that postdate the period of significance continue the traditional street lines and setbacks.

Treatment Approaches

- Maintain the historic location, scale, and massing of existing structures to preserve historic streetscapes as a defining feature of the cultural landscape of City Dock.

- Encourage and support continued archaeological investigations to increase understanding of cultural landscape development and the unknown smaller scale features of the residential landscape so that they can be interpreted and perhaps reconstructed or restored in a few instances.

- Maintain the primary view along Prince George Street connecting the higher elevations of the city with the harbor.

- Maintain views of the cove/basin along Randall, Craig, and Dock Streets.

- Restore the original orientation of Prince George, Dock, Randall, and Craig Streets "front doors" to re-enliven this area to pedestrians.

- Explore opportunities in existing historic buildings and appropriate low-rise, infill construction (where there are gaps in blocks or non-contributing resources) not to exceed historic or existing height on Prince George and Dock Streets for live/work and affordable housing and entrepreneurial/start-up types of businesses for low wealth and artist communities.

- Continue to pursue research, preparation of MIHP forms, and other documentation for historic structures in and immediately adjacent to this area.

D. Study Area 4: South/Compromise Street and South

Hopkins Map of 1878 "Atlas of fifteen miles around Baltimore including Anne Arundel County, Maryland"

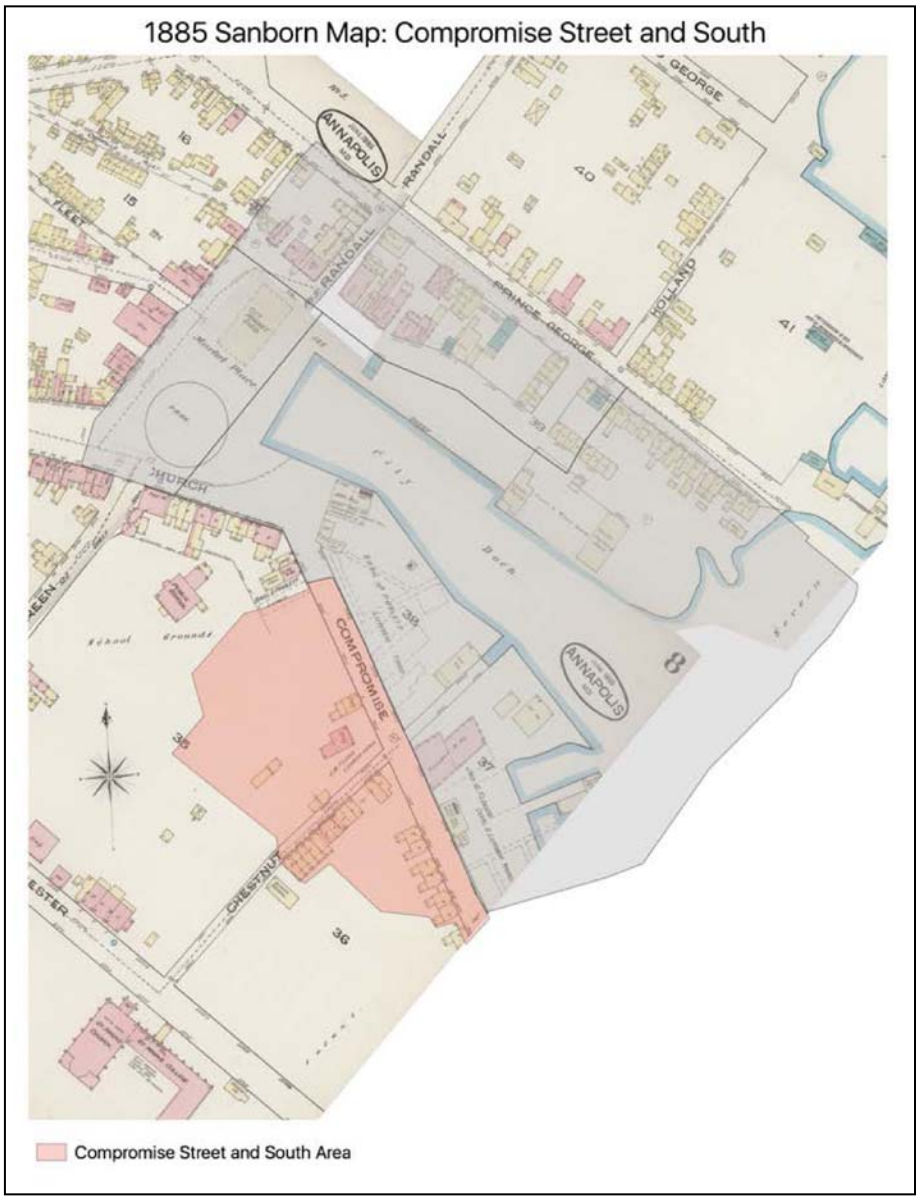
1878 Hopkins Map: Compromise Street and South

Compromise Street and South Area

It appears that a large shed or stable on the southwest corner of Compromise and Chestnut may have replaced one of the structures on Green Street (then Chestnut). There is a notation for "Danl Hyde Hrs"—so perhaps that is the stable, but it is not clear if the note is referring to that. There is substantial open land in the vicinity between the stable and the school building just outside the study area that could have been used in a horse operation. Frank H. Stockett appears to have owned some of that vacant land. A school is delineated on Chestnut Street at the end of a row of ten attached wood-built houses; the larger building at the intersection of Chestnut and Compromise still appears. It may be two attached dwellings that are opposite the possible stable. There is fairly large open space to the east between Compromise and St Mary's Streets. Within it, one lone building faces Compromise Street near its 1878 termination point. This map is the first that identifies and delineates Compromise Street.

It appears that Compromise is now considered a street from its intersection at Main Street and Market Space to its intersection with Duke of Gloucester Street but the Sanborn map's dashed line for the street as it bends toward the bridge may indicate that it has not been paved or officially opened yet.

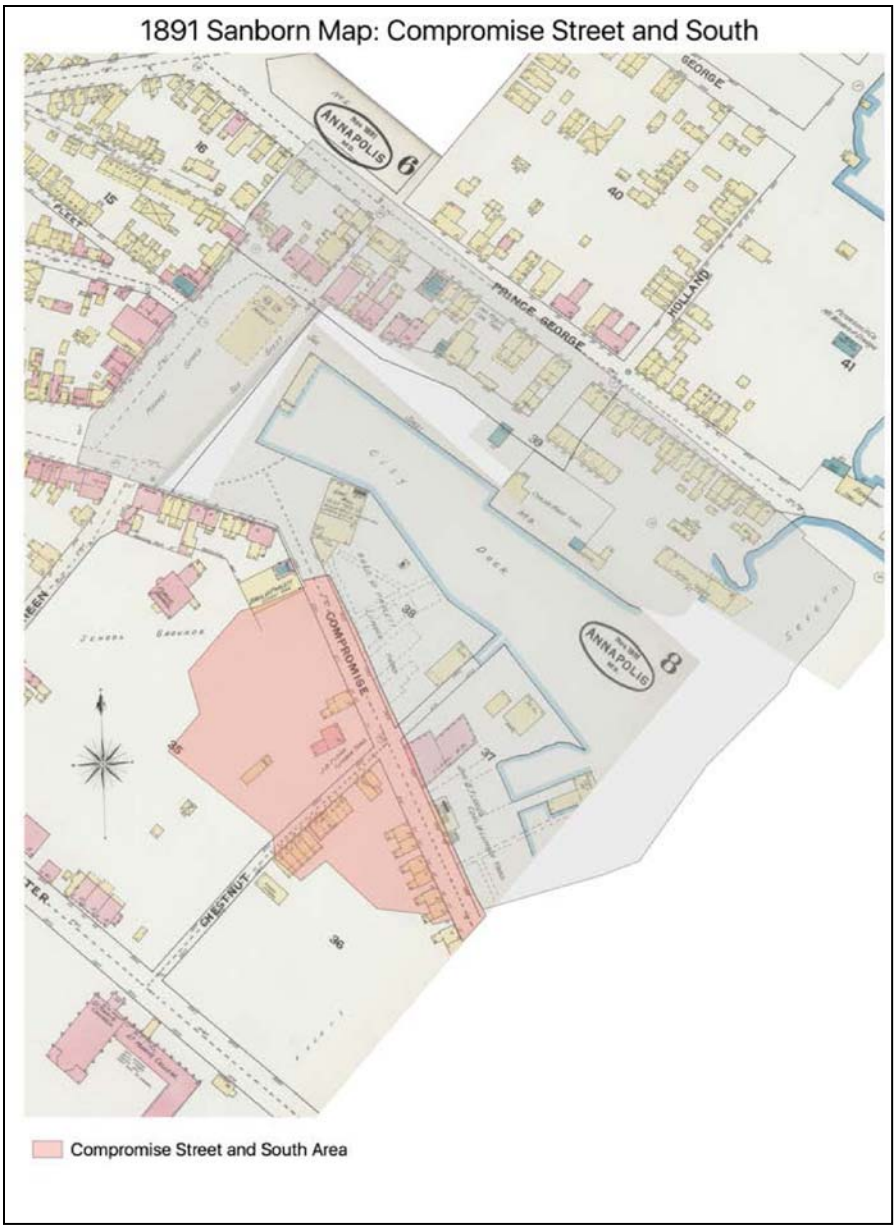
Sanborn Fire Insurance Map, 1885



The stable does not appear on the J. B. Flood Lumber yard; there are two dwellings on that large parcel—one two-story brick and one two-story wood house facing Compromise Street; the map also locates two, one-story wooden sheds—one directly adjacent to Chestnut Street and the other more interior to the lot. There is a label "Negro tenements" applied to the linear row of four, double dwellings built of wood; the one-story, wooden school building just outside our study area boundary is described as "Negro School." Along Compromise Street, there are also one-story "Tenements" not identified by race. These tenements occur in three double house groupings, plus there is one single building; all have rear extensions—which are likely back porches. These dwelling units are opposite the coal and lumberyard in the basin subarea. There is still a large amount of open or vacant land to the western end of our study area that is between the Flood lumberyard and the "Public School" just outside this study area.

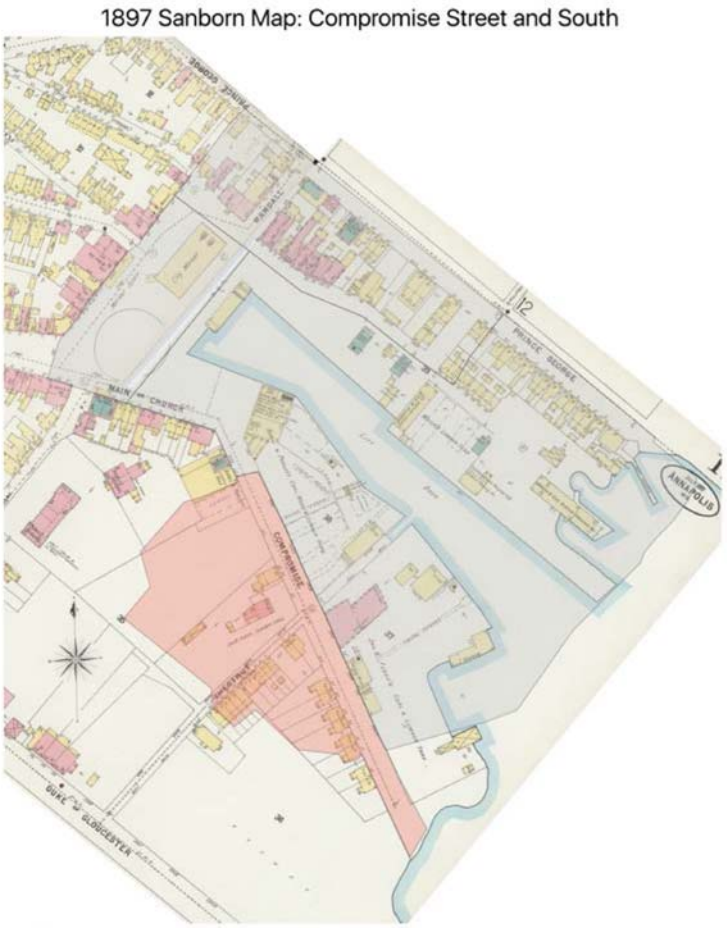
Sanborn Fire Insurance Map, 1891

There is no significant physical change indicated on the 1891 Sanborn. The Compromise Street row of houses is not labeled as tenements, but the Chestnut Street dwellings are still identified as "Negro Tenements." Three of these Chestnut Street tenements have one-story wooden sheds behind them. The Negro School is still identified.



Sanborn Fire Insurance Map, 1897

The Flood Lumber Company still occupies the location near Chestnut Street; the Parlett Lumber business is located at the northwest edge of this sub-area adjacent to the Basil lumber company. The former Negro school remains but is not identified by use. The Compromise Street double houses are labeled as tenements on this map. Compromise Street ends in vacant land adjacent to Spa Creek.



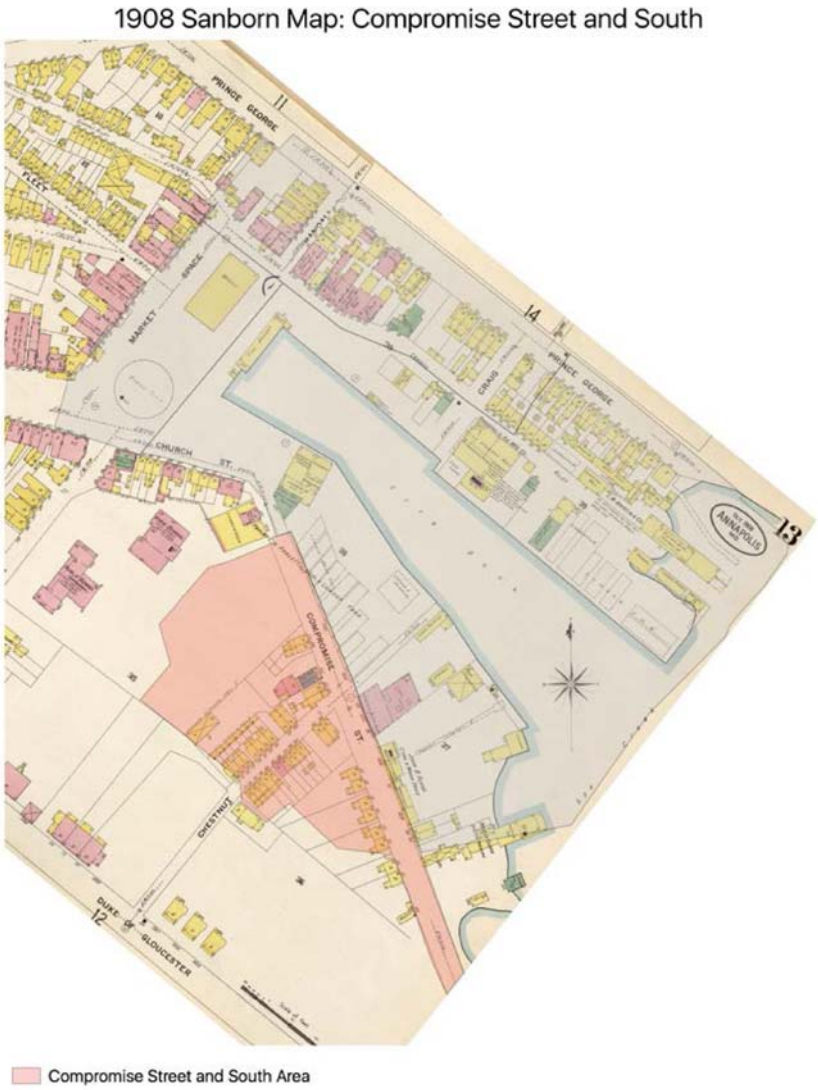
Sanborn Fire Insurance Map, 1903

By 1903, the Flood Lumber property has developed with a row of eight wooden, attached houses on the west side of Chestnut Street opposite the tenements that have existed for several years; there are an additional two houses on Compromise Street. A wagon shed has been built in the location of a former lumber company shed. The large brick house associated with the lumberyard is not identified, but a similar building occurs in 1908 so perhaps this is a map error. Each of the new dwellings has a back porch and detached shed. None of the houses are identified as tenements, and no race is identified. The lumber operation is now named Parlett and Parlett in the same location, and a large open land area still remains between it and the Compromise Street houses. The former Negro school location is described with a two-story dwelling that could represent an adapted use of the former school building. There is a one-story wooden building used as a "restaurant" near the water at the end of the Compromise Street houses sometimes identified as tenements.

Sanborn Fire Insurance Map, 1908

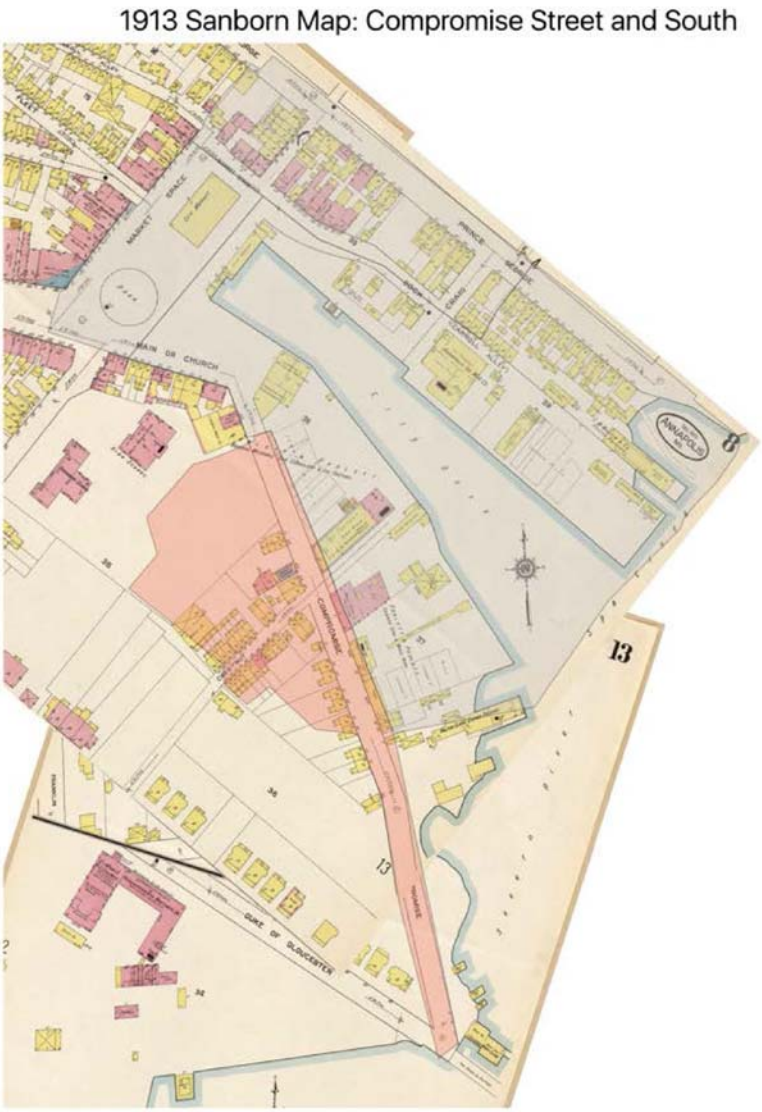
In 1908, the Sanborn map reflects some minor physical and use changes in this sub-area although the formerly vacant land still remains open. One of the former upper Compromise Street dwelling locations is now shown as a one-story concrete poolroom. The brick dwelling immediately behind the poolroom may possibly be a structure that appeared to be associated with the Flood Lumber business previously. One of the double houses on Compromise Street now has a grocery, and the former Negro school just outside the boundary continues as a dwelling. A five-feet tall concrete retaining wall has been built west of the more recent Chestnut Street row of houses and their garages. Further west is another 5-feet tall wall that extends to the back of the wagon house.

Compromise Street now extends beyond the restaurant as does a city water line.

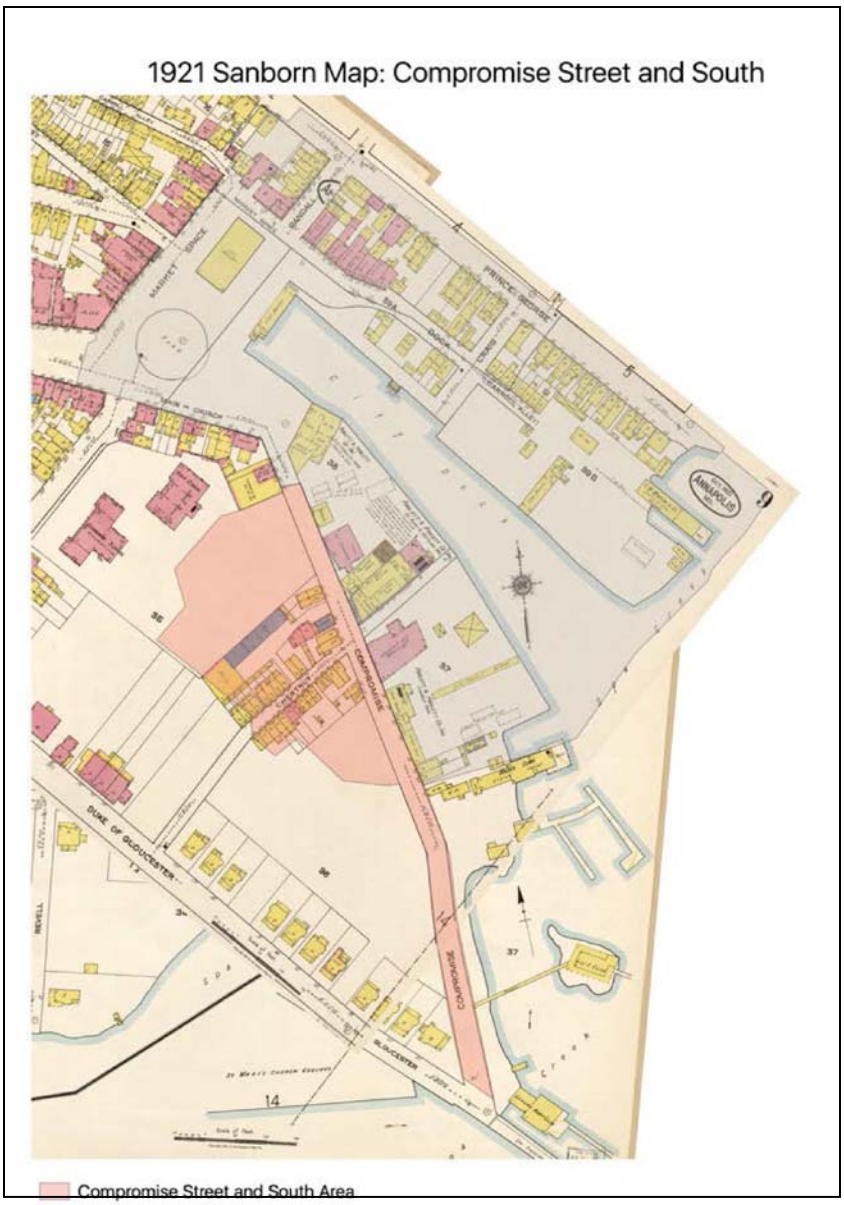


Sanborn Fire Insurance Map, 1913

The Sanborn reflects a few changes that have occurred in the five years since the last one. The wagon house has expanded with a one-story addition adjacent to the Chestnut Street houses' garages, and the former poolroom is being used for wheel storage. The Chestnut Street grocery use appears to have been discontinued and is being used only as a dwelling. The formerly vacant lot Chestnut Street in the original row of house has been developed with a one-story wooden shed in-filled between houses. A one-story cobbler shop occupies the first lot on lower Compromise Street below Chestnut Street.



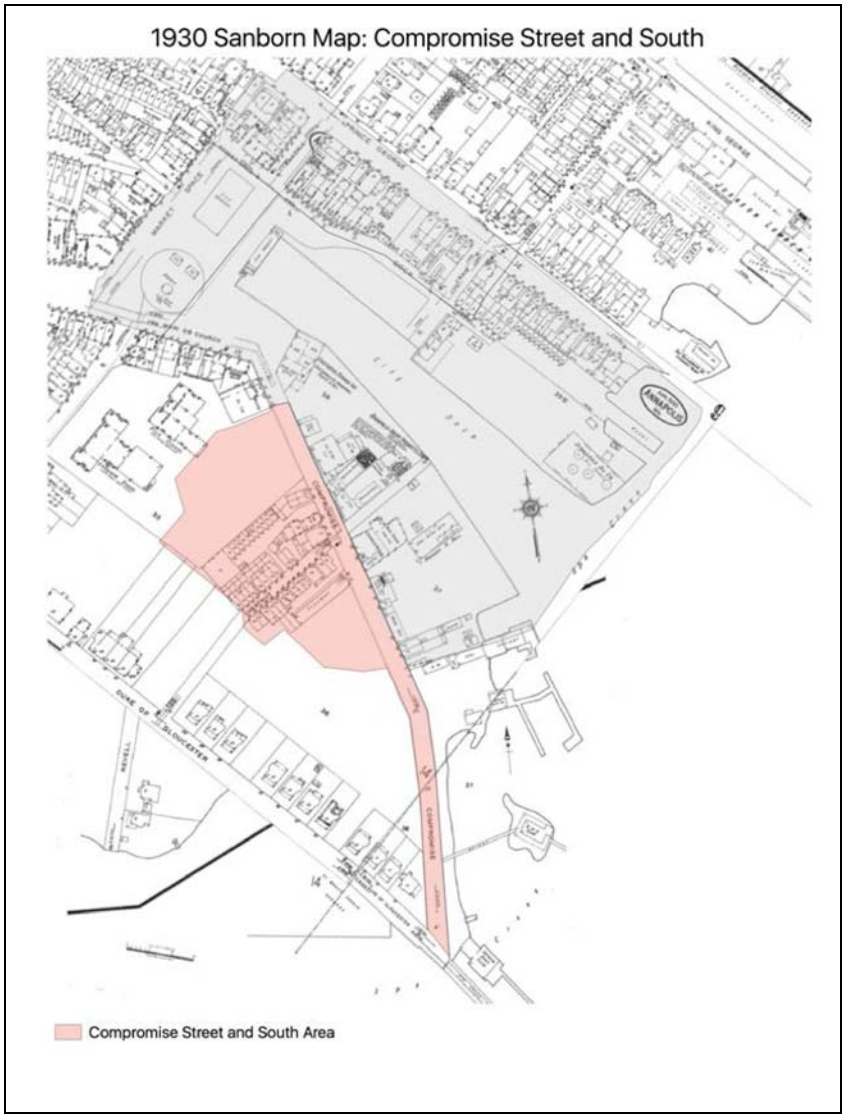
Sanborn Fire Insurance Map, 1921



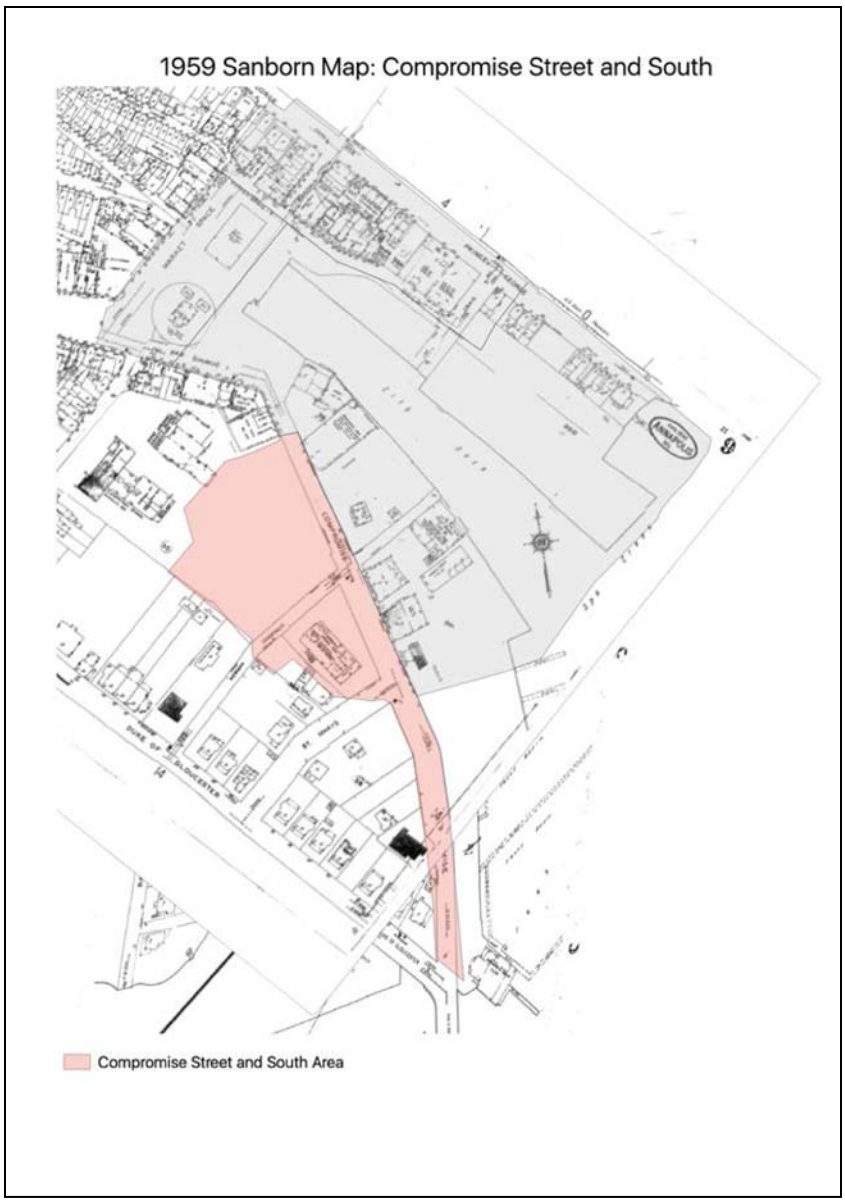
The map records several changes in 1921. Some reflect the transition to the automotive age, with the wagon shed conversion to an "auto" use and the addition of a long, concrete structure identified as "auto houses" extending to the north. Two groceries have appeared in the area: one in half of the dwelling adjacent to the large open lot, and a grocery has returned to half of the building at the west corner of Compromise and Chestnut Streets and added a shed to the back. Both the former poolroom and wheel storage are identified as vacant. Interestingly, a fairly large, wooden chicken house has been added behind the original Chestnut Street houses. In the Chestnut Street older house row, one is now a warehouse and one has an "auto" use. All of the lower Compromise Street previous developments beyond Chestnut Street–the tenements, the four double buildings, and the restaurant—are gone, except the first building now being used as a grocery.

Sanborn Fire Insurance Map, 1930

The 1930 map in this sub-area shows significant build out as well as an increased mix of commercial and residential uses. Chestnut Street shows the ten subdivided auto units; two additional autos have been built between those garages and the dwellings. A new two-story tenement has been built behind the original Chestnut Street tenements and there is a store at the Compromise St entrance. On the east side of Chestnut Street, the warehouse and "auto" uses in former dwellings have returned to residential use. On Compromise Street, the double dwelling that was previously in half use as a grocery is now shown to be entirely used as a store. An adjacent building is vacant and there is another store in the double house at the top of Compromise Street.



Sanborn Fire Insurance Map, 1959, 1930 revised



The 1959 Sanborn reflects the cumulative effect of three decades of change and the first Sanborn available following the Great Depression of the 1930s, World War II, and the post World War II changing economy and societal changes. The most transformative of these changes occurred at the end of our period of significance in 1941 to facilitate war-related redevelopment and "urban renewal" style clearance of low-income and primarily African American housing.

Significantly, the upper part of Compromise and Chestnut Streets is shown as completely cleared of its former buildings and structures; all of the former tenements, garages, and stores have been demolished. Chestnut Street has been renamed Newman Street, and a new street—St. Mary's Street has been developed more or less parallel to the former Chestnut Street that has been renamed Newman Street. The new street connects Duke of Gloucester and Compromise Streets. The large, two-story "Community Service Building" was built along Compromise Street between Newman Street's southeast corner of and St. Mary's southeast corner in 1942. Demolition necessary prior to developing the red brick building displaced the low-income resident population that previously had lived in this area near the dock. The new building, reserved for use as a USO during its first ten years, was then converted to use as a city recreation center.

The map also documents the new, brick-faced, concrete dwellings constructed nearby, along St. Mary's Street between Compromise and Duke of Gloucester Streets. Expansion in the former Severn Boat Club area to become the Annapolis Yacht Club is quite apparent: regularization of the shoreline and fill are apparent. Creation of its large "Yacht Basin" marks the evolving transformation of the City Dock from a working maritime environment to a leisure and recreation maritime experience.

Historic Condition

- Most of Compromise Street developed later along the historic shoreline and diverged both physically and visually from the baroque street pattern.

- There were views to and from Spa Creek along Compromise Street; views across the basin to and from Main Street, the Market area, Dock Street and the harbor. Depending on the time period, some views would have been blocked and/or partially obscured by utilitarian buildings and structures on both sides of the dock.

- Compromise Street evolved from an informal extension of Church (Main) Street to the dock basin that served as the connection to commercial and industrial operations adjacent to the basin; and to the Carroll and other holdings further to the east on Spa Creek.

- Compromise Street (and its informal antecedent) developed near the basin and as portions of the basin were filled where previously there had been wharves, the distance between the street and water's edge increased and the newly created land developed with work yards, buildings, and structures to serve new and growing industrial uses.

- Tenement housing and linear rows of wood-frame dwellings, two-stories in height and another row of one-story garages served the low-wealth, working population and service workers who lived in the housing that developed on streets near the dock. The residences on Newman and St. Mary's Streets had a number of deciduous shade trees and shrubs.

- With its construction in 1942, the two-and-a-half-story, red brick, city recreation center established a much larger footprint than the lower-scale, two-story, wood-frame dwellings that it replaced and that dated from the nineteenth and early twentieth centuries.

Existing Condition

- Compromise Street is located closer to the basin because of the expanded land area created from fill.
- There are views to and from Spa Creek along Compromise Street; views also exist across the basin to and from Main Street, the market area, Dock Street and the harbor.
- Compromise Street today represents more recent and larger scale development and institutional recreational and educational uses than other areas of City Dock.
- The rehabilitation of the traditional Fawcett's Hardware and the subsequent redevelopment of its dockside site has changed the visual character, massing, scale, and other characteristics of the waterfront on the south side of the basin and have significantly changed the foreground views from a boat in the basin as well as from the market and Dock Street areas.
- Rehabilitation of the Yacht Club and construction of the waterfront hotel began to change the scale of this area and created new middle-ground views from the basin depending on the viewing points.
- At Newman Street, the City owned former Recreation Center, which replaced traditional worker housing, is under renovation for conversion to condominiums.
- There are mostly asphalt streets and concrete sidewalks (some with scoring) and curbs.
- The downtown playground, park, and associated parking lot lie between Newman Street and the school.
- Newman and St. Mary's Streets retain some deciduous shade trees as well as those planted as part of the hotel, playground, and parking lot redevelopments.
- There are no MIHP listed properties in the Compromise Street and South area

Integrity

This area's integrity derives primarily from its waterfront associations, traditional open space and former recreation center that developed at the very end of the period of significance. The playground and adjacent parking area have remained open space through successive periods of development. The former recreation center at 9 St. Mary's possesses a high degree of individual architectural integrity that enriches but does not define the cultural landscape. Demolition of the area's traditional tenements and displacement of the poor and African American laborers who lived in this area until their eviction after 1940 diminishes the ability of this area to represent the complete maritime-related community that developed on this side of the dock. It retains fewer of the historic characteristics associated with a historic waterfront or dock location, having no significant nineteenth- or early- twentieth-century residential or commercial buildings and limited relationship to the original plan.

Late twentieth-century waterfront development obscures and blocks views into and out of this area, also detracting from its potential for integrity of setting and feeling. The area does, however, retain historic views with integrity toward the other areas of City Dock. Although this area possesses less integrity than the other three, it is an important part of the overall history and environs of City Dock and possesses significant historic associations.

Treatment Approaches

- Maintain water views along and across Compromise Street.
- Maintain the historic scale, height, and massing of buildings (not to exceed that of 9 St. Mary as rehabilitated.)
- Interpret the lost cultural landscape and displaced households that lived in this area prior to construction of the City Recreation Center (former USO).
- Consider this area as potentially appropriate for larger footprints similar to those of the former Recreation Center and the school, infill development that does not exceed the historic or existing height limitations such as structured parking, overnight lodging, and other services supportive of the City Dock economy.
- Continue to pursue research, preparation of MIHP forms, and other documentation for historic structures in and immediately adjacent to this area, specifically 9 St. Mary Street.

VI. Summary of Findings and Overall Treatment Approaches

A. Cultural Landscape Treatment Concept Vision/Strategy

The Cultural Landscape Treatment Concept Vision the team offers is based on a Rehabilitation approach that allows for the preservation and enhancement of historic features, and the addition of new features that are compatible with the historic character of a cultural landscape in four cultural landscape treatment sub-areas. Recommendations, organized by sub-area with some more general ones at the end of the report, have been considered and developed holistically so that they can be implemented incrementally, or as part of a larger cultural landscape plan implementation.

This landscape management approach has intended to support retention and enhancement of character-defining characteristics and features from the period of significance (1695- 1942) and provides the next steps and priorities for important rehabilitation planning. Rehabilitation is the treatment approach most applicable and appropriate given existing conditions and the integrity analysis of the City Dock area. Importantly, it is also the approach most compatible for implementation according to the guidance of the 2013 Annapolis City Dock Master Plan.

B. Summary of Findings

The City Dock Cultural Landscape is significant on a national, state and local level and warrants careful management and care in all future planning and design. City Dock faces a number of challenges. An iconic landscape and part of a larger National Historic Landmark District, it has endured as a distinct, recognizable place for more than three centuries.

With a period of significance from 1694 –1942, City Dock's essential defining characteristic that contributes to its role within a National Historic Landmark district is its water/land relationship. Its cultural landscape depends upon the integral, visible interrelationship of water and land at the city's water edge. The intentional plan for urban streets that descend from the city's institutional landmarks at higher elevations and terminate at the water's edge provides the primary organizing element that allowed the humble City Dock to evolve into the third and more organic focal point—the historical mixing place of contact and commerce—the non-institutional heart and soul of the city. The original natural and early modifications of the cove / safe harbor into the more formal dock are significant to the overall spatial organization of Annapolis as defined by the Nicholson plan in the late 17th century. City Dock's oldest surviving buildings still define in most cases the extent of the historic built area and should constitute the built form juxtaposition with the water's edge. By exploring the expansion of the water interpretative area and attempting to bring "nature" back into the Cove / Basin, the actual heart of the downtown – creative sea rise and flood mitigation opportunities may emerge.

The integrity of the City Dock cultural landscape is strong in location, setting, design and association. The Cove/Basin continues to provide navigable access to the harbor and waterways beyond and is the primary character defining feature of the entire City Dock. It is integral to the establishment, development, and evolution of the entire NHL district and the City of Annapolis and its region. The Market area also possesses integrity of location, setting, and association. Its dockside location, waterfront views, proximity to Main Street and other framing historic blocks, and its long history as the city's market place are the strongest factors related to its integrity. The Prince George and Dock Street subarea is integrally part of the Nicholson plan and plays an important role in the connectivity of the City. Dock Street as an early continuation of the commercial activity that developed adjacent to the dock's edge and strongly contributes to the integrity of this area. The Compromise Street and South sub-area derives its integrity from its waterfront associations and the institutional buildings developed there at the very end of the period of significance. The late twentieth-century waterfront development detracts from this area's potential for integrity of setting and feeling.

Understanding City Dock's cultural landscape further reveals new and layered narratives not only of Annapolis but also of our nation. Some of these narratives are well known, and have been shared widely and glorified while others have been suppressed, written over, and even scraped off the land in many places. City Dock's landscape is the creation of the interdependence of water and land but also the story of the people who populated and worked at City Dock. That story of maritime and industrial work is largely missing on the landscape we experience today. City Dock's landscape today tells the

story about creating a "preserved" and beautified place by displacing a poor population of color and obscuring an industrial maritime past. Annapolis is not unique in creating this kind of place; in many places that is and has been the continuing story and legacy of historic preservation in the United States today.

Maintaining City Dock as the City's most significant open space will not only protect views and vistas of utmost importance in maintaining the Nicholson Plan but also will provide a common ground (and a common water!) for civic dialogue and interaction among the various citizens and their respective histories. By retaining and expanding its much-needed open space in the City Dock area, existing activities can increase and foster economic development in the greater downtown. But this should be visualized designed and developed in a truly inclusive manner. Ultimately this City Dock land and water should interpret the "good, bad, and ugly" of the "change over time" that has occurred here and throughout our nation. It provides substantial opportunities for continued interpretation and equitable memorialization in a thriving waterfront mixed use area.

C. Overall Treatment Approaches

- Maintain and protect historic views and vistas between elevated areas and the water as well as into and out of city dock.
- Treat the historic cove/basin as open space and not building space.
- Maintain the historic visual and physical relationship of land to water articulated by Nicholson's plan.
- Maintain the historic or existing location, scale and massing of structures around the perimeter of the historic cove/basin.
- Develop City Dock as a "mixing" place where all communities possess "ownership."
- Develop an interpretation plan to address the social as well as physical history of City Dock.
- Develop and implement a pedestrian/vehicular paving approach based on historic precedent and permeability.
- Consider how the built environment and natural systems intersect at City Dock and how the City can adapt the landscape to accommodate Sea Level Rise.
- Continue to undertake archaeological and engineering investigations to determine the land/water edges through time and to better inform the development of alternative historic narratives that this area may reveal.

- Determine if current landfill areas could serve as flood remediation as well as creating expanded recreation and boat docking opportunities.

- Attempt to reconcile the often-conflicting and competing goals of "beautification versus history" to mitigate false senses of history that have been created through past demolitions, infill, and twentieth- century civic improvements and urban design.

- Initiate a community dialogue based on how the cultural landscape might incorporate both commemoration and interpretation, particularly regarding the history of race on this site, the African slave trade, maritime history, exclusion and inclusion, and religious conflict and toleration.

- Initiate an inclusive cultural landscape interpretation process to reverse the social and economic exclusive narratives that exist. Build on the precedent-setting Kunta-Kinte-Alex Haley Memorial and Memorial Walk installations to update the narrative in light of contemporary practice related to race and public space.

- Undertake a comprehensive revision of the NHL narratives to include cultural landscape history and design for the entire NHL and add the cove/basin as a contributing character defining feature.

- Redefine the extent and species of vegetation appropriate to the City Dock area to vegetation likely to have grown in the cove historically. Use this limited vegetative vocabulary to help interpret the historic vegetative condition of the natural cove and its evolution.

* * * * *

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VIII. Appendices

Appendix A: Existing Condition Photos of the City Dock Landscape Study Area
(Provided on Archival Gold DVD and attached PDF of contact sheets)

Appendix B: Architectural Resources in the City Dock Cultural Landscape

Appendix A:
Existing Condition Photos of the City Dock Landscape Study Area

(Provided on Archival Gold DVD and attached PDF of contact sheets)

1: PHOTOS FROM LAND - COVE / BASIN
All Photographs taken on July 30, 2018, by Kate Mahood.

Photo number	Description of View
1	View from Dock Street looking South.
2	View from Dock Street looking East.
3	View of Harbor Master Building, taken from Dock Street, looking East, SE.
4	View from promenade next to Dock Street looking West toward Market House. Showing existing sea wall)
5	View of promenade next to existing sea wall and Dock Street, looking West toward Market House.
6	View from promenade adjacent to existing sea wall, looking East.
7	View from promenade / sea wall looking West, SW toward Main Street.
8	View from promenade / seawall looking SW toward Compromise Street and opposite side of Basin
9	View at West end of City Dock Basin.
10	View of former Basin area, adjacent to Market House, looking East.
11	View of Basin adjacent to Randall Street, adjacent to Market House, looking East to Basin.
12	View of Basin adjacent to Randall Street and Market House, looking East toward Dock Street.
13	View of Basin from adjacent to Randall Street at the foot of Main Street.
14	View along Randall Street, looking North toward Prince George Street.
15	View showing current traffic circle at the base of Main Street.
16	View toward South at base of Main Street. (HA Museum & Store)
17	View toward South at Base of Main Street. (Mills Wines & Spirits)
18	View toward South at base of Main Street (former Victualling Warehouse / Capital Teas).
19	View from base of Main Street looking East toward Cove/Basin.
20	View of Hopkin's Park, looking toward Main Street, showing bike racks, wall and Goodman Building.
21	Detail view of signage at Hopkin's Park.
22	Detail view of herringbone brick paving near Market House.

23	Detail of paving along Green Street.
24	View of Cove / Basin looking from corner of Main and Green Streets.
25	View along base of Main, looking toward Compromise Street and Cove / Basin.
26	View of traffic circle at Main, Compromise and Randall Streets.
27	Detail view of former Victualling Warehouse/ Capital Teas at the base of Main Street.
28	View along Compromise Street, looking toward Spa Creek, from across from Donner's Lot.
29	View along Compromise Street, looking toward Dock Street / Across Cove/Basin. (parking area between 110 Compromise and Fleet Reserve Club Building.)
30	View of Fleet Reserve Club building. View looking N / NE.
31	View along Compromise Street looking NW toward Randall Street and Market House. (Showing new construction at 110 Compromise Street).
32	View along Compromise Street, looking East toward Cove/Basin. (Showing 80 Compromise - Marriott Resort).
33	View along Compromise Street, looking at 80 Compromise Street, toward Cove/Basin.
34	View along Compromise Street, looking toward Spa Creek Bridge / Eastport. (former water's edge)
34	View along Compromise Street, looking toward Spa Creek Bridge / Eastport.
36	View along Compromise Street, looking West toward Market House / Main Street.
37	View along Compromise Street, looking West toward Market House / Main Street, (from near 2 Compromise Street.)
38	View of lot near 2 Compromise Street, toward Cove / Basin.
39	View along Compromise Street looking toward Spa Creek Bridge and Annapolis Yacht Club building and intersection with Duke of Gloucester Street.
40	Wall detail near 2 Compromise Street.
41	View of 2 Compromise Street, Annapolis Yacht Club, under construction.
42	View of Spa Creek Bridge (draw bridge) looking toward Eastport.
43	View at intersection of Compromise and Duke of Gloucester Streets.
44	View of HVAC and Electrical Equipment immediately adjacent to Compromise Street and Spa Creek Draw Bridge.
45	View of Spa Creek from Spa Creek Drawbridge. Eastport in the distance.
46	View from Spa Creek Draw Bridge toward Charles Carroll House and base of Duke of Gloucester
47	View of Spa Creek, taken from Draw Bridge, looking East.
48	View of Cove / Basin from Randall Street, looking East.
49	View of Cove / Basin, looking East. (The day Conowingo Dam opened its chutes and the Dock area was inundated with debris and trash from points north.)

50	View of promenade at South end of Cove / Basin. Showing Kunta Kinte - Alex Haley Monument walk.
51	View from Compromise Street looking along Main Street toward St. Ann's Church at Church Circle.
52	View along Compromise at base of Main Street. (Showing recently constructed transformer box, and buildings on other side of Basin along Dock Street.)
53	View across Cove / Basin, toward Market House and Dock Street.
54	View from south side of existing Cove / Basin, looking north toward Dock Street (and former A&P Grocery / Current Harbor Mall)
55	View from promenade along the south side of Cove / Basin. (toward 110 Compromise Street)
56	View of Kunta Kinte - Alex Haley Memorial, Annapolis.
57	View along East end of Prince George Street, looking East.
58	View along East end of Prince George Street, showing rear of 12 Dock Street.
59	View along East end of Prince George Street, looking East.
60	View along East end of Prince George Street, showing rear view of 12 Dock Street building.
61	View along East end of Prince George Street, showing park and former Burtis House (current Sailing Hall of Fame building) on right side.
62	View of park at end of Prince George Street, looking East.
63	View of front facade of Burtis House / Sailing Hall of Fame building.
64	View of park at the end of Prince George Street, looking East.
65	View looking from park at end of Prince George Street looking South toward Susan Campbell Park, showing paths beside former Burtis House.
66	View from park at the end of Prince George Street looking West toward Randall Street.
67	View of park at the end of Prince George Street, looking SE.
68	View of park at the end of Prince George Street, showing park furnishings,
69	Detail park bench at the end of Prince George Street.
70	Detail park furnishings and planter at end of Prince George Street.
71	Detail "Commodore Barry" interpretive signage at the end of Prince George Street.
72	View of East facade of former Burtis House / Sailing Hall of Fame Building.
73	Detail of paths and pedestrian walks from east end of Prince George Street and leading to Susan Campbell Park.
74	View of electrical panels adjacent to the Burtis House and dock area at the end of Prince George Street.
75	View of waters to east of the park at the end of Prince George Street. (View looking toward Greenery Point and three remaining Navy communication towers.)
76	View from dock at end of Prince George Street, looking South toward Susan Campbell Park and Cove / Basin.

77	View from dock at end of Prince George Street, looking SW toward Susan Campbell Park and Cove / Basin.
78	View of existing dock at end of Prince George Street, adjacent to the Sailing Hall of Fame building.
79	View of parking adjacent to Susan Campbell Park, at end of Dock Street. (Looking SW).
80	View of buildings at the east end of Dock Street. (Looking NW).
81	View of parking area adjacent to Susan Campbell Park, looking West.
82	View of Susan Campbell Park at end of Dock Street. (Looking SE).
83	View of Susan Campbell Park at end of Dock Street, (looking SW)
84	Detail of Kunta Kinte - Alex Haley Memorial near existing west seawall of Cove / Basin.

2: PHOTOS FROM LAND - MARKET AND ENVIRONS
All Photographs taken on July 30, 2018

Photo number	Description of View
1	View of East facade of Market House.
2	View of East facade of Market House.
3	View of park at west end of Cove / Basin.
4	View of North end of Market House, east facade.
5	View of Market Space, looking West.
6	View of Randall Street, looking South.
7	View of North facade of Market House.
8	View of Market Space looking South
9	View of Market Space looking SW.
10	View of Dock Street looking East.
11	View of Market Space looking South.
12	View of Pinkney Street - immediately adjacent properties and important view shed.
13	View from Pinkney Street looking into Market Space and Market House
14	View of Market Space properties including McGarvey's Saloon.
15	Detail view of Market House.
16	View of Market Space looking North.

17	View of Market Space looking West.
18	View of Market House, partial of West facade, showing roof equipment.
19	View from Market Space West up Jarboe Alley.
20	View of Market Space looking South
21	View from Jarboe Alley looking toward Market House.
22	View of Market House and Alfred Hopkins III park, toward Cove / Basin.
23	View of park adjacent to South facade of Market House.
24	View of Wall of buildings along Market Space.
25	View of Market Space and Jarboe Alley.
26	View of park adjacent to Market House, looking SE.
27	Detail of Market House Entrance on South facade.
28	View of Cove / Basin from A. Hopkins' Park, adjacent to Market House.
29	View of former horse trough turned planter.
30	Detail of interpretive signage in Hopkins Park.
31	View of Memorial in A. Hopkin's park.
32	View of Hopkins Park, looking South.
33	View of Cove / Basin looking forward Dock Street from Hopkin's plaza.
34	View of South end of Market House, and Compass Rose.
35	View of paving and vehicular access adjacent to Cove / Basin.
36	View of Randall Street looking North.
37	View of traffic circle.
38	View of paving near Hopkins Plaza.
39	View of buildings on South end of Market area.
40	View of Goodman Building, view looking West.
41	View of Market Space looking NW.
42	Paving detail near Market House.
43	View from base of Main Street looking toward Cove / Basin.
44	View from Base of Main street.

45	View of Market House, from Market Space.
46	No Photograph
47	No Photograph
48	No Photograph
49	View of Main and Green Street, looking South.
50	View from Main Street, looking West toward Church Circle.
51	View from Green Street toward Cove / Basin, paving details.
52	View of Green Street at Main Street, looking East.
53	View of Green Street and traffic circle on Main Street.
54	View of traffic and paving at base of Main Street, looking West.
55	View of intersection of Randall and Market Space at Middleton Tavern, looking South.

3: PHOTOS FROM LAND - PRINCE GEORGE AND DOCK STREETS
All Photographs taken on July 30, 2018

Photo number	Description of View
1	View of Dock Street, near Harbor Master Building, looking West.
2	View of Dock Street and Harbor Master Building, looking East.
3	View of Dock Street, looking East to Susan Campbell Park.
4	View of Dock Street, looking West toward former Sadler's Hardware.
5	View of South facade of Harbor Square Mall, also known as former A&P Grocery store.
6	View of buildings along Dock Street. , looking North.
7	View of former Sadler's Hardware Store, on Dock Street, looking NW.
8	View of historic buildings along Dock Street, including Stevens Hardware.
9	View of Middleton Tavern at Market Space, Randall and Dock Streets.
10	View of Dock Street from Market Space, looking East.
11	View of Randall Street from Dock Street, looking North.
12	Detail of view from Middleton Tavern, outdoor seating.
13	View of former Stevens Hardware, looking North.

14	View of Randall Street, looking North.
14	View of buildings along Randall Street (some non-historic).
16	View of historic buildings along Randall Street, near corner with Prince George Street.
17	Paving detail in North area.
18	View of Prince George Street looking East from intersection with Randall Street.
19	View of corner of Prince George and Randall Streets, looking North.
20	View of historic building at corner of Prince George and Randall Street.
21	View at intersection of Prince George Street and Randall Street, looking SW.
22	View of intersection of Prince George Street and Randall, looking West.
23	View along sidewalk adjacent to Sands House, looking East along Prince George Street.
24	View along Prince George Street, looking East.
25	View along Prince George Street, looking East.
26	View of front faced of Sands House, immediately adjacent to study area. View looking North.
27	View of sidewalk conditions along Prince George Street, looking east.
28	View of buildings "immediately adjacent" along Prince George Street, looking North.
29	View along Prince George Street, looking North.
30	View along Prince George Street, back of Harbor Mall building, looking SE.
31	View along Prince George Street, looking North, (Gibson's Lodging)
32	View along Prince George Street, looking Northeast.
33	View along East end of Prince George Street, showing Naval Academy entrance and historic water line for Cove/Basin.
34	View along Prince George Street at Craig Street, looking SE.
34	View along Prince George Street at Craig Street, looking East.
36	View along lower Prince George Street showing rear of Dock Street properties, looking SE.
37	View at the corner of Prince George and Randall Streets, showing Dr. Murray House.
38	View along Randall Street, looking North, away from City Dock (toward King George Street).
39	View at the corner of Prince George and Randall Street, looking toward City Dock.
40	View along Prince George Street, looking SE.
41	View of buildings immediately adjacent to 3 Prince George and Dock Street sub area.

42	View of buildings immediately adjacent to 3 Prince George and Dock Street sub area.
43	View along Prince George Street, looking East toward intersection with Randall Street.
44	View of alley along City Dock study area boundary, at Prince George Street.
45	View of Prince George Street at Randall Street, looking East.
46	View of Prince George Street at Randall Street, looking East.
47	View of driveway, garage adjacent to Prince George and Dock Street study area.
48	View of sidewalk conditions along Prince George Street, looking West along Study area boundary.
49	View along lower Prince George Street, looking East toward park.
50	View of USAA building along Prince George Street, looking SW.
51	View of historic buildings along Prince George Street, looking SE.
52	View along lower Prince George Street, looking toward Randall Street.
53	View along lower Prince George Street, looking East toward park.
54	View of building immediately adjacent to Prince George and Dock Street,, at intersection with Randall Street, looking North.
55	Sidewalk conditions along Randall Street, looking away from City Dock area.
56	View of 18th century structure immediately adjacent to Prince George and Dock Street study area.
57	View along Randall Street, looking toward City Dock, looking South.
58	View along Randall Street, looking toward City Dock, looking South.

4: PHOTOS FROM LAND - COMPROMISE STREET AND SOUTH
All Photographs taken on July 30, 2018

Photo number	Description of View
1	View of sidewalk conditions near Department of Education property.
2	View along Compromise Street, looking South toward Bridge.
3	View along Compromise Street to parking entrance for Department of Education property.
4	View along Compromise Street, looking toward Department of Education buildings.
5	View along Compromise Street, showing low wall and park access.
6	View along Compromise Street at local park and recreation area.
7	Detail view of educational signage in park along Compromise Street.

8	View of pedestrian walkway at park along Compromise Street.
9	View of recreational court at park along Compromise Street.
10	View of 9 St. Mary rehabilitation project of former Recreation Center building.
11	View of 9 St. Mary rehabilitation project of former Recreation Center building.
12	View along Compromise Street, looking SE toward Spa Creek Bridge.
13	View along Compromise Street, looking SE toward Spa Creek Bridge, from St. Mary Street.
14	View along St. Mary's Street, from Compromise Street, looking West toward Duke of Gloucester Street.
15	View along Compromise Street, looking NW toward Market House and Main Street.
16	View of 9 St. Mary Street property, looking West.
17	View along Compromise Street showing residential properties.
18	View along Compromise Street showing residential properties.
19	View along Compromise Street showing sidewalk conditions, looking NW toward Market House and Main Street.
20	View along Compromise Street showing residential properties, looking toward draw bridge.
21	View along Compromise Street showing residential properties South of Compromise Street.

5: PHOTOS FROM WATER TOWARD LAND (ALL AREAS)
All Photographs taken on July 26, 2018.

Photo number	Description of View
1	View from water toward City of Annapolis.
2	View toward the City of Annapolis and USNA.
3	View from water looking toward City Dock.
4	View from water looking toward City Dock.
5	View from water looking toward City Dock.
6	View from water toward Susan Campbell Park.
7	View of docks at end of Prince George Street, from the Water, looking West.
8	View toward entrance to Annapolis Harbor, looking East.
9	View from water looking toward City Dock.
10	View at end of Susan Campbell Park.

11	View of Marriott property from the Water, looking South.
12	View into City Dock, looking West.
13	View of wharfs along north side of basin at City Dock.
14	View of wharfs along north side of basin at City Dock.
15	View of wharfs along north side of basin at City Dock.
16	View of wharfs along north side of basin at City Dock.
17	View of wharfs along north side of basin at City Dock.
18	View of wharfs along north side of basin at City Dock.
19	View along north side of cove / basin at water taxi stop.
20	View along north side of cove / basin showing harbor master building.
21	View along north sea wall showing recreational water craft and Dock Street buildings.
22	View along north sea wall showing recreational water craft and Dock Street buildings.
23	View along north sea wall showing recreational water craft and buildings around and including Market House.
24	View along north sea wall showing recreational water craft and buildings around and including Market House.
25	View along cove / basin near Market House and Kunta Kinte Memorial.
26	View along cove / basin near Market House and Kunta Kinte Memorial.
27	View along cove / basin near Market House and Kunta Kinte Memorial.
28	View along cove / basin, looking South.
29	View along cove / basin, looking toward 110 Compromise Street.
30	View along cove / basin, looking with new construction at the wall.
31	View from water of Fleet Reserve Club and Marriott Resort dining, at the cove / basin.
32	View from water of Fleet Reserve Club and Marriott Resort dining, at the cove / basin.
33	View of construction and activity along City Dock Basin. Large scale construction.
34	View of construction and activity along City Dock Basin. Large scale construction.
35	View from City Dock toward Eastport and Annapolis Yacht Club.
36	View looking back toward City of Annapolis from further out in bigger water.
37	View looking back toward City of Annapolis from further out in bigger water.
38	View of activity on the water. Three communication towers in the background.

39	View of sailing races, with spinnakers up.
40	View back toward City of Annapolis.
41	View back toward City of Annapolis.
42	View back toward City of Annapolis.
43	View back toward City of Annapolis.
44	View of activity on the water adjacent to Annapolis, MD.
45	View back toward City of Annapolis.
46	View back toward Eastport.
47	View back toward City of Annapolis.
48	View back toward City of Annapolis.
48	View back toward City of Annapolis.
50	View back toward City of Annapolis.
51	View back toward City of Annapolis.
52	View back toward City of Annapolis.
53	View back toward City of Annapolis.
54	View back toward City of Annapolis.
55	View back toward City of Annapolis.
56	View back toward Annapolis Yacht Club.
57	View toward Spa Creek Draw Bridge.

Appendix B:
Architecture in the City Dock Cultural Landscape Study

The focus of this cultural landscape report has been a holistic perspective that, grounded in a careful review of available historical imagery, considers varied landscape features through time. It includes an analysis of the extant architectural structures and the built environment through three centuries. The materials, styles, colors, past and current uses and historical activities borne of these buildings, dwellings and places of trade, provide significant stories and physical manifestations that reflect and speak to the rich life that has happened and continues to transform and reflect the significance of the Annapolis NHL District overall.

The CLR team conducted a review of existing MIHP documentation for properties located in the CLR study area. In this review, it became clear there is more architectural research and evaluation should be conducted specifically for the City Dock area. Many of the MIHP forms reviewed were prepared in the 1970s and 1980s and are only brief survey documents. The City has identified this need for improved research and documentation and with various individuals and organizations is working to have the area studied more completely. There is a team preparing additional MIHP forms for State Historic Preservation Office review and possible addition to the MIHP.

A review of currently listed MIHP properties **inside** the CLR study area boundaries indicate the following counts: **Three** (3) properties in the Cove / Basin area; **One** (1) property in Market and Environs; **Twenty** (20) in Prince George and Dock Street; and **Zero** (0) are currently in Compromise Street and South. There is a total of Twenty-Four (24) MIHP properties within the full CLR boundaries.

A review of addresses **immediately adjacent** to the study area indicated the following MIHP listed properties are contributing to this important study area: **Five** (5) properties in the Cove / Basin area; **Eighteen** (18) in Market and Environs; **Fourteen** (14) in Prince George and Dock Street; **Three** (3) in Compromise Street and South.

Lastly, a review of properties that the City is currently researching and working to have added to the MIHP in the City Dock area include: **Two** (2) in the Cove / Basin area; **Two** (2) in Market and Environs; **Two** (2) in Compromise Street and South. There are no pending new listings in the Prince George and Dock Street area at this time.

It is valuable that additional research is occurring. It is an essential step for a full understanding of the City Dock area and will likely assist in meeting future interpretive goals, developing strategies for effectively communicating the land / water — water / land relationships, and expressing the vibrant and relevant history of this important area of the City.

Legend

In - means the property is located "Inside" one of the 4 sub-areas (Note the bolder / darker cell fill color.)
Adj - "Immediately Adjacent" (Note the lighter shaded cell fill color.)

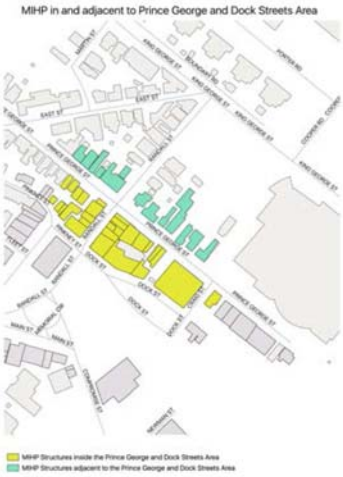
1 - Cove/Basin (**PINK**); 2 - Market and Environs (**PURPLE**); 3 - Prince George and Dock Street (**YELLOW**); 4 - Compromise Street and South (**ORANGE**)
"AA ##" - is the Anne Arundel County MIHP listing (All forms are available at "https://mht.maryland.gov/research_mihp.shtml")
"AA - tbd" - means the MIHP form is being prepared. No number is available. (Pending forms will be available at the above site, once they are completed.)
"None" - means there is not an MIHP form underway, and it is not already listed on the. MIHP.
All text in the "Notes" column is taken from the MIHP forms on file with the Maryland Historical Trust, or draft documents that were generously shared for the team's review. HPS/LCA conducted no special research regarding these properties. (Not intended as a comprehensive list.)

No.	Location/ Sub Area	Street Address	MIHP Number	Historic Use	Current Use	Notes
1	In - 1	Brogan Vessel - "Mustang"	AA-863	Work Boat	Tour Cruise Boat	(Related to the Bugeye type workboat.)
2	In - 1	69 Prince George Street	AA-1152	Residence	Office	Wm Burtis House - See HSR prepared for Sailing Hall of Fame. The organization has long term lease from State of MD (owner).
3	In - 1	Yacht III Herreshoff	AA-1	work boat	Work boat	Think it has moved. Nevertheless, 1921 Herreshoff. Ketch -rigged wooden vessel.
4	In - 1	100 Compromise Street	None	Private Club	Private Club	Fleet reserve Association #24. Private membership organization. 1946 modern style
5	In - 1	110 Compromise Street	None	Boat Supply / former Fawcett's	Restaurant (under construction)	(Current architect Hammond Wilson)
6	In - 1	80 Compromise Street	None	Hilton Hotel	Marriott Hotel	
7	In - 1	2 Compromise Street	AA - tbd	Sailing Club	Sailing Club	Annapolis Yacht Club 1962
8	In - 1	1 Dock Street	None	Harbor Master Building	Harbor Master Building	1970 -1972 (James Wood Burch, FAIA possibly architect - to be confirmed)
9	In - 1	8 - 14 Dock Street	None	Sailing Club	Former Harbor House Restaurant	Ca. 1972 Architect James Wood Burch. FAIA "Interim" Club House for AYC during reconstruction of 1 Compromise St. Former Phillips Seafood Restaurant
10	In - 1	4 - 6 Dock Street	None	Office / Retail	Office / Retail	
11	Adj - 1	141 - 143 Compromise Street	AA- 1330	Tannery	Theater	Current Annapolis Summer Garden Theatre.
12	Adj - 1	141 - 143 Compromise Street	AA - 1329	Tannery	Theater	There's also new research being done on this property.

13	Adj - 1	77 Main Street	AA - 532	Victualling	Retail (Capital Teas)	"Original warehouse and/or tenement of Daniel Delaney; used as victualing office during Revolution. Interior gutted by fire in 1807, rebuilt same year." (MIHP form). Currently Capital Teas Store.
14	Adj - 1	81 - 83 Main Street	AA - 533	Retail / Residential	Restaurant/ Retail	Ca. 1820, "Federal" Altered. Formerly "Bob Ward Liquors" Currently, Mangia Italian Grill
15	Adj - 1	87 Main Street	AA - tbd	—-	Liquor Store	Late 1950s, Mills Wines and Spirits
16	Adj - 1	91 - 95 Main Street	AA - 534	Residential	Retail	1868 - 1878 "Greek Revival" Formerly "Hazard Paints Co." (MIHP shows photo with 1/2 size windows on the 3rd floor.) Significantly altered in late 20th Century. Dark red brick.
17	IN - 2	25 Market Space	AA- 590	Open Market	Enclosed Market	Market House
18	Adj - 2	24 Market Space (aka at Jarboe Alley at bottom of Fleet and Cornhill)	AA - 2397	Commercial (Replaced 1813 brick bldg associated with JT Barber, Basil, Inglehart and Silvers) - razed in 1950)	Commercial	Ellebe Buris House ca. 1954. Part of 1696 Ship Carpenters lot
19	Adj - 2	14 Market Space	AA- 593	Liquor sales Glass Manuf.	Retail	Ca 1907. Part of 1696 Ship Carpenters lot.
20	Adj - 2	16 - 18 Market Space	AA-594	Distillery/Saloon	Retail (Pink Crab)	Ca. 1901 Baurenschmidt Distillery Co.
21	Adj - 2	20 - 22 Market Space	AA-595	Residence	Retail	Edwin and Ella Lee Burtis House. Ca 1821-1844
22	Adj - 2	26 Market Space	AA-596	Commercial and Residential	Retail	Wallace Davidson & Johnson Building. Former Factors Row. Formerly Riordan's.
23	Adj - 2	18 Market Space	AA-1818	Meat Market	Coffee Shop	City Dock Coffee since 1993.Former Peoples Meat Market, former Zellers Deli
24	Adj - 2	26 / (28) - 30 Market Space	AA-1819	General Store and Lumber	Retail	Jos. SM Basil Commercial Building 1884. Italianate.
25	Adj - 2	30-34 Market Space	AA-1820	Greenwald Pkg.; Gottlieb's Clothing for Women, Wilkins Britches	Jewelry - Blanca Flor	1885-1891
26	Adj - 2	36 - 38 Market Space	AA-1821	Tailor, S Greenfield and Greenfield Gritz family.	Retail	Wm Inglehart Comm. Bldg. 1884 post fire. (next to Goodman Building - facade aligns with Goodman?)
27	Adj - 2	12 Market Space	AA-2396	Grocery store	Restaurant/ commerce	John w. Andeson Jr. Community building. 1897/1903. Now Maria's Ristorante
28	Adj - 2	100 - 106 Main Street	AA-536	Department Store	Retail / Restaurant	Aaron Lee Goodman Building 1900 -1913 (Buddies Crabs and Ribs at 2nd floor)
29	Adj - 2	194 Green Street	AA - 522	Tenement	Retail (residence above)	Ca. 1871 Altered by 1913. (3rd story and faux mansard added) Easement to HAF.

30	Adj - 2	99 Main Street	AA - 535	Customs Office	Retail/Institutional	1770 "Traditional Customs House," Used as British Customs, "Georgian," former "Sign of the Whale" shop, Rehabilitated 1970's by James Wood Burch and in 2004 - 2006 as HAF Museum Store.
31	Adj - 2	101 - 107 Main Street	AA - 537	Residence	Retail (multiple stores) Including currently "Hats in the Belfry"	Ca. 1800 "Federal" Altered. (above/at Green St intersection). Formerly clad in "permastone." "Late Victorian cornice" Formerly "Olde Town Restaurant in 1970's and 1980's)
32	Adj - 2	2 -4 Pinkney Street	AA - 1257	Warehouse "Tobacco Prize Warehouse"	Institutional	Ca. 1819 and 1836 1696 Ship Carpenter's Lot
33	Adj - 2	6 Pinkney Street	AA - 1238	Residence	Residence	1872 - 1879. the eastern half of a double house built for "… Daniel Medford, proprietor of a successful oyster packing business, alderman, and active member of the Maryland Avenue Methodist Church." J. Russo
34	Adj - 2	8 Pinkney Street	AA - 759	Residence	Residence	1872 - 1879, western half of a double house built for " Daniel Medford, proprietor of a successful oyster packing business, alderman, and active member of the Maryland Avenue Methodist Church." J. Russo
35	Adj - 2	18 Pinkney Street	AA - 643	Residence / Tavern	Office / Institutional	1723. Shiplap House HAF property Easement. Former "Harp and Crown," "Slicer House;" ship-lapped weatherboard siding.
36	In -3	139 Prince George Street	AA-1159	Retail w/ apartments	Retail w/ apartments	Ca. 1880 "Victorian" Mansard Roof (corner shop at corner of PG and Randall) Altered. Stucco, Former Rainbow Cleaners.
37	In - 3	102-110 Dock Street	AA-455	A&P Grocery Store	Retail indoor mall	Harbour Square Mall
38	In - 3	118 Dock Street	AA-456 and AA -1239	Commercial	Commercial	Sadlers Hardware Store
39	In - 3	132, 134, 136 Dock Street	AA-457	Residential, Tavern Former "Fiddlers Green"	Two (2) Taverns	1 structure serves two establishments. Former "Old Towne" and "Lorea's" Taverns
40	In - 3	138 - 142 Dock Street	AA-458	Retail/Commercial	Restaurant	Stevens Hardware converted to Mission BBQ in 2017/2018.
41	In - 3	123 Prince George Street	AA-1157	Residence	Residence	Next to Harbor Sq. Mall w/ bracketed corse Italianate detailing.
42	In - 3	121 Prince George Street	AA-1156	Residence	Residence	2 story "Annap. Federal" C. 1880
43	In -3	119 Prince George Street	AA - 1155	Residence	Apartments	Ca. 1880 "Victorian" False Mansard Roof. 2 gables w/ pedimented dormers, fish- scaled shingles at roof, asbestos siding
44	In - 3	42 - 44 Randall Street	AA - 1626	Residence	Retail	Ca 1880, "19th C Vernacular" (Check to see if it's a former "tenement" on Sanborn map)

45	In - 3	46 - 48 Randall Street	AA - 1627	Residence	Retail	Ca. 1850 "Greek/Italianate" Check if it is former "tenement" Sanborn map)
46	In - 3	50 Randall Street	AA - 1628	Residence	Restaurant	Ca. 1850 "Vernacular Greek/ Italian Revival" adjoined internally to Middleton Tavern (AA in mid-late 20th cent.
47	In - 3	8 Market Space	AA-591	Dwelling / Store	Tavern	McGarvey's Saloon Ca 1878 "Built for John T.E. Hyde, mayor of Annapolis in 1870. …became home to the general merchandise market of George Washington Moss, who was a successful ship chandler. The building's use as a tavern began in 1892."
48	In - 3	10 Market Space	AA- 592	Barber Storehouse, boots/shoe store	Restaurant	Ca. 1844 Part of 1696 Ship Carpenters lot. Joined to McGarvey's in 1970s.
49	In - 3	2 -6 Market Space	AA - 1817	Residence	Tavern / Restaurant	Middleton Tavern Formerly Marx Hotel, and John Randall House. 1696 Ship Carpenters Lot Easement to State of MD/MHT
50	In - 3	131-133 Prince George Street	AA-1158	Residence	Residence/Retail	1790 "Georgian Vernacular" ("Corner-store" cut away) Located at Corner of Randall and Prince George. White Stucco.
51	In - 3	145 Prince George Street	AA - 1160	Residence	Apartments	1910 "Four Square" (Duplex with AA - 1161)
52	In -3	147 Prince George Street	AA - 1161	Residence	Apartments	1910 "Four Square" (Duplex with AA - 1160)
53	In - 3	149 Prince George Street	AA - 1162	Residence	Apartments	1880 "Victorian" Faux Mansard Roof, (3 pedimented dormers)., Italian cornice, wood siding)
54	In - 3	151 Prince George Street	AA - 1163	Residence	Residence	1880 Vernacular "Annapolis Federal" (2 Story, no dormers, shingle siding) (on the red dotted line of the City Dock Master Plan Boundaries - CLR counts as "In."
55	In -3	97 Prince George Street (aka 1 Craig Street)	AA-1154	Residence	Take Out Restaurant	1892 - 1897 Shingle Style Jergen Head roof detail Currently Sofi's Crepes Store
	In - 3	Several addresses along Prince George and Randall Streets - Non Historic Properties.	No Numbers	Previously Residential	Mostly Retail and/or Institutional	i.e. Big Cheese Story, And USAA Credit Union..(which may be historic and modern style and worthy of future MIHP documentation.)
56	Adj - 3	114 Prince George Street	AA-1189	Hotel	Residence	19th Century Berman House Cross gable, "homestead style" Part of Gibson's Lodgings
57	Adj - 3	110 Prince George Street	AA-651	Residence	Residence	Nicholas Z Maccubbin House. 1786. Alt. 1878 Brick. Part of Gibson's Lodgings

58	Adj - 3	142-144 Prince George Street	AA-653	Dr. James Murray House	Residential	"Originally part of a 5 bay, center passage dwelling that was extended in 1884." Aka noted as "Randall House" glazed porch at intersection with Randall and Prince George Streets.
60	Adj - 3	34 - 36 Randall Street	AA - 1625	Residence	Residence	18th Century (nd) thought to be kitchen to Dr. Murray Hse. (at 142 - 144 Prince George Street)
61	Adj - 3	130 Prince George Street	AA-652	Residence	Residence Institutional	Sands House "thought to be the oldest frame structure in Annapolis"
62	Adj - 3	118 Prince George Street	AA - 1190	Residence	Residence	1880. Frame, 2 story "Vernacular"
63	Adj - 3	124 Prince George Street	AA - 1191	Residence	Apartments	1880. 4 square, elongated at rear stucco over brick
64	Adj - 3	126 Prince George Street	AA - 1192	Residence	Residence	1880, shingle, side hall vernacular
65	Adj - 3	134 Prince George Street	AA - 1193	Residence	Bed & Breakfast / Hotel	1909 - 1913. At corner with Randall, (rehabbed and painted w bright navy colors.)
66	Adj - 3	146 Prince George Street	AA - 1195	Residence	Residence	1880 3 bays, side hall passage, wood siding.
67	Adj - 3	148 Prince George Street	AA - 1196	Residence	Residence	1875 "Victorian" Mansard roof Single siding
68	Adj - 3	150 Prince George Street	AA - 1197	Residence	Residence	1875 False Mansard (sim to Aa - 1196)
69	Adj - 3	152 Prince George Street	AA - 1197	Residence	Residence	1880 Vernacular "Annapolis Federal" Gable dormers. (Light stucco exterior in MIHP photograph)
70	Adj - 3	153 - 155 Prince George Street	AA - 1164	Duplex Residence	Apartments	1880 "Victorian Mansard" faux mansard roof.
71	In - 4	9 St. Mary Street	AA - tbd	Recreation Center for City	Private Condominiums	1942, Used by the United Services Organization (USO) during World War II. Served as Rec Ctr until 2009 w/opening of new Pip Moyer Community Rec Center.)
72	In - 4 -	2 Compromise Street	AA - tbd	Yacht Club	Yacht Club	Annapolis Yacht Club, 1962 by Earl S. Harder 1962 Modern style. (Includes small frame structure in parking area - non-historic - used as Walczak's Yacht Brokerage office.)
73	In - 4	Address Unknown	Unknown	Unknown		This small building is located within the boundaries of the CLR Study Area, as it appears in the 2013 Master Plan. *(No MIHP number appears in Medusa. Not addressed with this submission)*
74	Adj - 4	Bridge over Spa Creek	AA-2195	Bridge	Bridge	1946. Connects Annapolis to Eastport. Double Leaf bascule structure.

75	Adj - 4	82 (80) Duke of Gloucester	AA-1350	Residence	Residential	Ca 1908 - 1913. Four Square Vern.
76	Adj - 4	86 (82) Duke of Gloucester	AA- 1352	Residence	Residence	
77	In and Adj - 4	Numerous and various addresses along Compromise, Newman and surrounds. Non Historic Properties.	None	Mostly Residential	Mostly Residential	**Non - Historic** Properties. Mostly contemporary residential condominiums.