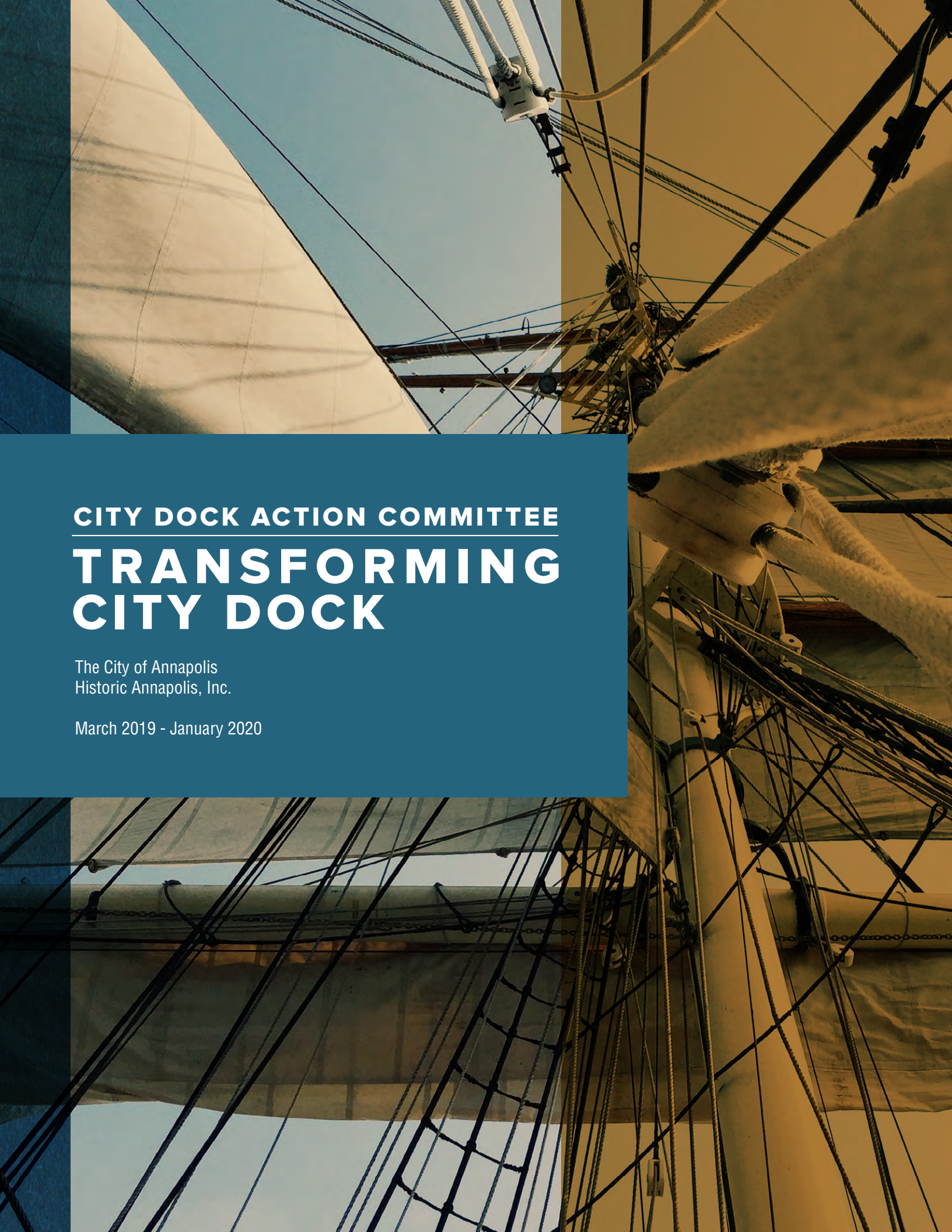

CITY DOCK ACTION COMMITTEE

TRANSFORMING CITY DOCK

The City of Annapolis
Historic Annapolis, Inc.

March 2019 - January 2020

Table of Contents

ACKNOWLEDGMENTS 4

CALL TO ACTION 8

OPPORTUNITY 10

CDAC GUIDING PRINCIPLES 24

COMMUNITY ENGAGEMENT 30

MOVING FORWARD 34

THE CONSENSUS PLAN 38

PARKING, BICYCLING & PEDESTRIAN CONNECTIONS 52

COMMUNITY, CHARACTER, BENEFITS & LIVABILITY 60

THRIVING LOCAL BUSINESSES 68

RESILIENCY & ENVIRONMENT 74

MARITIME & WATER ACCESS 78

PROGRAMMING & COMMUNITY ACCESS 80

BURTIS HOUSE 86

FINANCIAL TOOLS 100

IMPLEMENTATION STRATEGY 106

PHOTOGRAPHY & IMAGE CREDITS 114

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Special Thanks

Special thanks to those City Dock Action Committee members and others who contributed to this committee's report: "Transforming Annapolis' City Dock".

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In Appreciation

The City Dock Action Committee wishes to express our appreciation for the inspiration the late Speaker Mike Busch has given us as citizens and community leaders to create a brighter future for Annapolis.

CALL TO ACTION

Historic City Dock in downtown Annapolis finds itself at a crisis point. At no time in the more than 300-year history of the City has the waterfront presented equal parts peril and opportunity. Floodwaters are both more frequent and higher. The disruption of the daily lives of residents and the viability of downtown businesses are threatened. At this critical juncture, we are all aware that immediate action is needed.

In order to be successful where others have failed it was determined early on that community consensus is the only way to move the City toward action. The most passionate stakeholders came together to outline a workable plan because the end product needed the loudest champions with divergent voices.

92 community leaders convened and spent seven months creating a clear vision and blueprint for the future of City Dock. These volunteers dove into the work, tackling the most difficult issues, including parking, water access, place making, preserving history and more.

The City Dock Action Committee partnered with federal, state and local authorities including the National Park Service, Anne Arundel County, municipal leaders and experts in city government as well as resiliency, civic and community organizations, resident activists and business leaders. The charge was to ensure that Annapolis can thrive into the 21st Century, maintain Annapolis' perch as the Gateway to the Chesapeake Bay, create a 'proud public space' and celebrate our rich history.

The Committee volunteers took a bottom up approach to helping City leadership solve what has been an intractable problem mitigating flooding, providing a mechanism for resiliency and figuring out a way to pay for the expansive project. On the following pages are the results of that effort.

As the City Dock Action Committee hands the project off to elected City leadership, the pieces are in place to make implementation of the recommendations feasible, while the momentum, passion and urgency of this effort will ensure action. There is a strong working partnership between the City, Historic Annapolis, County, and State that will ensure the future of City Dock is as rich and bountiful as its past.

Downtown Annapolis

OPPORTUNITY

The area of downtown Annapolis is thriving—a City center with busy commercial interests. At the same time, it is also a small town with residents who have a passion for their community. As an historic site celebrating its 370th anniversary this year, Annapolis continues to be a major tourist destination with many architectural treasures preserved and in continuous use.

Over these four centuries, City Dock has transformed itself time and time again from a colonial hub with horse-drawn carriages to a working waterman's port, where the catch of the day was offloaded and processed in canneries. As recently as the mid -20th Century, City Dock emerged as a bustling business port where Standard Oil maintained huge petroleum storage facilities and Herzog's Fish Market with its mountain of oyster shells sat along Dock Street. Gas stations with segregated bathrooms and rail tracks ran down Main Street.

Downtown Annapolis, 1869

Annapolis, 1960

But throughout its life as a city, Annapolis evolved. Now it is time for another evolution—the latest transition being forced by Mother Nature.

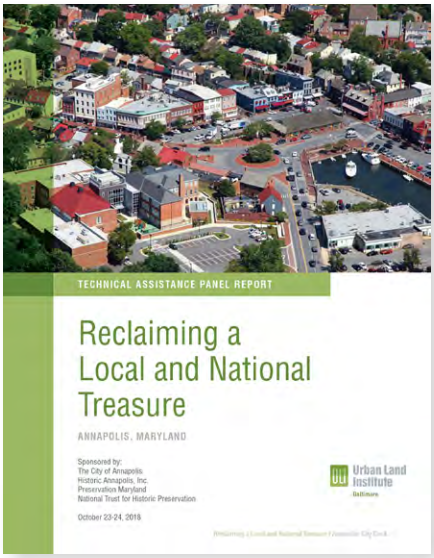
A revitalized City Dock will complement what has always been the heart and soul of Annapolis' character. There is an opportunity to provide the kinds of green space and place-making experiences that cities across the United States and around the world are embracing.

Flooded Memorial Circle, 2003

Annapolis City Dock continues to be a working waterfront, outlined with historic buildings, active businesses, taverns and dining establishments—however, rising sea levels present a unique opportunity to reinvigorate the area and move into the future as a national historic treasure.

The Holidays at City Dock

OVERVIEW - TRANSFORMING ANNAPOLIS' CITY DOCK



2019 ULI Baltimore Technical Report

City Dock has been promised a reboot many times in the past three decades by both citizen panels and government entities. While numerous planning efforts have tackled long standing issues facing City Dock, none have been implemented. They lacked financing, political will and commitment to follow-through. Previous policymakers had the luxury of space and time to "kick the can down the road." We are the last generation to have such luxury. **Without an intervention, persistent coastal flooding will leave City Dock underwater.**

Most recently, under the leadership of Robert Clark, President and CEO of Historic Annapolis, the Urban Land Institute (ULI) convened a Technical Advisory Panel (TAP) in October 2018 to bring together 60 City Dock stakeholders. The results of the ULI TAP were published in January 2019 in "Reclaiming A Local and National Treasure." The report recommended establishing a public/private partnership to set a clear direction, while building a consensus, for reinvigorating City Dock.

Based on ULI's recommendations, Historic Annapolis and the City of Annapolis formed a partnership to bring together 92 committed leaders to establish the City Dock Action Committee (CDAC). The committee's task was to develop a workable blueprint to take immediate steps to address flooding, accessible parking/mobility and to protect and fortify the City Dock infrastructure.

City Dock Annapolis

Over many months of intense meetings and public forums, a broad-based consensus emerged that Annapolis has a unique opportunity to transform the City Dock into a place-with-purpose for residents and visitors for generations to come, while tackling the increasing risk to the City's infrastructure and businesses due to climate change and flooding.

The committee and the community agreed that the time is ripe to embrace the transformation of City Dock into a reinvigorated historic waterfront. As the State Capital and a national treasure, Annapolis deserves a 'proud public space' with a pedestrian-friendly terraced park, sweeping views of the Chesapeake Bay and a continuous waterfront promenade connecting people to the "Magic of the Water."

Hand in hand Mayor Gavin Buckley and Robert Clark, President and CEO of Historic Annapolis come together to transform City Dock

WHY SUCCESS NOW?

City Dock Action Committee members, elected officials and the community at large are all optimistic that this effort to transform the City Dock is actually going to take place! Why is there excitement that this vision and implementation strategy will succeed where others have fallen short?

1. MOMENTUM: The current effort is a purely grass roots, bottoms-up endeavor led by Annapolitans who are committed to doing whatever it takes to finally make a difference. The CDAC members have contributed human capital and thousands of hours of expertise, resulting in innovative solutions while forging a clear path forward for implementation. Given their vested interest, the CDAC team expects and demands that immediate actions be undertaken to bring the CDAC Consensus Plan to fruition;

2. URGENCY: Recently, the flooding events downtown have increased to 51 days a year, subsequently causing temporary closure of the 2019 Boat Show due to excessive flooding. Businesses, residents and visitors alike can see that this situation is not sustainable, and that action must be taken action now if downtown is to be rescued from these frequent and increasingly severe flooding events;

3. FINANCING: The CDAC effort incorporates a practical financing approach through the creation of a newly dedicated Financing Authority to fund the reimagined City Dock, without adding to local residential property taxes; and,

4. PARTNERSHIPS: Mayor Buckley, City of Annapolis and Robert Clark, President and CEO of Historic Annapolis, joined together to undertake this entire effort. The National Park Service Chesapeake

Boat Show 2019

Office committed funding to promote City Dock as the "Gateway to the Chesapeake Bay", and, throughout the process, the United States Naval Academy (USNA) worked closely with the CDAC to coordinate resiliency opportunities. Most recently, Anne Arundel County Executive Steuart Pittman enthusiastically agreed to join the City of Annapolis in requesting that the Maryland Legislature establish a Resiliency Financing Authority to fund the City Dock public open spaces as well as resiliency efforts in the City and County, without undue burden on city operations or local taxpayers.

CONSENSUS THROUGH TEAMS

When the CDAC was established in March 2019, 92 people were brought together representing Ward One and the broader residential community, City Dock businesses, financial experts, architects and landscape architects, the maritime and marine trades industry, parking experts and biking enthusiasts, the arts community, environmentalists, preservationists and past and present public officials. All of these Annapolitans brought their knowledge and creativity to generate innovative solutions for the challenges facing the City Dock. Concurrently, the CDAC reached out to the community to hear their expectations for the future of the City Dock.

CDAC was organized into nine work groups to address the most perplexing and pressing issues facing City Dock. Each team undertook their own community outreach, working tirelessly to identify the challenges, constraints and opportunities facing their work group. They coordinated directly with the City, the USNA and other CDAC work groups to understand the intricacies and points of intersection each group was tackling. The work groups identified immediate actions to jump-start the reinvestment into City Dock, as well as significant infrastructure needs to ensure a viable and healthy future for the downtown waterfront.

Inclusive community engagement

Maritime Work Group:

MAGIC OF THE WATER

The Maritime Work Group's goal was to create an opportunity for Annapolis to serve as the "Gateway to the Chesapeake Bay." By emphasizing steps to support the boating community, as well as facilitating visitor/local access to the water, Annapolis can secure its future as the premier boating destination for the Mid-Atlantic region. The Maritime Work Group focused on providing easy and direct access to the water, fishing, historic boat tours, creek crawls as well as offering transient boaters boat supplies and facilities at the City Dock.

Ego Alley, 4th of July Celebration

The Maritime Work Group stressed the importance of celebrating Annapolis' historical link to a working waterfront by recognizing the importance of the maritime industry to Annapolis' future. Boat shows, nationally recognized regattas, Boat Maryland Week, historic ships at City Dock plus maritime history/education at the refurbished Burtis House all reinforce Annapolis' place as a center of recreational boating for the East Coast.

Parking, Bike & Pedestrian Work Group

BUILDING CONNECTIONS

The Parking, Bike and Pedestrian Work Group's mission was to find supportable ways to create new in-kind parking close to City Dock. From the onset, it was agreed that there should be "no net loss" of parking in order to provide convenient access for shoppers and residents, particularly during construction of Hillman Garage and the redevelopment of City Dock. Specifically, the team recommended the immediate implementation of a comprehensive parking strategy to optimize the parking resources and successfully direct visitors and customers to the right locations. Immediate action includes:

- Real-time space availability
- Real-time Circulator availability

Hillman Garage from Main Street

Cycling in City Dock

- Demand-based and flexible rate parking: Hillman/City Dock short-term use, Gotts for daily use
- Mobility messaging
- Valet and attendant assisted options.

In addition to maximizing parking options, one of the team's priorities was to create a robust pedestrian experience. They recognized the need for direct and safe connections for people arriving by the Circulator, walking and bicycling. A system of connecting pathways and crosswalks was proposed to guide pedestrians and bicyclists safely to the City Dock while offering a continuous promenade/walking loop along the water's edge.

Resiliency & Environment Work Group

FUTURE VIABILITY

The Resiliency Work Group identified immediate and mid-term actions to increase the resiliency of the City Dock by protecting it against impacts resulting from climate change, sea level rise and coastal flooding. The work group's mission was urgent as the increasingly frequent number of flooding events has disrupted the daily lives and activities of downtown residents and businesses alike.

The Resiliency Work Group recommended that Request for Proposals for the City Dock's re-design require resiliency methods and devices to be implemented. These techniques cover a wide range of options including deployable and scalable flood protection measures, permanent multi-functional elements such as flood walls and natural systems including land barriers. In addition to these significant measures, the Resiliency Work Group reinforced the need to treat water quality before it reaches Ego Alley, as well as water quantity.

The resiliency recommendations will result in flood barriers being constructed at Gate Zero and continuing around City Dock to Newman Street.

Annapolis flood events

Thriving Local Business Work Group

SUPPORT LOCAL BUSINESSES

The City Dock area has been an integral part of Annapolis' downtown over centuries. As such, it is not a 21st Century town center, rather, it is a real small town commercial center that supports schools, churches and residents, in addition to being a vibrant retail section and a vital visitor attraction. More than just an entertainment district, City Dock is the heart of what makes Annapolis so unique.

Main Street Annapolis

The Local Business Work Group focused on ways to take advantage of the new open space envisioned in the CDAC Consensus Plan. One concept creates a town square which could serve as a meeting place, as well as a marketplace, with flexible/adaptable space for changing seasonal events. The emphasis would be to invite local businesses and restaurants to participate in markets and event offerings, particularly during off-seasons. The Dock and Market Street businesses recommended the creation of a City Dock Promenade Working Group to work directly with the Mayor's office while the City Dock Action Plan is being implemented.

Sufficient, easy access to downtown and relief from the frequent flooding events at City Dock were the Business Work Group's immediate priorities. Specifically, the team recommended "no net loss" of parking, a comprehensive parking strategy to direct shoppers, visitors and employees to park in the right locations and the construction of Hillman Garage as the highest priority for the development of the City Dock Action Plan.

Dock Street Businesses

We could rival the Georgetown Waterfront in Washington D.C.

Programming Work Group

ENGAGING ALL ANNAPOLITANS

The Programming Work Group envisions a City Dock where all Annapolitans feel welcome and share in the excitement and energy of the City's new public spaces. Families with small children listening to seafaring stories, groups of young people having fun kayaking while seniors relax on the steps of the new City Park.

Ni Dembaya African Drum & Dance, Kunta Kinte Heritage Festival, 2019

Dining Under the Stars

The reimagined City Dock will offer venues for events, dancing, music and the visual arts. Performing arts groups will have shelter for bands, Go to Art in the Park visitors will experience sweeping views of the Chesapeake, families can ice skate in the winter or play in the fountain during summer months and neighbors can socialize while relaxing in an intimate shaded part of the City Dock Park. To encourage this diverse mix of visitors and residents, the City Dock will be redesigned to offer flexible spaces for smaller events as well as a grand public space at the water's edge.

Community Character Work Group

FUTURE LIVABILITY

The Community Character Work Group led the outreach efforts to engage all of Annapolis' residential neighborhoods by holding city-wide workshops and surveying visitors and residents to identify priorities for a redesigned waterfront public space.

Annapolis Character, Pinkney Street

The results overwhelmingly supported actions to keep the City's authentic and historic scale and character while embracing the City's maritime heritage as a working waterfront. The team reached unanimous agreement that the public space at City Dock should:

- Create a robust pedestrian experience incorporating a promenade and Memorial Circle
- Offer family-oriented and multi-generational activities

- Provide opportunities to engage in water activities

Most significantly, the Community Character Work Group tied the health of local businesses to the vitality and livability of its downtown residents. They foresee a working partnership between residents and businesses to activate a dynamic public space at City Dock.

Burtis House Work Group

PROTECTING BURTIS HOUSE

The Burtis House is a unique remnant of the City's working maritime history, a surviving vestige of Hell Point. The significance of Burtis House is inextricably linked to its historic location. The team focused their efforts on the restoration and adaptive reuse of this structure, maintaining it in its existing historic location on the waterfront. They further adopted ULI's recommendations to have a historic preservation easement placed on the property. Guidelines for new construction ensure that a refurbished Burtis House will continue to retain its 19th century appearance.

The proposed City Dock Promenade ends immediately adjacent to the Burtis House, ensuring that the Burtis House will serve as a pedestrian destination for downtown. The property is fortunate to have an expansive dock offering views of the Chesapeake Bay and access to water activities. The team agreed Burtis House should be repurposed for new active uses ranging from visitor services to historic maritime and educational uses.

Burtis House, 1980

Financial Tools Work Group:

FUNDING THE CDAC 'CONSENSUS PLAN'

The Financial Tools Work Group was guided by the principle that reinvigorating City Dock as a place-with-purpose calls for full engagement from the Federal, State, County and local levels of government. They agreed that financing mechanisms ought not to rely upon residential property taxes from within Annapolis, but, instead, be structured to spread the costs of public improvements among a wide spectrum of beneficiaries using state-of the-art financing techniques.

The compelling requirements and the enormity of the undertaking in construction, engineering, architecture and finance suggest the need for the establishment of an independent public corporation (similar to the Maryland Stadium Authority) to oversee and carry out the project. This corporation must have a stable, reliable and dedicated revenue stream to finance the

State of Maryland

Anne Arundel County

City of Annapolis

undertaking. The Financial Tools Team recommended the creation of a Capital City Development Corporation, to be enacted through State law, with an independent governing board. This Development Corporation would also serve as the vehicle for longer term infrastructure improvements necessary to secure the continuing economic viability of Annapolis.

THE CDAC 'CONSENSUS PLAN'

All of the work group recommendations were provided to the CDAC as a whole in late May - June 2019. The CDAC deliberated among themselves, and incorporated those ideas garnered during the community engagement process. These CDAC recommendations were forwarded to the Design and Placemaking Work Group to guide the development of a physical plan for City Dock.

During the Summer and Fall, 2019, the Design and Placemaking Work Group knit these action items together to craft a blueprint for City Dock. While some compromise was inevitable, all CDAC teams came together to unanimously endorse the CDAC Consensus Plan in October 2019.

The City Dock Consensus Plan is unique in that it addresses the issues that have threatened downtown Annapolis' future viability while building upon the opportunities to create an awe-inspiring experience at the historic waterfront. The plan projects a new and reinvigorated future where Annapolis' residents will be drawn to a City Dock where they can experience an expansive public park complete with water features for children to enjoy, pavilions and landscaping to offer shade and unobstructed, breathtaking views of the Chesapeake Bay.

CDAC Consensus Plan Diagram

The CDAC vision for the future:

1. Establishes a resiliency barrier to protect City Dock from frequent flooding starting at USNA Gate Zero and continuing to Newman Street;

2. Proposes a comprehensive parking strategy to ensure parking availability and easy access to through a coordinated range of parking options;

3. Provides a continuous promenade along the City Dock waterfront, immediately adjacent to the water;

4. Offers inviting areas for use as flexible space for local markets and neighborhood activities;

5. Proposes maritime/boating activities with direct water access at Burtis Basin;

6. Creates safe and continuous pedestrian/bike connections with strategically situated crosswalks and landscaped islands;

7. Redesigns Memorial Circle to enhance traffic movement and promote pedestrian safety;

8. Reimagines a landscaped/hardscaped Susan Campbell Park for performing and visual arts venues;

9. Restores and repurposes the historic Burtis House as an educational center and maritime "Gateway to the Bay".

Consensus Plan: Susan B. Campbell Park

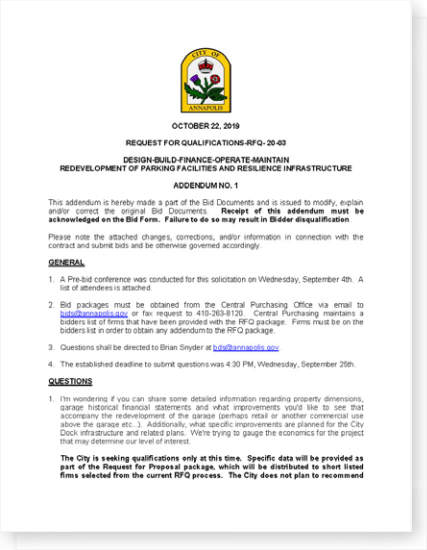
NEXT STEPS

What is most exhilarating about the CDAC Consensus Plan is that it is actually going to happen!

Through the momentum and energy of the CDAC, the Consensus Plan is transitioning into Phase One of the Implementation Strategy. In collaboration with the City, a detailed phasing approach for bringing Hillman Garage and the Redevelopment of City Dock forward is underway. By connecting parking and the reconstruction of Hillman Garage to the timing for the redevelopment of City Dock, the City is able to create new parking for residents and customers while City Dock is being constructed.

In response to its Request For Qualifications, the City short-listed firms to submit Requests for Proposals for the design and construction of both Hillman Garage and the City Dock. Construction for Hillman Garage is expected to begin in January 2021 while the design/engineering for the City Dock will commence in late 2021 with completion anticipated in early 2024.

Concurrently, the City of Annapolis and Anne Arundel County are proceeding as partners to request the Maryland General Assembly grant the ability to form a Financing Authority to fund the development of the entire CDAC Consensus Plan. Through these partnerships, Historic Annapolis, City of Annapolis, Anne Arundel County, the National Park Service, and the new Financing Authority, Annapolitans will be able to enjoy the newly constructed City Dock Park within the next five years!



OCTOBER 22, 2019

REQUEST FOR QUALIFICATIONS-RFQ- 20-03

DESIGN-BUILD-FINANCE-OPERATE-MAINTAIN
REDEVELOPMENT OF PARKING FACILITIES AND RESILIENCE INFRASTRUCTURE

ADDENDUM NO. 1

This addendum is hereby made a part of the Bid Documents and is issued to modify, explain and/or correct the original Bid Documents. **Receipt of this addendum must be acknowledged on the Bid Form. Failure to do so may result in Bidder disqualification**.

Please note the attached changes, corrections, and/or information in connection with the contract and submit bids and be otherwise governed accordingly.

GENERAL

1. A Pre-bid conference was conducted for this solicitation on Wednesday, September 4th. A list of attendees is attached.
2. Bid packages must be obtained from the Central Purchasing Office via email to bids@annapolis.gov or fax request to 410-263-8120. Central Purchasing maintains a bidders list of firms that have been provided with the RFQ package. Firms must be on the bidders list in order to obtain any addendum to the RFQ package.
3. Questions shall be directed to Brian Snyder at bids@annapolis.gov
4. The established deadline to submit questions was 4:30 PM, Wednesday, September 25th.

QUESTIONS

1. I'm wondering if you can share some detailed information regarding property dimensions, garage historical financial statements and what improvements you'd like to see that accompany the redevelopment of the garage (perhaps retail or another commercial use above the garage etc..). Additionally, what specific improvements are planned for the City Dock infrastructure and related plans. We're trying to gauge the economics for the project that may determine our level of interest.

The City is seeking qualifications only at this time. Specific data will be provided as part of the Request for Proposal package, which will be distributed to short listed firms selected from the current RFQ process. The City does not plan to recommend

Hillman Garage RFQ November 2019

Existing City Dock to be redeveloped

Historic scale of Annapolis

CDAC GUIDING PRINCIPLES

At the inception of the process, the CDAC agreed to adopt guiding principles for their efforts to redevelop the publicly-owned areas of the City Dock. The principles reflect the CDAC's pledge to respect the historic scale and fabric of downtown Annapolis while committing to support economic vitality.

Annapolis is an authentic small town with a city-center developed over centuries. Its juxtaposition of historic human-scale buildings on the banks of Spa Creek, filled with boats of every kind, is the essence of the historic seaport. This historic center attracts people, be they residents, locals, visitors and businesses, to live, work and recreate here. These guiding principles provide the framework to ensure that downtown continues to thrive while protecting its unique character. Toward this end, the overarching goals for the redevelopment of the City Dock area remain:

1. **Ensuring the future health and viability of City Dock businesses while committing to a high-quality of life for the adjacent residential neighborhoods.**

   Downtown Annapolis is a living, thriving town whose commercial core attracts all Annapolitans for everything from parent/teacher conferences to choir practice, local government business, the theater and, of course, shopping and dining. At the onset of the CDAC process, there was unanimous agreement that downtown Annapolis' true value is measured by its healthy neighborhoods and thriving local businesses. The two are inextricably linked, as one cannot flourish without the success of the other. All future actions must enhance the day-to-day livability for downtown residents while contributing to the long-term vitality of local businesses on City Dock and Main Street. It is anticipated that this public sector commitment to redeveloping City Dock will trigger the desired private sector investment to revitalize businesses and real property alike.

   To achieve these objectives, the Consensus Plan:

   - Protects and stabilizes residential and business property values through permanent flood protection and the creation of a world-class public space

   - Improves the livability for downtown residents by offering clear and easily accessible parking options for residents, visitors, and customers

Local Businesses along Market Space

- Commits to the health of local businesses by expanding customer parking at Hillman Garage and retaining quick-stop parking for shopping at the dock area

- Supports businesses through the establishment of a Downtown Business Enhancement Association to offer visitors directions as well as friendly assistance, address cleanliness, safe pedestrian movement and direct buses to safe, identified drop-off locations

- Provides flexible market spaces for local businesses to offer holiday markets and local wares on a year-round basis

- Greatly improves the walkability and safety for all pedestrians by connecting Market Square to the City Dock waterfront

First Sunday Fest, Annapolis, Maryland

2. Enlivening the pedestrian experience by creating and programming inviting, green community space and access to the water.

The CDAC is committed to enhancing the City's community pride by creating a special place where all Annapolitans can meet and enjoy the City's historic waterfront. Opportunities/benefits for the entire community include:

- An enriched community spirit by creating a town center

- A proud public green space with trees/shade to offer a respite from the heat in summer months

- A continuous, pedestrian waterfront promenade where residents/visitors can touch the water

- A landscaped Memorial Circle with reduced blacktop, new pedestrian safe-havens and improved traffic flow

- Year-round programming and venues with expansive open spaces, intimate settings and a pavilion to offer protection from the elements

- New opportunities for dancing, music, visual arts, ice skating, cultural festivals and historic/educational offerings

- A return to our historic waterfront through the enjoyment of a pedestrian centric space

Newport Promenade, Newport, Maine

3. Providing new accessible parking options with any relocation of existing parking.

Hillman Garage

In order for the businesses to continue to thrive throughout the entire City Dock revitalization construction period, customer parking must be accessible. The objective for the CDAC is to provide parking while enhancing the entire arrival experience for visitors, customers and residents. The CDAC Consensus Plan:

- Commits to a phased process for constructing Hillman Garage and City Dock. Hillman Garage, with additional parking, will move forward immediately, preceding the development of City Dock, in order to assure that parking in downtown will be accessible throughout construction
- Recommends a Comprehensive Parking Strategy be initiated by Summer 2020 to offer options and coordinate the many possibilities for visitors and customers arriving at City Dock and the Historic District
- Recognizes that the immediate installation of real time messaging is an essential component in guiding drivers directly to parking close to their destination
- Endorses a variety of parking options—appropriate flex-rates for centrally located short-term parking and employee and day-long visitor parking in less expensive parking locations
- Commits to no net loss of downtown parking

Retaining patron parking locations at City Dock

4. Preserving and enhancing downtown Annapolis' maritime heritage, character and viewsheds by honoring the existing building/zoning envelope and maritime focus.

The 2019 ULI Report, "Reclaiming a Local and National Treasure" pointed out that the City Dock is, "An historic resource in its own right: new development should…reinforce the Historic District's continuity." The CDAC Consensus Plan commits to ensuring that future investment in City Dock and maintains downtown Annapolis' historic scale and authentic maritime character. The Consensus Plan:

- Creates a Gateway to the Chesapeake Bay and its tributaries at City Dock
- Activates Burtis Basin Dock with boating activities, historic ships and interactive maritime educational opportunities
- Preserves downtown Annapolis' historic fabric, cultural and historic resources and its Old-World charm
- Provides permanent, unobstructed views of the Chesapeake Bay
- Offers new facilities/services for boaters and visitors at the waterfront
- Provides an authentic experience of the working history of City Dock by restoring Burtis House in its historic waterfront location

Historic nature of Annapolis

L'Hermione graces Annapolis

16th Century replica Spanish Galleon in Burtis Basin

Compromise Street, October 2019

Boat Show Flooding, October 2019

5. Immediately addresses flood reduction and prevention at City Dock while implementing long-term comprehensive resiliency efforts.

The CDAC Consensus Plan incorporates resiliency devices to protect Downtown Annapolis from increased and more frequent coastal flooding and sea level rise. A Financing Authority will be established to oversee and fund immediate and long-term, state-of-the-art resiliency mechanisms needed to shield City Dock from rising tides. Minimizing the risk of flooding provides a host of related benefits to Annapolis residents and businesses alike. The Consensus Plan:

- Protects residences and businesses from Gate Zero to Newman Street and surrounding areas from future flooding events
- Greatly reduces the excessive paving at City Dock which contributes to flooding
- Transforms heat islands to green retreats by providing shade and landscaping in place of asphalt
- Ensures a successful approach for managing future flooding events through continued, direct coordination with USNA
- Institutes storm water management devices to filter the water, reduce the quantity and improve the quality of the water at City Dock

Kayaking after Hurricane Isabel, 2003

The Traffic Circle Hurricane Isabel, 2003

Mayor Gavin Buckley a welcome and regular attendee at CDAC meetings

Robert Clark kicking-off the City Dock Action Committee

COMMUNITY ENGAGEMENT

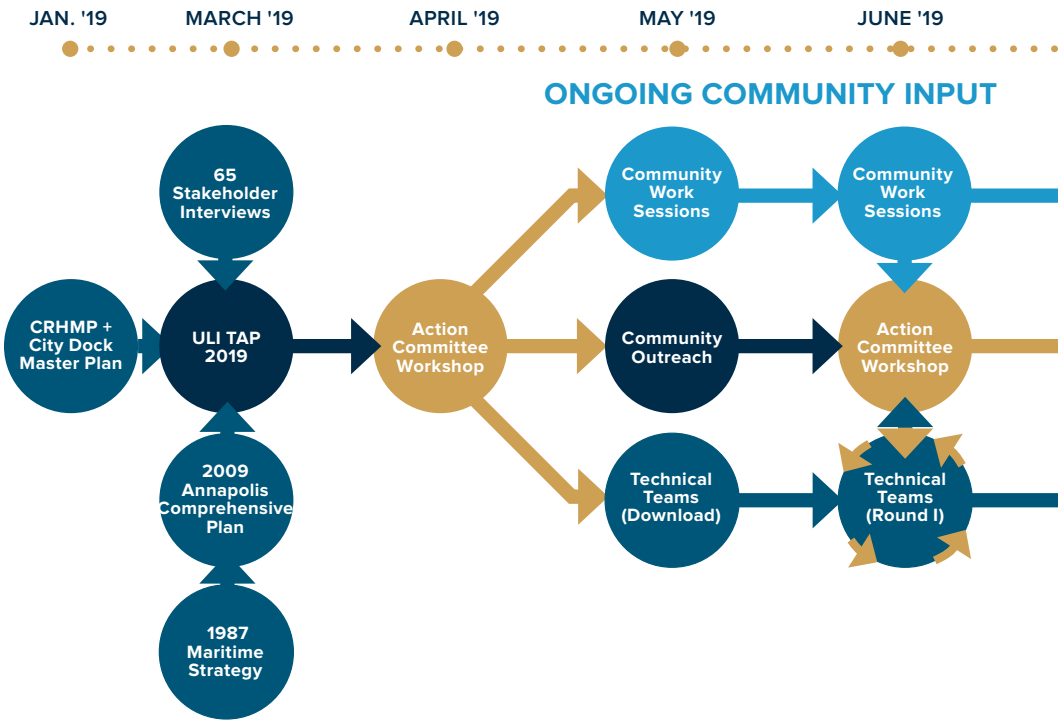
BACKGROUND

Early in the process, a general consensus among the CDAC members evolved regarding the form, character and significant elements that should be reflected in the reimagined City Dock. Interestingly, this consensus mirrored the comments and expectations expressed in the community outreach work sessions. The objective of these ideas—to create a "proud public space", while addressing the urgent challenges facing downtown Annapolis—culminated in a cohesive vision illustrated in the CDAC Consensus Plan.

THE TEAM PROCESS

The CDAC was initiated in March 2019 with the appointment of a core group of community members with expertise and interest in revitalizing City Dock. The members of the CDAC represented residents, local businesses, architects and landscape architects, financial professionals, the maritime industry, preservationists, environmentalists, resiliency and parking experts, biking enthusiasts as well as several creative arts members speaking for the visual arts, music, dance and event programming.

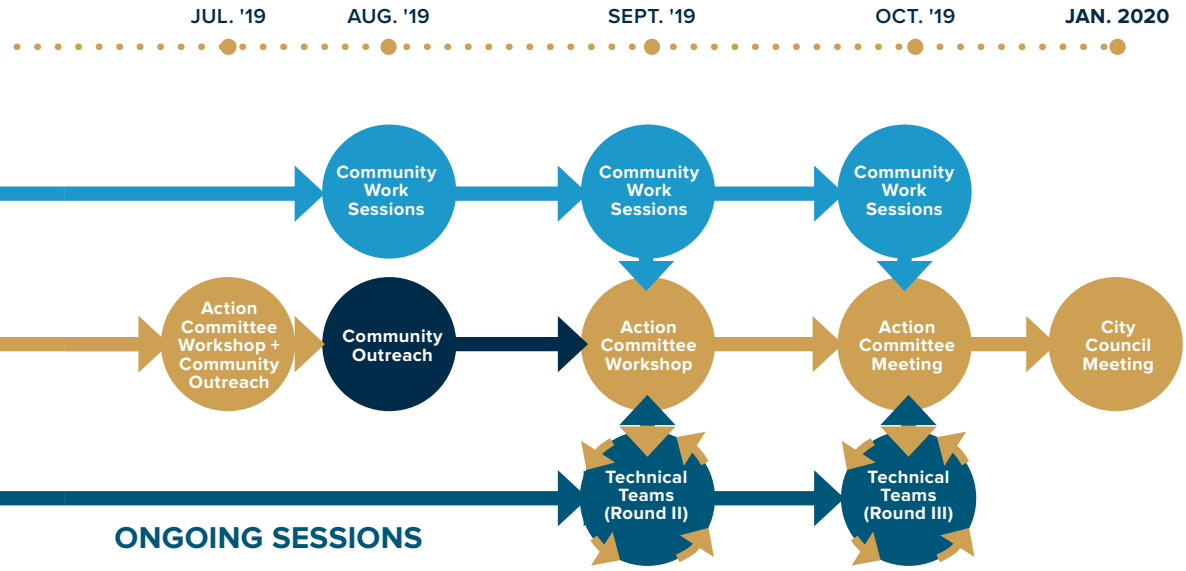
'PATH FORWARD' - CDAC PROCESS



This amazing group of talented individuals formed nine work groups, reflecting their areas of expertise/interest, to develop specific recommendations and action items for immediate, short-term (five years) and long-term (ten years) implementation. The Work Groups include:

- Design and Placemaking
- Parking, Bicycling and Pedestrian Connections
- Preservation/Burtis House
- Resiliency/The Environment
- Community Character, Livability and Community Benefits
- Thriving Local Businesses
- Programming and the Arts
- Maritime and Water Access
- Financial Tools

Various community meetings



Maritime Work Group

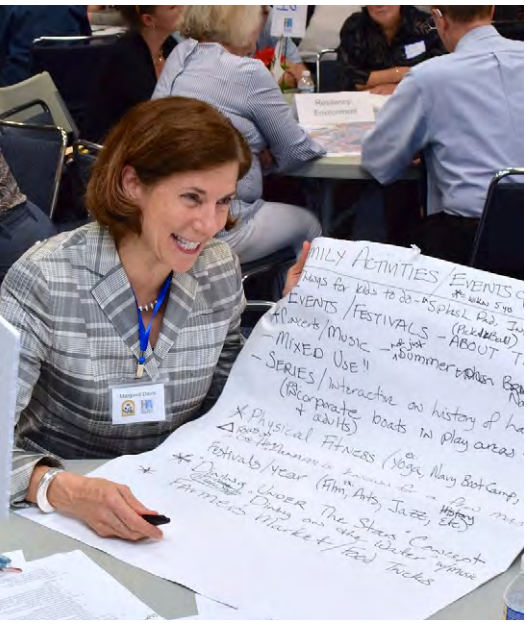
The CDAC work groups became fully engaged in March 20, 2019 at the CDAC Work Session. They spent the next few months researching, interviewing experts, meeting with and surveying the business and residential communities, debating the options and recommending actions to be incorporated into the City Dock Consensus Plan. In several circumstances, the teams coordinated with other work groups to more fully understand related issues or to examine areas of contention. The product of their efforts is a thorough and detailed set of recommendations for each work group's issue areas.

The energy, thoughtfulness and expertise of the CDAC members has resulted in a strategy that envisions a world-class public space for Annapolis' waterfront that can be achieved within the next five years. This is the real accomplishment of the CDAC!

COMMUNITY ENGAGEMENT

To ensure that the reinvigorated City Dock serves as a resource for all the City's residents, extensive community involvement was undertaken from the onset of the CDAC process. In addition to the numerous public work sessions, the CDAC embarked upon broad-based outreach to residents, businesses and visitors alike.

An interactive, hands-on, city-wide workshop was held in early May 2019 to hear directly from neighborhoods throughout the City. Approximately 250 people participated in this event, sharing their vision for a downtown waterfront experience where everyone can celebrate Annapolis' diverse cultural history!



Programming Work Group

Throughout the process, the CDAC teams reached out to involve the public through stakeholder meetings, interviews and questionnaires as well as a neighborhood meeting to discuss the preservation of Burtis House. The Community Character Work Group surveyed 75 visitors and residents during peak activity times at City Dock to understand how people arrived, where they parked and what they liked and disliked about their experience visiting downtown Annapolis. The CDAC engaged the Ward One residents and the City Dock businesses during a series of workshops held in both the Spring and Fall to understand their perspective, address any concerns they may have and incorporate their ideas into the CDAC's recommendations.

CITY COUNCIL & PLANNING COMMISSION

Public work sessions were held with the Planning Commission and Annapolis City Council in July 2019, September 2019 and October 2019. These work sessions provided an opportunity for the Alderpersons and Planning

Commissioners to share their ideas for City Dock and discuss the direction and initial recommendations, specifically for financing, resiliency and parking, with the CDAC members. Most importantly, the CDAC team members were able to express the excitement and momentum they were experiencing through their involvement with the CDAC effort.

CDAC OUTREACH

The commitment the CDAC made to engage the community was realized. Starting March 20, 2019, the CDAC held:

- Five City Dock Action Committee work sessions
- Seven community/business workshops, including the May 6, 2019 workshop with 250 attendees
- Four community outreach meetings/presentations
- Four public briefings with the Planning Commission and City Council

In addition dozens of meetings and outreach efforts were undertaken by each of the nine CDAC teams, all of which informed their direction and recommendations.

COMMUNITY EXPECTATIONS

The ideas and expectations gathered from the community, coupled with all of the recommendations/action items identified by the nine CDAC teams, were woven together to create a plan to guide future investment into the City Dock, the Consensus Plan for City Dock. The Consensus Plan reflects all of the effort of the CDAC and the energy of the community to create a vital and sustainable future for Annapolis' waterfront!

City Dock Action Committee Meetings

JAN. 2019	ULI TAP
JAN. 2019	THE CITY & HA PARTNERSHIP
MAR. 20. 2019	CDAC KICK-OFF
APR.-MAY 2019	CONTINUOUS WORKING TEAMS
	COMMUNITY OUTREACH
APR. 02, 2019	WARD ONE WORKSHOP:
APR. 27-28, 2019	VISITOR/RESIDENT SURVEY
MAY 6, 2019	CITY-WIDE WORKSHOP
MAY 14, 2019	BUSINESSES WORKSHOP
MAY 23,2019	TEAMS 'REPORTING OUT'
JUNE 26, 2019	TEAMS 'REPORTING OUT'
JULY 17, 2019	BURTIS OUTREACH
JULY 18, 2019	CITY COUNCIL
SEP. 05, 2019	PLANNING COMMISSION
SEP. 17, 2019	CDAC WORKSHOP
SEP. 17, 2019	WARD ONE WORKSHOP
OCT. 18 2019	COUNTY EXECUTIVE MEETING
OCT. 23, 2019	DOWNTOWN BUS. WORKSHOP
OCT. 29, 2019	CDAC WORKSHOP
JAN. 14, 2020	CITY COUNCIL WORKSHOP

Community engagement at Pip Moyer Recreation Center

MOVING FORWARD

The 2019 ULI Report panelists agreed that the primary focus for the City of Annapolis moving forward should be to "Improve the quality of the built-environment through investments in the public infrastructure". The CDAC Consensus Plan serves as the vehicle by which City Dock action/investment can commence immediately. Through this plan, the CDAC's two primary missions have been accomplished:

- To establish a clear direction for City Dock that reflects broad-based community agreement
- To develop an Implementation Strategy which identifies specific actions, timing/phasing and coordination of the infrastructure proposed for City Dock

The CDAC effort differed from previous efforts in that its focus has been to identify the urgently needed infrastructure for City Dock and to find a financing mechanism to make it happen. The CDAC developed a path for the public and private sectors to invest in Annapolis' downtown with the assurance that critical infrastructure and revitalization will take place. This approach serves as an inducement for future investment in Annapolis' historic waterfront.

The ground work is set for an improved City Dock

NEXT STEPS

The CDAC Implementation Strategy identifies the phasing necessary to redevelop Hillman Garage/City Dock and install essential resiliency measures. A crucial element in redevelopment has been the commitment to link the immediate construction of Hillman Garage to the development of the City Dock, ensuring parking availability for customers and residents during construction.

Equally significant was the decision to create a Financing Authority to secure funding for investment in City Dock and the resiliency efforts required to protect downtown. The CDAC agreed that there should be a funding mechanism, separate from the City's General Fund or Capital Improvement sources, dedicated to preserving Annapolis' future viability.

CDAC to go before the Maryland General Assembly for the creation of a Financing Authority

To ensure the success of the CDAC effort, Anne Arundel County committed to join the City of Annapolis as a partner in requesting that the Maryland General Assembly enable the establishment of a County/City Resiliency Financing Authority this legislative session. The Anne Arundel County Delegation, along with other legislators, are introducing this legislation in January 2020. The authority's first priority will be to fund the CDAC Consensus Plan.

It should also be noted that the National Park Service Chesapeake Bay Office provided a grant to Historic Annapolis to further the outreach efforts of the CDAC. The grant will provide funds to conduct a feasibility analysis to consider adaptive reuse of the Burtis House and restore an historic gateway to the Bay.

UNDERWAY: PHASING HILLMAN GARAGE/CITY DOCK

Implementation for the CDAC Consensus Plan is underway! The Implementation Strategy is comprised of three stages starting with the Request for Qualifications for Hillman Garage/City Dock and the Request for Proposals from short-listed firms, which is currently underway. Final construction of Hillman Garage is anticipated late 2021 with the completion of City Dock scheduled for early 2024.

Ongoing coordination with downtown residents, businesses and the CDAC Implementation Work Group will be initiated in Phase Two, providing feedback to the City and the selected consultant team during the development and construction stages. Creating an immediate response loop with these stakeholders assures the community that the design for City Dock incorporates the important elements identified in the Consensus Plan as well as being able to evaluate the success of the interim parking strategy in real time. It is anticipated that both the City, through its inter-agency task force,

Forthcoming City Dock construction

and the consultant team selected for designing and developing Hillman Garage and the City Dock, will participate in ongoing communications with the community and the CDAC Implementation Team through the completion of the City Dock.

As depicted in the graph below, the phasing and significant milestones for the implementation of Hillman Garage and the City Dock include:

PHASE ONE: NOVEMBER 2019 - JUNE 2020

- RFQ/RFP For Hillman Garage/City Dock
- Selection of Consultant Teams
- Maryland General Assembly to establish the Resiliency Financing Authority

PHASE TWO: JULY 2020 - JANUARY 2021

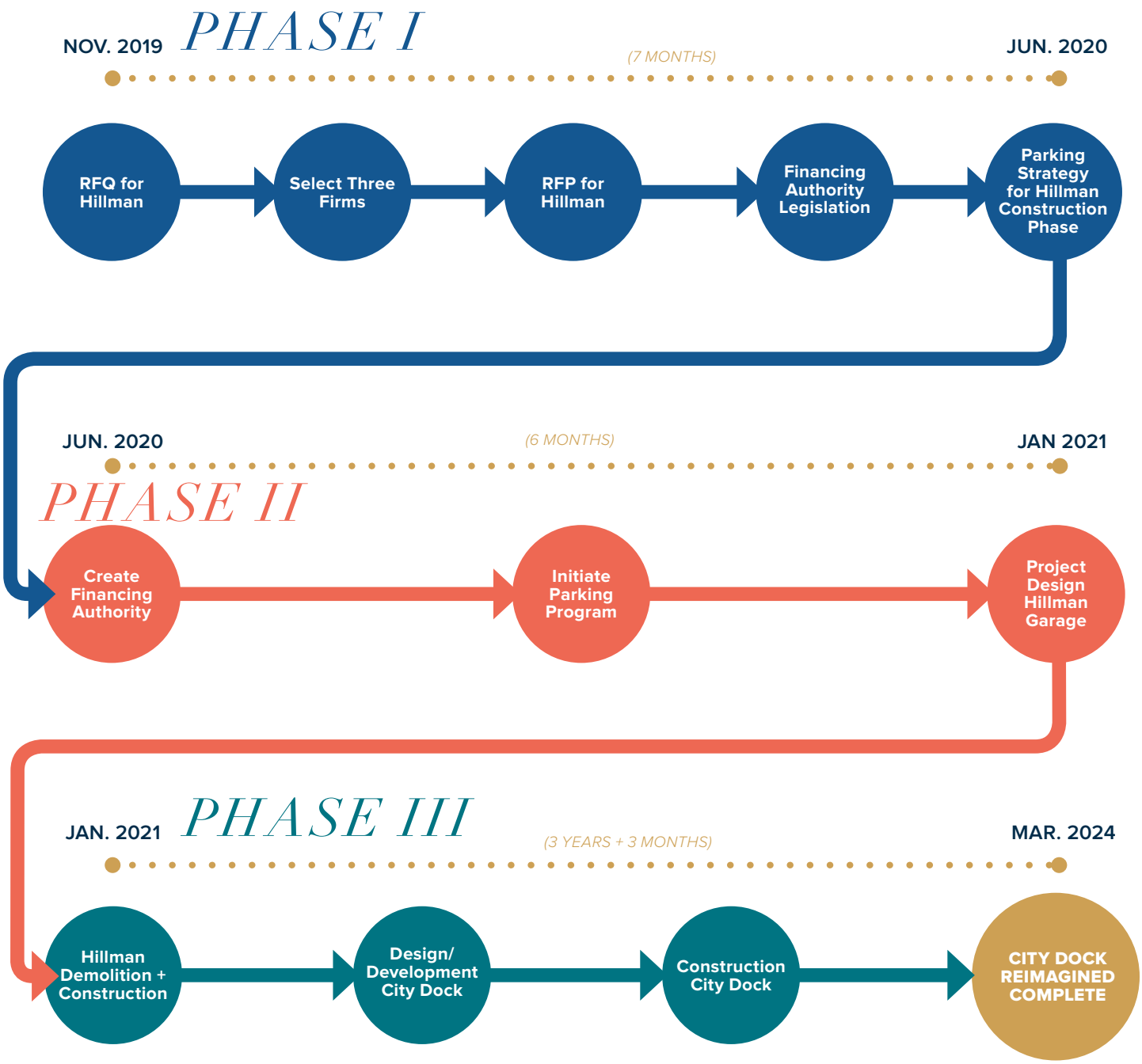
- Create Resiliency Financing Authority
- Initiate Interim Parking Strategy
- Design Hillman Garage

PHASE THREE: FEBRUARY 2021 - MARCH 2024

- Demolition/Construction Hillman Garage
- Put Financing in place
- Implement Comprehensive Parking Strategy
- Design/Construction City Dock

LET'S CELEBRATE!

Through this aggressive Implementation Strategy, a clear message is being sent to Annapolis' residential and business community, as well as to private investors. Annapolis is committed to the construction of Hillman Garage and the redevelopment of the City Dock the infrastructure essential for preventing future flooding events. Actions are finally underway and a strategy is now in place to secure a sustainable future for Annapolis' historic waterfront.


NOV. 2019
PHASE I
(7 MONTHS)
JUN. 2020
RFQ for Hillman
Select Three Firms
RFP for Hillman
Financing Authority Legislation
Parking Strategy for Hillman Construction Phase
JUN. 2020
(6 MONTHS)
JAN 2021
PHASE II
Create Financing Authority
Initiate Parking Program
Project Design Hillman Garage
JAN. 2021
PHASE III
(3 YEARS + 3 MONTHS)
MAR. 2024
Hillman Demolition + Construction
Design/ Development City Dock
Construction City Dock
CITY DOCK REIMAGINED COMPLETE

THE CONSENSUS PLAN

DESIGN/PLACEMAKING WORK GROUP

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AIA, LEED AP, Hammond Wilson Architects

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MICHAEL DOWLING
AIA, Architect

JAY GRAHAM
FASLA, Senior Principal, Moody Graham Landscape Architects

INTRODUCTION

The Consensus Plan was born out of a spirit of cooperation and community involvement. The Design/Placemaking Work Group was committed to finding a balance between the well-known issues and staying true to the guiding principles created at the onset of the CDAC process. The Committee's goals were to:

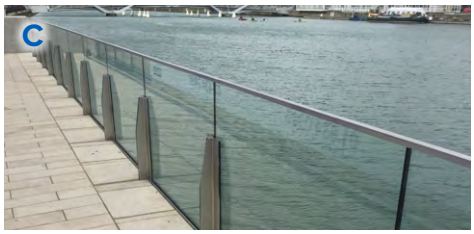
- Enliven the pedestrian experience by creating and programming inviting, green community space with access to the water;
- Ensure the future health and viability of City Dock businesses while maintaining a high-quality of life for the adjacent residential neighborhoods;
- Provide new accessible parking options with relocation of existing parking;
- Preserve and enhance downtown Annapolis' maritime heritage, its authentic character and viewsheds by honoring the existing building/zoning envelope and maritime focus;
- Reduce flooding at the City Dock immediately while implementing long-term comprehensive resiliency efforts.

Holding fast to these principles, while taking input from each of the other eight work groups, created true consensus among the CDAC members, the local and regional community, and various City Dock vested stakeholders.

The Design/Placemaking Work Group's objective was to create a physical design for City Dock that reflected the community's expectations identified through the CDAC process. This Consensus Plan provides the framework for a future design/engineering team to implement the City Dock Action Committee findings and the Community's desires.

Existing bulkhead/promenade

Disappearing floodwalls



Glass floodwalls

RECOMMENDATIONS

1. Use Various Redundant Resiliency Measures

Establishes a resiliency barrier to protect City Dock from frequent flooding from Gate Zero to Newman Street. This will be accomplished with a system of flood protection measures illustrated in the plan. Others may be implemented by the RFP consultant team.

a) **Deployable and scalable** flood protection measures, allowing for phased elevation increase over time or, as necessary in the event of an impending storm. This system will need to take the existing bulkhead into account.

b) Permanent, **multi-functional elements** such as flood walls which may be deployed in a system similar to Georgetown's "**Disappearing Floodwalls**" where permanent piers or connection components are installed and deployable and scalable wall structures placed between the permanent piers before an impending flood event.

c) **Combinations of passive and automatic systems** may be appropriate such as **glass floodwalls**, **flip-up flood barriers** or **self closing flood barriers.**

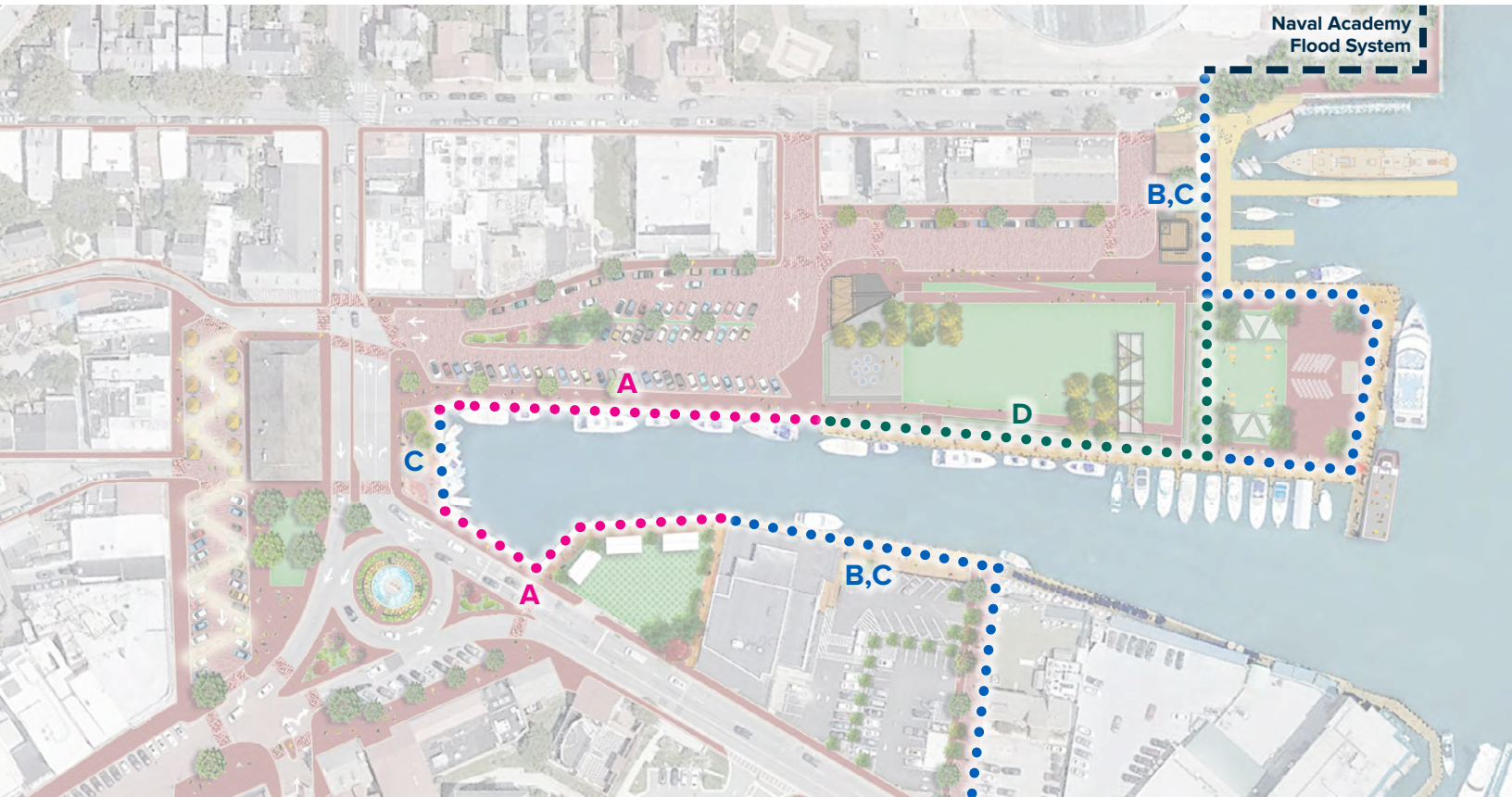
d) The terraced lawn establishes a **natural land barrier up to eight feet** while providing natural systems, such as rain gardens, shade trees, to mitigate the effects of flooding and urban heat.

Self closing flood barriers

Flip-up flood barriers

Terraced/Raised lawn

Flood Barrier Line Diagram



Market House lawn

2. Make City Dock More Hospitable for Everyone

The **terraced landscaped public park complete with water features, trees, and pavilions to offer shade** and the trees will help to mitigate the effects of flooding and urban heat. Similarly at the Market House shade trees with a small lawn are provided.

a) The park will provide ample space for events and soft areas for play activities and lounging.

b) A **flush pop fountain water feature** will add to the programming, water engagement, and overall activity while **mitigating the urban heat effect**.

c) The Market House **shade trees with a small lawn** will break up the amount of hard surface and bring greenery back to the City Dock area.

d) The reimagined **Susan Campbell Park will combine soft and hardscape** for performing, visual arts, and other events. This softscape should be further studied to determine the best material for durability, drainage and slippage.

City Dock Park urban heat mitigation

3. Provide Passive and Active Programming Opportunities

The streets at Market Space and Dock Street beyond Craig St. will become a curbless environment to allow for flexible usage of the streets, offering inviting areas for local markets and activities; (i.e. smaller events flea markets and "Dining under the stars" or larger events such as Christmas shops, Tree Lighting and boat shows.)

a) Create a **proper town square.**

b) **Encourage slow vehicular passage with specialty paving.**

c) Both areas will **maintain some parking when no events** are scheduled.

d) Consider installing **retractable or telescopic bollards (manual or automatic) across Dock Street** at the intersection of Craig and Dock Street to control vehicular usage.

Curbless Market Space

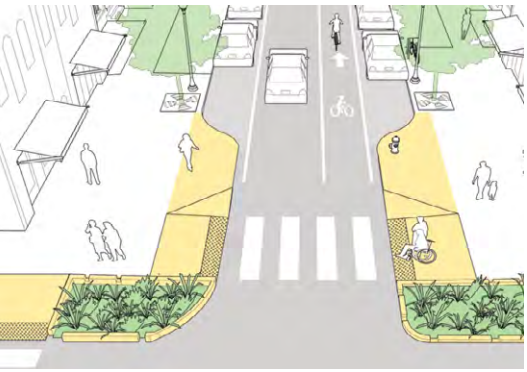
Flexible Surface

Retractable bollards

Eco Pavers for flexible parking and events

Crosswalk Paving Example

Pinch point Curb Design, natco.org



Gateway Curb Design, natco.org

Drinking/Bottle Filler Fountain

4. Provide Safe Circulation Pathways

Pedestrian **circulation is paramount** for any successful mixed-use waterfront environment. Provide a safe and continuous pedestrian/cyclist pathway throughout the City Dock area immediately adjacent to the water.

a) Place **additional crosswalks** to give pedestrians more opportunities for safe circulation, specifically at Main Street and Market Space; Main Street and Compromise Street; and along the new Dock Street Condition.

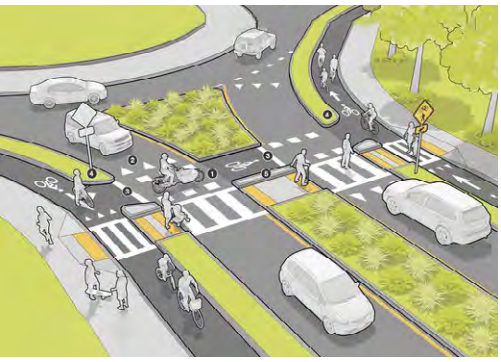
b) **Widen sidewalks**, add **curb extensions**, and **specialty paving** to further demarcate crosswalks. Curb extensions visually and physically **narrow the roadway, creating safer and shorter crossings** for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

c) Start the **continuous promenade** at the Burtis Basin and continue around to Newman Street where it would then loop back along Newman and Compromise Streets. It is anticipated that the City will work with its neighboring facilities to open up the promenade along and around the Naval Academy, The Fleet Reserve, Pusser's, and Annapolis Waterfront Hotel.

d) Bike lanes will be identified during the engineering phase of the City Dock redevelopment. The Work Group suggests that bike lanes always go with traffic in a one-way/one-lane fashion. Permanent bike lockers and drinking fountains should be located outside the pedestrian walking paths.

Pedestrian circulation pathways

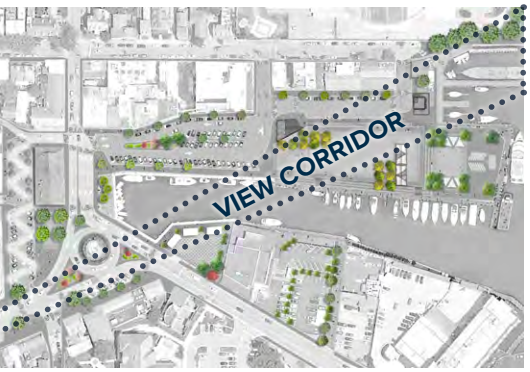
Integrated Same-Direction Bike Lanes



Permanent Bike Racks

Permanent Secure Bike Storage

Amoco Station at City Dock, 1960



Maintain the view corridor

5. Continue To Honor the Circle

Per the communities request, the traffic circle was retained to preserve some of the historic features.

a) Redesign the traffic circle to accommodate pedestrians. Memorial Circle should honor Veterans, the Naval and Maritime history associated with Annapolis.

b) Consider an art commission to create an iconic piece dedicated to the fore mentioned topics. Whatever is placed in the circle should not obstruct views in any major way.

c) Sidewalk areas around the circle and the surrounding islands should be increased to reduce drive lanes to standard widths and increase safe pedestrian pathways.

d) Landscape the traffic circle and surrounding islands with native brush and flora to maintain the view corridor.

Modified Circle and Lanes

6. Preserve Our Maritime History

Restore in-place and repurpose the Burtis House as the educational and Maritime Gateway to the Bay.

a) Implement easy accessibility to the water per residents' request.

b) Raise the Burtis House to the recommended 3'-4' above the existing conditions.

c) Repurpose the Burtis House as a potential location for Maritime respite containing restroom and showers for transient boaters as well as Maritime education.

d) Build an adjacent one-story structure close to the Burtis House to provide any needed overflow for transient boater supplies and facilities or to house electrical utilities for docking.

e) Direct maritime/boating activities with direct water access to Burtis Basin to get residents and visitors onto the water. These activities should include, but not be limited to: historical ships, Living Classrooms, other maritime educational organizations, creek crawls, and boat/kayak rentals.

Restore and raise Burtis House

Bury electrical or conceal in new structure

Historical Ships in Burtis Basin

Historical Ships visiting Annapolis

Hillman Garage to be reconstructed with 200 additional spaces

Ridesharing pick-up/drop-off zones

Retain some parking along Dock Street

7. Park People at the Right Time, in the Right Place

Committed to a no net loss of parking, Hillman is to be demolished and reconstructed first. Hillman will need to reallocate spaces from the proposed City Dock Park area.

a). Relocate 106 parking spaces into the new Hillman Garage.

b) Retain 201± parking spaces in the City Dock area; however the Work Group urges the City to evaluate the future use of parking areas throughout City Dock as ride-sharing and autonomous vehicles become more prevalent.

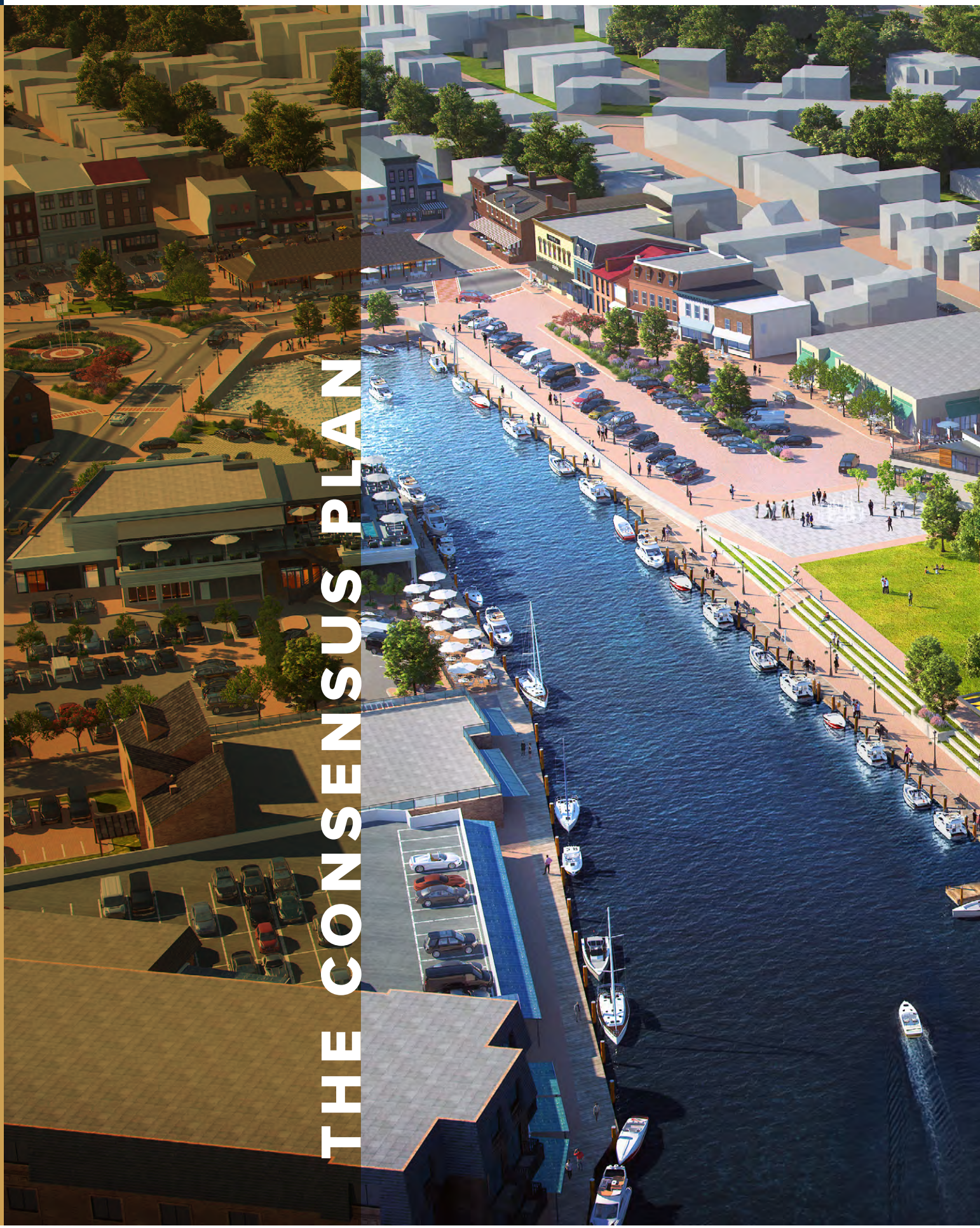
c) The RFP consultant team will determine placement for permanent ride-sharing drop-off locations.

d) Ensure parking availability and easy access to City Dock through The Comprehensive Parking Strategy. Please see the Parking, Bike, and Pedestrian Access Work Group Section for further details.

View of Susan B. Campbell Park

Consensus Plan Diagram

THE CONSENSUS PLAN



WORK GROUP

PARKING, BICYCLING & PEDESTRIAN CONNECTIONS

PARKING, BICYCLING & PEDESTRIAN CONNECTIONS WORK GROUP

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RON JARASHOW, *Special Advisor, City Dock Action Committee*
Gormley, Jarashow, Bowman

INTRODUCTION

Access to City Dock is essential to expanding community uses at Annapolis' waterfront. The Parking, Biking and Pedestrian Access Work Group, comprised of residents, local businesses, stakeholders and biking enthusiasts has recommended both immediate actions and a comprehensive parking strategy to address the long-standing challenges facing the City Dock.

OVERVIEW: A STRATEGIC APPROACH FOR PARKING

The core challenge for the Parking/Biking/Pedestrian Access Work Group is to identify a supportable way to create new in-kind parking close to City Dock which would allow parts of City Dock to be converted to more community-serving uses.

Parking in the downtown core has lacked a cohesive parking management strategy, which has resulted in disconnected decision-making about parking rates, meter time limits, and connectivity between on-street and off-street parking assets over time.

This history presents an opportunity. Undertaking a Downtown Strategic Parking Plan allows for more efficient parking assets, thereby creating slack in the existing parking supply to accommodate additional parkers. Fundamentally, if the right people can park in the right places at the right time pressure can be taken off the parking spots on City Dock.

Strategic Parking Plan

A Strategic Parking Plan for downtown should focus on more than simply producing new on- and off-street parking rate structures. Ideally, it will allow the Mayor and City Council to consider:

- Increase coordination with SP PLUS to improve marketing and communication.
- Expand functionality of the existing parking technology in city garages (supply monitoring).
- Extend on-street parking fee collection and enforcement hours to encourage business-friendly turnover.
- Develop very short- and short-term on-street meter zones that align with local business interests.
- Explore valet parking options that are consistent with other parking/mobility goals.
- Create ride-hailing and other incentives for local business employees for convenience.

- Incentivize city employees to encourage parking on the fringes of downtown.

- Implement attendant-assisted parking on the Hillman rooftop and remote parking options for city employees.

Mobility Messaging

Even before a strategic plan can be completed, mobility messaging challenges need to be addressed. Communication about parking and transportation needs to be in a useful format.

Mobility messaging should be improved immediately by:

- Redesigning annapolisparking.com to highlight visitor parking options and the availability of the Circulator app.

- Creating a new parking app to communicate parking locations, rates and near real-time availability.

- Installing message boards at city garages to display "next bus" Circulator details, making the service more predictable.

- Including digital messaging that indicates the intended use of the parking facility (Hillman Short-term Parking, Gotts Court Daily Parking)

Managing Congestion

Downtown Annapolis has a parking utilization problem rather than a parking supply problem. This situation is exasperated by the traffic congestion problem. Traffic congestion can be improved immediately by creating ride-hailing drop-off/pickup zones (and enforcement of "no standing" elsewhere) and exploring the use of valet parking away from City Dock.

PARKING RECOMMENDATIONS

Short-term Actions:

1. Messaging

Provide robust and comprehensive parking and transportation information, messaging to include:

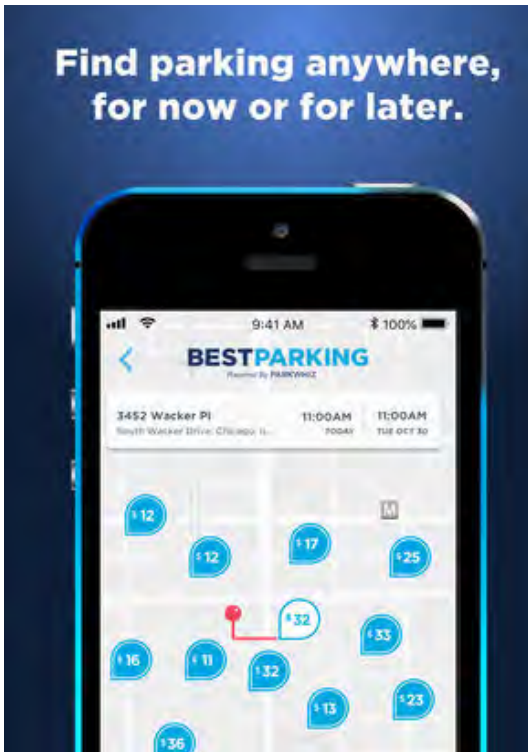
- Real-time parking availability and wayfinding signage to direct drivers efficiently to available parking lots and spaces;

- A marketing plan to inform people about availability in each location and the distance and time to get to the City Dock from each location on foot and by public transportation;

- Provide "Walk Scores" for each parking facility;

- Integrate an electronic real-time information application to inform drivers of parking availability for smartphones and the Annapolis City and visitor websites; and,

- Annapolisparking.com should



Parking App synced to website and wayfinding system

Real-time parking messaging i San Jose, California

Modernize the Annapolis Circulator communication channels

Designated ride/sharing locations

highlight visitor parking options and the availability of the Circulator app.

Improve the usage and information about the Annapolis Circulator bus through mobility messaging:

- Install message boards at City garages to display "next bus" Circulator details to make the service more predictable;
- Provide real-time information concerning bus pickup;
- Create recognizable symbols/ characters to identify the Circulator Bus; and,
- Improve the signage directing usage of the Circulator Bus.

2. Manage Traffic Congestion

Direct drivers, through messaging, to motor vehicle route, access and short-term parking to reduce congestion and permit drop-off for people and deliveries, other initiatives include:

- Design pickup/drop-off space for Uber/Lyft-partner with them for late night services.
- Consider offering a valet option that is convenient to the downtown, while not directly on City Dock.

3. Optimize Parking Utilization

Confirm the intended users of both on and off-street parking assets and consider the following strategies:

- Create a parking rate strategy that encourages users to park in the appropriate location using rates to influence "who parks where".
- Develop appropriate flex-rates for parking at key desirable locations to encourage 'quick turn-around' parking.
- Implement flex-rate parking prices for locations and peak time periods to encourage vehicle users to park in available spaces that may be further away from the City Dock.
- Develop very short- and short-term on-street meter zones that align with local business interests.
- Extend the metered parking hours in the evening to encourage business-friendly turnover.
- Encourage a merchant validation program, and expand the Park, Shop and Dine program.
- Incentivize parking options and create ride-hailing for local business employees for convenience

4. Expand Hillman Garage Capacity

At a minumum provide 106+ additional parking spaces in the redeveloped Hillman Garage, while also considering:

- Implementing attendant-assisted, buddy parking on the Hillman Garage rooftop.
- Establishing parking control for City employees and City vehicles at locations other than Hillman Garage.
- Implementing incentives, as opposed to imposing penalties, to offer remote parking options for City employees.
- Positioning Hillman Garage for short-term use and Gotts Garage for daily parkers.

5. Parking Management

Incentivize SP Plus (or other parking provider) to optimize parking assets.

Request from SP Plus, the current parking contract City provider, to:

- Identify specific actions to improve parking and the performance of managing those resources in proximity to downtown Annapolis;
- Provide statistics and a study by SP Plus focusing on parking availability and locations; and,
- Develop a plan to offer mobility options to the parking locations
- and from those locations to and from City Dock.

6. Bike Access

Make cyclists feel more welcome through the following actions:

- Install and maintain bike racks in the Market House area.
- On a trial basis, install bike racks at Susan Campbell park.
- On a trial basis, install bike racks at Harbormaster house.

7. Pedestrian Connections

Encourage safe walking practices for pedestrians—soft enforcement of jaywalking.

Use crossing guards at Randall Street, especially at high volume times.

- Consider creating auxiliary trained crossing guards; and,
- Consider engaging independent contractors.

Reconfigure the crosswalks near the Market House with the following in mind:

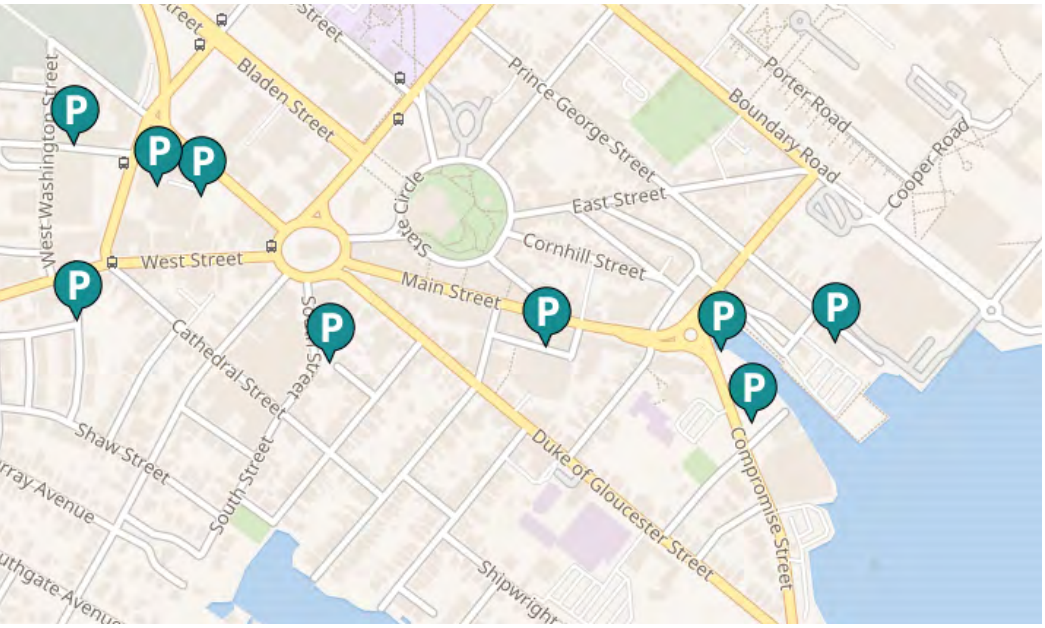
- Current configuration appears to interfere with traffic flow as there is the Randall Street crosswalk in conjunction with the nearby crosswalk from Market House to the City Dock walk area;
- Option to remove crosswalk from Market House to Dock Street;
- Option to install crosswalk from Market House to Kunte Kinte statue area; and,
- Test new multiple configurations to evaluate feasibility.

Provide safety measures for pedestrians

Crosswalks in front of Market House need to be evaluated for safest crossing condition

Tier parking pricing correctly to efficiently use existing street parking

Alerting visitors to the many parking options available via multiple communication channels



Mid-term Actions:

1. Rebuild Hillman Garage

Evaluate the future useful life and long-term capacity requirements to ensure that the redevelopment of Hillman Garage reflects trends in mobility and parking, such as:

- Increasing popularity of ride sharing services like Uber and Lyft;
- Developing technology of self-driving cars;
- Electronic and digital real-time parking information available by smart phone and websites;
- Signage to and from Hillman Garage and alternative parking locations; and,
- Flex-pricing and informative signage so drivers may choose location, price and distance to locations.

There should be an extensive community stakeholder and CDAC Implementation team involved with the City during the Redevelopment of Hillman Garage to ensure that resident and business issues are anticipated and addressed immediately.

During demolition and construction of Hillman Garage, the following objectives must be met:

- No net loss of parking spaces in downtown during the construction of Hillman Garage;
- Clear direction for business access for customers and deliveries;
- Locate and inform drivers of parking availability in other locations;
- Preserve motor vehicle traffic flow and access to permit drop-off and pickup for people and deliveries; and,
- Develop smart bus, taxi, rideshare information through electronic access and signage.

2. Redevelop City Dock

Redevelopment of the City Dock for community enjoyment and business use will only commence after the new Hillman Garage is operational.

All of the aforementioned objectives shall be applied during the construction of the City Dock.

3. Maximize Parking through Management and Partnerships

Identify locations in close proximity to downtown to offer parking during peak periods:

- Partner with public institutions (schools, colleges) and private owners to offer parking on weekends and during major events;
- Identify and implement the necessary agreements to address liability issues;
- Offer these new locations through real-time apps; and,
- Coordinate with local providers to drop-off and pickup customers.

Improve parking management, enforcement and revenue through implementation and monitoring of the Downtown Parking Strategic Plan.

Evaluate the most effective and efficient method of providing parking services: City management, City-Private partnership, or private management.

4. Bike Access

Expand the City's bike sharing program and overall bike culture:

- Designate areas for short-term bike storage with high tech storage racks.
- Install drinking water fountains that include a bottle filter and pet water fountains.
- Consider a smaller traffic circle that would permit dedicated bike lanes in each direction while maintaining the current number of motor vehicle traffic lanes.
- Maintain a public restroom with bike access.

5. Pedestrian Access

Consider narrow drive lanes around the traffic circle to permit a wider walkway around the City Dock.

Consider long-term crossing guard use.

Annapolis bike paths and trails

A pedestrian-accesible traffic circle

WORK GROUP

COMMUNITY CHARACTER, LIVABILITY & BENEFITS

COMMUNITY, CHARACTER, BENEFITS & LIVABILITY WORK GROUP

GROUP MEMBERS

HONORABLE RICHARD HILLMAN, *CO-CHAIR*
Former Annapolis Mayor and former member of Annapolis Planning Commission

MARK MHLEY, *CO-CHAIR*
Small business owner, Ward One Residents' Association Board Member

DR. WIL SCOTT
Annapolis Historic Preservation Commission and former Chair, Annapolis Planning Commission

CARL LARKIN, *SECRETARY*
Ward One Association

MACARENA OLSON
Ward One resident and small business owner

ROBERT WORDEN,
Vice Chair, Annapolis Heritage Commission, founding president, Murray Hill Residents Association

KATE STILLWELL
Maryland Federation of Art Board, Photographer and Ward One Resident

CLAIRE BOWDREN
Environmental health advocate, public health and sustainable foods specialist, Ward One resident

INTRODUCTION

The charge of the Community Character, Benefits and Livability Work Group was to ensure that downtown Annapolis remains part of a livable and economically viable community for residents, local businesses and visitors. A special focus for this group was to create intergenerational connections to the City's maritime heritage and working waterfront.

The Community Character, Benefits, and Livability Work Group (CCBL) consisted of eight Annapolis residents, who collected input from the local community for the redevelopment of the City Dock. Two workshops, one with the Ward One Residents Association on April 2, 2019 and a larger Community Outreach Workshop on May 6, 2019 were held. Members of the work group also gathered survey responses from 75 visitors to City Dock between April 27th and June 15, 2019.

CURRENT CONDITIONS

Overwhelmingly, the community supported actions to keep the city's current character and to embrace the city's maritime history and heritage as a working seaport. Any changes to the City Dock area must foster historical connection with the water and maritime history. The issues the Committee reviewed were parking, vehicular traffic, infrastructure, water access, flooding, public spaces, and local businesses.

OPPORTUNITIES

The current pedestrian experience at the City Dock is chaotic. Priorities for a redesigned public space at the dock include incorporating an inviting pedestrian experience, attractive experiences for families, and the preservation of shared culture and history. Improving the visitor experience at City Dock must address vehicular traffic concurrently with pedestrian movement. Residents near the dock support the removal of parking spaces, if there is a net-zero loss of overall downtown spaces. Biking around the dock can be hair-raising. Safety will be improved with carefully laid out bike lanes and better access from other parts of the city to the dock area. Virtually all participants in the surveys pointed to key role the Hillman Garage plays in the future of the City Dock plan. The residents surveyed endorsed a redesign of the garage as a parking facility only with an increase in the number of available spaces.

An ideal redesign of the City Dock will make it easier for people to traverse land and sea, and to interface with the water in innovative ways. The community strongly supports multi-generational family programming compatible with the historic nature

of the district. Commercial and entertainment activities in this area will benefit residents and visitors and bring more pedestrian movement to enjoy and learn of our heritage at the Burtis House and Alex Haley Memorial.

RECOMMENDATIONS

1. Pedestrians

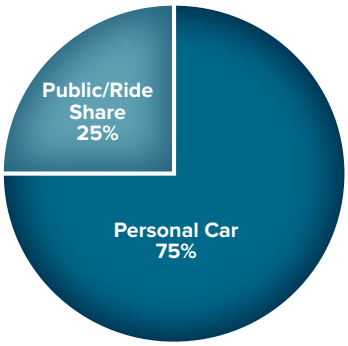
- Improve the crosswalks and overall safety of pedestrians when crossing Randall and Compromise Streets to the waterfront.
- Widen walkways and to add amenities such as water fountains for people and pets.
- Design programming around more usable public green space including more shade from trees, trellises, and canvases within established view shed guidelines
- Add seasonal and pop-up family activities, such as movies in summer and ice skating in winter.
- Incorporate a large flexible space to accommodate diverse cultural, entertainment and educational events, especially those that can attract large numbers of visitors and public speakers preferably with direct access to the water.
- Increase number of bike racks compliant with guidelines for the historic district and easily accessed.

2. Vehicular Traffic & Parking

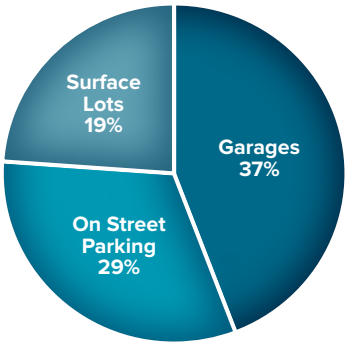
- Tourists at City Dock arrive via personal car 75% of the time—37% of them park in garages, 29% on-street, and 19% in a surface lot. 71% consider parking easy. 55% of visitors would use valet, and most thought $10 per two hours was an acceptable rate.
- Celebrate traffic circle/veteran's monument adding a valuable new experience for visitors and residents. Any changes must improve safety for all, especially those needing ADA compliant access.
- Utilize a digital signage program and a smart phone app that will make finding parking easier and reduce the number of cars driving into neighborhoods in search of spaces.
- Designate safe drop-off and turn-around areas for buses.
- Create more stops for shuttle bus service between the dock and Navy/Marine Corps Memorial Stadium and be integrated into electronic signage and app-based systems.
- Ensure the Annapolis Circulator has posted stops with electronic signage and be linked to any new electronic messaging systems.

Arrival Survey Stats

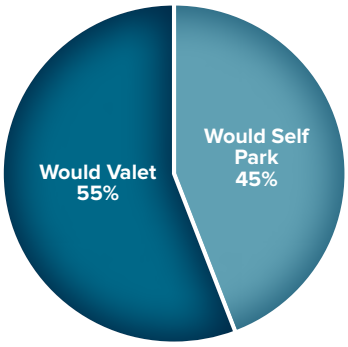
Arrival method



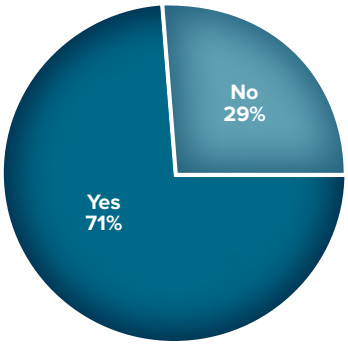
Parking Type



If given an option Self Park Or Valet?



Is parking easy?



Redesign Hillman Garage

Provide a large flexible space

Harbor Queen Ferry service

- Evaluate the impact of heavy vehicles for their impact on historic structures. Limit their use and presence as necessary.

- Incorporate the prospective use of autonomous, electric, and ride-sharing vehicles.

- Residents request that downtown neighborhood street parking be reserved for residents only.

- Support a performance-based fee structure for metered parking pricing in line with other popular tourist destinations around the region.

3. Infrastructure

- Place all utilities below ground.

- Relocate Harbormaster functions to the Burtis House, so that the current facility may be reduced in size or removed totally. Should certain Harbormaster Building utilities need to remain in place, a smaller structure that can also incorporate the existing information services.

- Repurpose the Burtis House as a focal point for public access onto the water as the "Gateway to the Chesapeake."

4. Flooding

- Prioritize pump house placement and creating an adaptable infrastructure that complements the viewshed. Any new systems must be integrated into the USNA levee system, while being esthetically pleasing and designed to accommodate changes in water levels.

- Create a large space for public events that must be able to survive high water and return to use quickly. Upstream water sources must be managed to collect litter and other pollutants and protect our greatest asset, the waterfront.

5. Water Access & Integration

- Improve and increase dinghy-dock capacity, integrating public stand-up paddleboard and kayak access and rentals, and

- Turn Burtis Basin into a public small craft space.

- Expand space for large craft must be carefully considered, as it may detract from the character of the new space.

- Maintain the existing water taxi capacity, but be incentivized with a local's discount pass. ADA compliant ramps should be included for all uses.

- Increase of low impact water-based events such as historic-vessel visits adding affordable dining cruises and small-cruise boat trips that can capitalize and incentivize water engagement. Connect to the Captain John Smith Chesapeake National Historic Trail.

- Create step-down seating towards the water in a way that adapts to flooding.

- Build a splash-zone for children connecting that experience with the Chesapeake Bay and Annapolis Harbor improving the ease of access for all.

6. Public spaces

Free music, dancing, and cultural festivals and activities draw a diverse attendance and should be augmented by outdoor movies, street performers, and historical interpreters.

The recommended City Dock redesign should include:

- A large flexible space suitable to public gatherings (ticketed or free) such as The Annapolis Film Festival, farmers markets, The Annapolis Power and Sailboat Shows, sailing and regatta events, The Race Across America (RAAM), Swims-Across-the-Harbor

- Create passive and interactive maritime experiences and programming a community priority with the Burtis House remaining the last vestige of the working port.

- Repurpose the Burtis House with 21st-century educational tools as a learning center. Local partners can help provide world-class maritime-focused programming. These partners may include The Chesapeake Bay Foundation, the Annapolis Maritime Museum, Anne Arundel County Library, St. John's College, The U.S. Naval Academy, Watermark Tours, and Historic Annapolis.

- Ensure the redesigned dock is family-friendly year-round and has esthetically pleasing picnic tables, shaded benches and seating, a kid's splash-zone, dog-friendly water fountains, water bottle refill stations, and a dog-relief area.

- Consider Including other amenities such as a natural gas fire-pit and a maritime-themed play area.

- Integrate the existing Newman Street playground into any conceived plan for City Dock to add family appeal and use.

Passive educational information, Richmond Capital Trail

Shaded seating options

Provide a large pedestrian oriented space

Walking Tours of Annapolis

Food Kiosk and Food Carts

Build on existing local seafood-centric and ethnic foods

7. Local business

The continued success of the businesses at City Dock is integral to the future of the city.

- Maintain the importance of seafood and the ethnic cuisines present in town with these traditions featured in any retail merchandising plans.
- Include more options for outdoor dining.
- Add kiosks and food carts that cater to a diverse clientele within the public space, but any such options should not directly compete with the neighboring brick and mortar restaurants.
- Encourage new and infill development of available space in the dock area to increase commercial diversity.
- Consider repurposing the billboard at City Dock for commercial/community activities such as a movie night or completely remove from the site.
- Close the Market House parking area every Saturday in spring and summer for food, beverage, and retail vendors with outdoors, shaded tables, games, and live music.

A flexible Market Space

FEDERAL WINE

WORK GROUP

THRIVING LOCAL BUSINESS

jean louis'
CAFÉ
183
spired

THRIVING LOCAL BUSINESSES WORK GROUP

GROUP MEMBERS

MARK KLEINSCHMIDT, *CO-CHAIR*
Executive Director Chamber of Commerce

JOE, RUBINO, *CO-CHAIR*
Chief Financial Officer, USNA

BRENDAN GREELEY, CO-CHAIR
Economist, Financial Times

JAMES A. REID
Board Vice Chairman, Historic Annapolis

JEN & JERRY DONAHOE
Owners, Mills Liquors

MELANIE MURPHY
Owner, Annapolis Pottery

ERIK EVANS
Annapolis Arts District, Downtown Annapolis Partnership, Inner Weststreet Association

JOANNA YOUNG
Owner, Evergreen Antiques

STEVE SAMARAS
Owner, Zachary's Jewelry

JEFF SCHAUB
Owner, Annapolis Marine Art Gallery

STEVEN KAHLE
Architect, SKA Studio, City Dock

MARJORIE BRICE
Alpaca International

ZIA BOCCACCIO
Alpaca International

PETE CHAMBLISS
City Dock Historic Property Owner

TOM FRANK
Business/Community Leader

INTRODUCTION

The charge of the Thriving Local Business Work Group was to ensure that the local business community is buoyed by any changes to City Dock, supported during any interim construction, and its access protected from nuisance flooding. The future health and viability of City Dock businesses is recognized as critical to the work of the Committee.

The City Dock area is an integral part of Annapolis' commercial center which also houses City Hall, the County Seat and Maryland's State Capital. The target area serves the City in multiple, critical ways:

- Home to the postcard picture of Annapolis' brand, the beautiful human-scale historic buildings, the National Historic Landmark District and the vibrant recreational harbor with views of the Chesapeake Bay
- The entrance to the main gate of the USNA
- A major through-way from one side of town to the other, carrying approximately 10,000 vehicles per year—important exposure for the business community, and the roadway is critical to area traffic
- Parking and access for the commercial district for all of the residential, governmental, educational, business, entertainment and retail activities the community uses every day.

The overarching goal for the CDAC is to "Ensure the future health and viability of City Dock businesses and a high-quality of life for adjacent residential neighborhoods. The two elements are inextricably linked and depend upon the success of each other for a flourishing downtown."

OPPORTUNITIES

The Thriving Business Work Group Team envisions a waterfront that serves as an anchor destination welcoming locals and visitors alike. It will be filled with thriving local business and complementary activities/events attracting our residents to shop, dine and recreate throughout the year.

CHALLENGES

- Managing the complexity of City Dock functions.
- Providing parking for the large employee base of downtown.
- Creating high-quality, functional, yet aesthetically pleasing open space while preserving some convenient parking options.
- Finding ways to control frequent nuisance flooding and anticipated

sea level rise.

- Balancing pedestrian, bike, and vehicular traffic and parking (no net loss) while preserving the throughway and business access.
- Providing access for customers, deliveries, emergency vehicles, contractors, buses, refuse removal vehicles, etc., including safe drop off and pick up areas.
- Ensuring no net loss of public restroom facilities.

RECOMMENDATIONS

Short-term Actions:

1. Parking

- With the goal of no net loss of parking, create a comprehensive parking plan with a complete, effective marketing and communication strategy before construction or any permanent changes are made to City Dock. See Parking Group report;
- Implement an interim parking strategy prior to the demolition of Hillman Garage;
- Work directly with downtown businesses to create a safe, convenient and affordable plan to park business employees;
- Move city employee parking out of the City Dock area and Hillman Garage to open up space for customers.

2. Ongoing Programs

- Connect the City's economic development staff with Dock and Market Street businesses via regular meetings with a clear agenda. Consider formalizing this City Dock/Downtown business group to ensure that there is an ongoing dialogue where the City can both listen and respond to the needs of the businesses;
- Use the above meeting structure to guide construction with the goal of minimizing disruption to businesses, parking, and traffic.

3. Market Study

- Immediately initiate a downtown market study to identify those uses and activities for which there is a strong market. Specifically, the market study should determine how the new City Dock plan will draw foot traffic to the City Dock businesses, and identify those categories of businesses that should be recruited in the future to complement the existing mix of retail uses;
- Encourage customer traffic in the offseason with the creation of a winter holiday market, with existing local businesses getting right of first refusal.
- Experiment with new events within the structure of the existing Special Events legislation, especially off-season. Ideas include weeknight movies on

Main St. Annapolis

Market Space Businesses

Dock Street Businesses

the Campbell billboard, offering expanded outdoor dining opportunities for restaurants along Dock Street, expanding new Market Space events and assessing if there is a demand to convert some of the Market Space on-street parking into expanded café-dining for the restaurants, while meeting the no net loss of parking requirement

- Consider establishing a non-profit business improvement district to help manage and fund the long-term success of this area.

Mid-term Actions:

- Continue experimenting with new off-season events, mindful of the parameters of existing Special Events legislation. Create smaller scale activities at Susan B. Campbell Park that reflect the City's maritime past and present.

- Re-build Hillman Garage, increasing parking capacity, prior to any substantive changes to parking (no net loss of parking).

- Use wayfinding messaging online in addition to clear signage, making it easy for visitors to navigate the area during construction. Promote downtown Annapolis during construction through an outreach strategy affirming,"City Dock is open for business."

Long-term Actions:

- Optimize and continually review and revise the marketing and communication plan for parking. This significant investment is required to achieve the Committee's overarching goal.

- Continue to listen to the businesses through on-going communication and input to incorporate their observations of the process as they know what is needed for their continued success.

- Actively promote Annapolis' breath-taking City Dock to residents and visitors after construction is completed.

Main Street Businesses

Buddy's Crabs & Ribs
Main St & Harbor Views
OPEN
UPSTAIRS
DINING
Buddy's Crabs & Ribs
HIRING HOST

WORK GROUP

RESILIENCY & ENVIRONMENT

RESILIENCY & ENVIRONMENT WORK GROUP

GROUP MEMBERS

DAVID BARKER, CO-CHAIR, chair Severn River Association – environmental and watershed steward

ZOE JOHNSON, *CO-CHAIR*
Naval Support Activity Annapolis – expert in coastal hazard planning

DAN NEES
University of Maryland – expert in resiliency financing strategies

ELVIA THOMPSON
Annapolis Green – environmental steward

KARL SCHRASS
National Wildlife Federation – expert in climate resiliency

AMY CLEMENTS
Environmental and watershed steward

HALEY VARNER
Environmentalist

INTRODUCTION

The charge of the Resiliency Work Group was to gain a better understanding of the threat that climate change, sea level rise, coastal flooding and extreme events pose to City Dock. A key goal for the Work Group was to ensure that resiliency becomes an integral and vital component of the overall City Dock plan.

The seven members of the Resiliency Work Group included resiliency experts from the University of Maryland, Naval Facilities Engineering Command, National Wildlife Foundation and local environmentalists and stewards. The goal of the group was to recommend both short- and md-term actions: actions to mitigate current and future vulnerabilities. Impacts are already prevalent and expected to intensify in the years to come. There is no single means of response; adapting to anticipated changes must be incorporated into all aspects of City Dock planning. The Resiliency component must remain an integral and vital component of the plan moving forward.

CHALLENGES & CONSTRAINTS

- City Dock is vulnerable to a range of impacts associated with climate change and sea level rise, including: nuisance (high tide) flooding; episodic-based coastal flooding (hurricanes, Nor'easters); gradual (permanent) inundation of low-lying land; heat waves and drought; stormwater (precipitation based) flooding; and water quality impairments.
- Impacts are already occurring and likely to continue over varying timescales and to varying degrees.
- Recent (2017) projections from the National Oceanic and Atmospheric Administration inform that City Dock could experience between 4.30' - 9.09' feet of sea level rise by 2100, based on varying greenhouse gas emission scenarios.
- Geographic location, elevation above sea level and regional sea level rise and precipitation trends increase Annapolis' vulnerability.
- There is no single means of response; adapting to anticipated changes associated with climate change and sea level must be incorporated into all aspects of City Dock planning.
- Impacts are not isolated to City Dock. Response strategies must be coordinated with adjacent landowners, including the Naval Academy, Marriott, and Fleet Reserve Club.

- Recent improvements to the City Dock seawall were designed based on current conditions (100-year flood level) and did not take into account future changes in sea level rise.

PROCESS

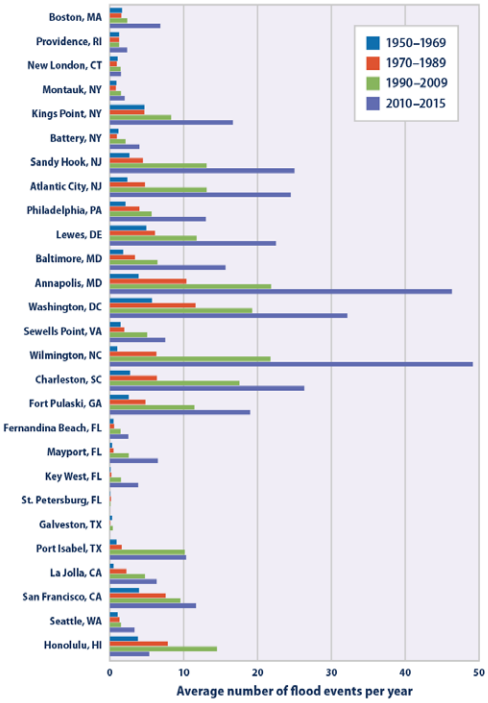
The Resiliency Work Group met weekly to bi-weekly over a period of three months to develop its recommendations. The group coordinated their work with City officials, and the Design, Burtis House and Financing Teams to ensure that their state-of the-art recommendations would be incorporated into all future resiliency efforts at City Dock. Steps in the process included:

- Review of the latest climate science and sea level rise projections and consensus that the latest NOAA (2017) projections to inform resiliency design principles be used.
- Exploration of a range of infrastructure-based solutions, including shore protection (seawalls, revetments); flood protection, both permanent (e.g., dams, levees, berms) and deployable (e.g., door dams, stackable floodwalls); and options for stormwater management, including pumps and drains as well as green practices (rain gardens and green space).
- Examination of existing City adaptation plans and strategies as well as other planning and regulatory principles, such as: emergency response planning, land-use planning, floodplain management, building codes and infrastructure design standards and environmental policies.
- Development of an initial set of resiliency design principles for presentation to the Design, Finance and Burtis House Work Groups early on in each respective Work Group process.
- Held information meetings with representatives of the City of Annapolis Public Works (Lisa Grieco); Office of Environmental Policy (Jackie Guild); and Annapolis Boat Shows (Paul Jacobs).
- Participation in community public outreach sessions hosted by the City Dock Action Committee.
- Formulation of final recommendations for inclusion in City Dock Action Team Report.

RECOMMENDATIONS

Short-term Actions:

1. Maintain City of Annapolis funding for temporary nuisance flood control measures on Dock Street.
2. Install temporary nuisance flood control measures on Compromise Street.
3. Install more water bottle stations and increase number of trash and recycling receptacles.
4. Require the Request for Proposals for City Dock design to include the following resiliency



Average of floods per year, Annapolis second only to Wilmington, North Carolina in recent years

Stormwater Management

Compromise Street flooding

FEMA Flood Map, 2019

Demountable Flood Barriers can be retrospectively fitted to suitable existing foundations

Raised natural lawn for water retention and flood prevention

performance standards:

- Establish design standards based on anticipated impacts over the design life of a given structure in combination with an analysis of risk tolerance. For example, a project with a 75-year design life should be adapted to at least 4.3 feet of future sea level rise (Intermediate Projection, NOAA 2017).
- Implement scalable flood protection measures, allowing for phased elevation increase over time; or as necessary, in the event of an impending storm (deployable top system).
- Incorporate multi-functional elements into the design (e.g., floodwall used for public seating, elevated walkways on seawalls).
- Implement a combination of permanent, passive/automatic systems, and/or deployable flood protection measures.
- Use natural systems to mitigate effects of flooding and urban heat to the greatest extent possible (i.e., rain gardens, shade trees, etc).
- Incorporate safe spaces into design to reduce human exposure to extreme events (heat, thunderstorms, etc).
- Plan for treatment of water quality as well as water quantity. Resiliency measures must include steps to improve water quality including infiltration of stormwater before or as it reaches Ego Alley.

Mid-term Actions:

1. Implement planned Dock Street and Compromise Street Stormwater projects (Phase I and II).
2. Install a commercial capacity pump-out station at City Dock for visiting recreational and commercial vessels.
3. Develop an innovative financing strategy to fund resiliency measures.
4. Coordinate all flood and sea level rise response strategies with adjacent landowners (Naval Academy, Marriott, Fleet Reserve. etc) and partners, including environmental nonprofits, state and federal regulatory entities.
5. Establish a standing committee to develop and oversee implementation of a multi-layered approach (land use planning, design standards, flood protection, stormwater management) in coordination with the City administration, adjoining landowners and other stakeholders

Hurricane Isabel, 2003

WORK GROUP

MARITIME & WATER ACCESS

MARITIME & WATER ACCESS WORK GROUP

GROUP MEMBERS

TARRY LOMAX, *CO-CHAIR*
Chair of the City's Maritime Advisory Board, local attorney and avidsailor

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Owner operator of Bert Jabin's Yacht Yard

MARY EWENSON
Owner and publisher of Spin Sheet, PropTalk, FishTalk, Start Sailing Now and PortBooks

GARY JOBSON
Nationally recognized yachtsman, sailing commentator

ALEX BERG
North Point Yacht Sales and liveaboard.

DICK D'AMATO
National Sailing Hall of Fame Board Member

MARCELLOUS BUTLER
Marina owner, Maritime Advisory Board

ROBERT CRAIN
Annapolis Boat Shows

INTRODUCTION

The charge of the Maritime Work Group was to ensure that Annapolis is the city known as the "Gateway to the Chesapeake Bay." This group also worked to support the needs of the boating community and provide residents and visitors easy and convenient access to the water.

Maritime Annapolis is the face and brand of the City—rich in history and economically indispensable. Its traditions are highly valued, and the maritime presence at City Dock, as well as elsewhere in the City, must be encouraged in order to remain a dominant factor in the quality of life in Annapolis.

Annapolis City Dock is the picture postcard for the City and a gateway for boaters arriving and departing by water. The key unencumbered element of the City Dock waterfront is the basin in front of the Burtis House. That basin should be the center for water-related uses—commercial, recreational and educational—and great care should be taken to ensure both its ambiance and use will benefit a wide range of maritime-related activities.

The nine members of the Maritime Work Group included recreational boaters as well as business people involved in the maritime trades. The goal of the group was to celebrate the importance of Annapolis' maritime history by recognizing key components to the City's story and the challenges ahead. Any plan for a future at City Dock must include the boat shows, regattas, plus access for everything from recreational boats to historic ships, as well as a component of storytelling for our maritime history. The re-imagined City Dock should reinforce Annapolis' place as a center of recreational boating and working maritime for the East Coast.

OPPORTUNITIES

Of the numerous plans and studies for the City Dock over the years, this is the first plan to incorporate the Maritime community's perspective. Annapolis serves as the Gateway to the Chesapeake Bay. The CDAC recognizes the vast number of visitors and Annapolis residents who come to City Dock to interact with the water and access the Bay. Additionally, the State of Maryland and Annapolis are major destinations for transient boaters every year. By incorporating actions that reflect the needs and interests of the boating community, Annapolis has a tremendous opportunity to secure its future as

the premier boating destination of the mid-Atlantic region.

CHALLENGES, CONSTRAINTS AND CURRENT CONDITIONS

1. There is limited opportunity to accommodate additional transient boats, tour boats or visiting historic vessels beyond what exists now. City Dock currently has 37 income-producing slips and 76 income producing moorings. Any physical expansion of the docks would potentially impede the existing channels.

2. Currently, the City Dock slips and dock have encumbrances that dictate what uses can be accommodated. These encumbrances are from previously accepted grants in order to make improvements to the area.

3. Acquisition of the un-encumbered dock and basin in front of the Burtis House can provide needed slips to accommodate a variety of new uses as well as water access.

4. Due to the amount of boat traffic in the area, encouraging visitors to embark from City Dock for small, human-powered vessels is not advisable. However, see recommendation # 2A for thoughts on accommodating these users.

5. Existing dinghy access where small boats can arrive to the dock is very limited in size.

RECOMMENDATIONS

1. Accommodate transient vessels, visitors to City Dock who arrive by boat.

Short-term:

- Immediately expand dinghy landings and promote them on City website and visitor information. Consider accommodation of transient paddlers who arrive to City Dock at Prince George Street landings; include two kayak and stand-up paddle racks.

- Ensure that Harbormaster monitors channel 16. Revisit donated welcome packages for visiting mariners. Maintain safety in Ego Alley and Channel.

- Immediately, encourage use of moorings.

- Ensure the number of water taxis is adequate. Explore City-subsidized water taxi service for moorings.

- Maintain existing toilet/shower/laundry facilities for visiting boaters

Mid-term Actions:

- Change docking configuration in Ego Alley to side-to. Leave last few nose-in slips along Susan Campbell Park for water taxis and quick drops. Explore

Additional side-by-side docking

Monthly stand-up paddling sessions

The Annapolis Boat Shows

Miss Anne's Charter Tours

narrow floating dock to access boats along Ego Alley (ramp to dock to be located at bump midway down).

- Provide handicap accessible transient slip.
- Explore establishing a dinghy dock at the foot of Duke of Gloucester Street.

2. Accommodate visitors who arrive to the City Dock and want to get out onto the water.

Short-term Actions:

- Assess what tours/passenger experiences are in demand. Fishing, historic tours, creek crawls.
- Explore inviting paddle-sports on a designated morning each month – include Harbormaster checking for safety equipment etc.
- Ensure continued adequate access for motor coach/school bus arrival and departure. Buses should locate out of the immediate City Dock area between drop-off and pick-up that is more than 50 minutes. While waiting for less than 50 minutes buses should be required to be turned off.

Mid-term Actions:

- Centralize all ticket purchases for tours and transit passenger experiences in Burtis basin area. Funding with Burtis House eventuality.
- Assess lengthening the State dock. Do not reduce current charter/tour/trainsit passenger vessels; rather enhance the same—more "Miss Anne's, fishing charter, etc. Allow additional operators to work in the area. The area around the dock needs to be dredged to 15 feet to accommodate large vessels. Funding needed within three to five years
- Touch screens cataloging opportunities to interact with the water, where to get boat supplies, maritime museum locations should be housed in the City Dock area immediately adjacent to the water. Funding should be provided next year.

3. Celebrate the Maritime history and industry – recognize the importance of maritime yesterday, today and tomorrow. Look to increase the following activities:

- Boat shows – an important part of the industry
- Nationally recognized regattas. Host opening ceremonies and prize giving at the Dock
- Boat Maryland Week which celebrates all things maritime each Spring.
- A Maritime Center – Tell the

story of the past present and future of the City Dock. Funding NPS/HA: Work with HA and AMM underway within next two years.

4. Accommodate visiting historic ships:

Short-term Actions:

Recognizing that parts of City Dock have encumbrances and that the docks used by the Hall of Fame have not yet been allocated to a new lease or ownership, the Work Group's recommendation is to schedule short duration visits by multiple vessels wherever they can currently be accommodated. Programming and invitations should be coordinated by a designated City employee. Proceed to schedule waiver of fees for these visiting historic boats.

Mid-term Actions:

Group all commercial vessels together in area in front of the Burtis House. All visiting historic vessels, charter and passenger vessels should depart from a central location in front of Burtis House. Programming should be revisited as uses evolve.

5. Expand the width of walkway along Ego Alley.

Walkway should be a uniform width for its full length, and level with the land plans. (Width at end closest to Market House is adequate – continue same to the end of Susan Campbell Park) Funding through City Dock reconfiguration.

6. Harbormaster

Location:

- Explore rental of storefront/ upstairs in Harbor area. Funding through City Dock reconfiguration.
- Explore small ship's store co-located with Harbormaster.

Duties:

- Explore visiting boater packets prepared by Visitor Center or other.
- Explore small amount of retail.

7. Fountains

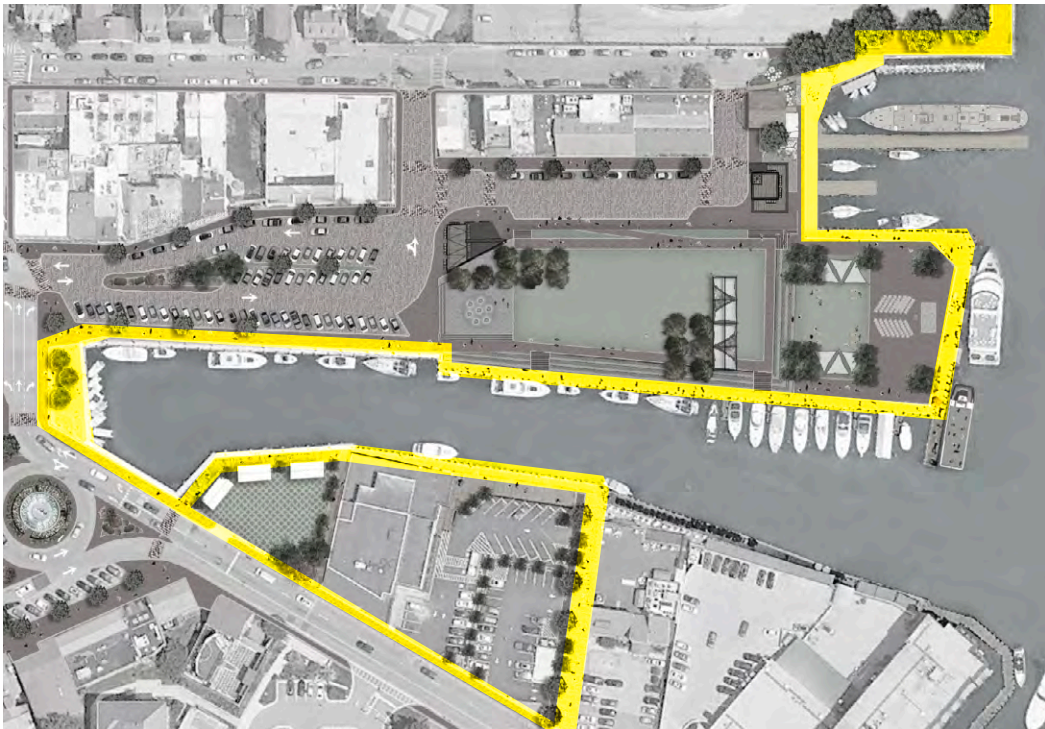
Recessed fountains compatible with boat show need to be installed in Susan Campbell Park as a way to interact with the water. Funding through City Dock reconfiguration.

8. No "AirBnB" on boats at City Dock or on City moorings.

Small craft storage racks

Recessed/Pop Fountain at City Dock

Continuous pathway around City Dock



WORK GROUP

PROGRAMMING & COMMUNITY ACCESS

PROGRAMMING & COMMUNITY ACCESS WORK GROUP

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Gormley, Jarashow, Bowman, LLC

INTRODUCTION

Every person coming to downtown Annapolis seeks out the City Dock, the highest profile location in Annapolis and considered the jewel in Annapolis' crown.

The City Dock Action Committee established the Programming and Community Access Work Group, (PCA), with directions to explore and recommend short- and long-term recommendations for the City Dock that promote people-friendly engagement and enjoyment. The charge to the Work Group was to make recommendations to be implemented in the short-term (six months to a year), mid-term (one year to five years), and long-term (five years or more).

PROCESS

The Programming Group was benefited by the survey conducted by the Parks in Public Places. In May 2019, Parks in Public Places interviewed people at the City Dock to gather information about such matters as visitor reasons for being there, what attracted them to the City Dock, place of residence, etc.

Group members went to the City Dock to see the flow of visitors, crowds, activities in which people participated, etc. The Group considered the way that other communities provide activities for visitors. This included considering Pasadena CA, Charleston SC, Baltimore Maryland, etc.

The City Dock Action Committee conducted a general community outreach meeting on May 6, 2019. At that meeting, the Programming Group conducted small meetings with attendees. Ideas about programs and activities that would be desired at the City Dock were discussed. Many ideas were generated that the Group considered. Residents were invited and permitted to observe the Group meetings during which ideas were presented. Referred the Committee's findings to the Financing, Design and Parking Work Groups.

CURRENT STATE AND CONSIDERATIONS

The City Dock includes the Susan Campbell Park closest to the water for events and casual meeting. Parking availability is an issue for ongoing and regularly conducted events to benefit the general public at City Dock.

Generally, the following events take place on a weekly, monthly or yearly schedule:

- Concerts such as the Navy Band and others perform, generally one weekend night, weather

permitting, throughout the summer.

- The Arts in Public Places group schedules weekly events, such as Salsa Dancing.

- City Dock is a gathering location for major holidays such as on Memorial Day, Fourth of July and the Christmas Tree Lighting.

- Once a year, the City Dock is dedicated to an Annapolis tradition, the annual Sailboat and Power Boat Shows.

- During the rest of the week, City Dock is visited by residents, boaters, tourists, and business workers/owners who enjoy the beauty of the Annapolis Harbor.

OPPORTUNITIES

- The Annapolis City dock programs should endeavor to educate, enlighten, and entertain residents and visitors of all ages through diverse and accessible programs including, but not limited to, history, culture, and the arts.

- Enhance the seawall display to honor, display arts, history, and culture.

- Constructing any permanent structures must be compatible with continued use of the City Dock for the boat shows containing no significant obstructions.

- The City should consider modifying the existing pertinent codes and ordinances that restrict major activities to be compatible with expanded programming at the City Dock.

- Current parking conditions limit event use of the physical area at City Dock. Until those parking spaces are made accessible for program activities, permanently or temporarily, event planning is restricted at the City Dock.

- The Harbormaster building is a large structure that uses space potentially available for programming events. The Harbormaster should be relocated and most of the building removed or reduced. Public bathrooms may remain or be relocated. Until that time, there are some events that the building might support such as outdoor movies, artistic/historical displays, documentary presentations, etc.

- Corporate sponsorships.

- Retail rentals of chairs, etc.

- Rental income from short-term visitor rentals.

- Collaboration with public and private interested parties within and outside the City to promote arts, history, and culture.

Insurance Liabilities

All events bring an associated risk of

Summer Concert Series

Susan Campbell Park

Date	Time	Band
Fri May 10	7 - 10 pm	City Dock Tango
Sun May 19	6:30 - 8:30 pm	Jazz Mosaic
Sun May 26	6:30 - 8:30 pm	Annapolis Junction Big Band
Sun June 2	6:30 - 8:30 pm	Music Educators of Greater Ann
Sun June 9	6:30 - 8:30 pm	Kings of Crownsville
Fri June 14	7 - 10 pm	City Dock Tango
Sun June 16	6:30 - 8:30 pm	Cadillac Mule
Sun June 30	6:30 - 9 pm	City Dock Salsa
Sun July 7	6:30 - 8:30 pm	Dr. Phil Butts Sunset Band
Fri July 12	7 - 10 pm	City Dock Tango
Sun July 14	6:30 - 8:30 pm	Crabtown Big Band
Sun July 21	6:30 - 8:30 pm	The High & Wides
Sun July 28	6:30 - 9 pm	City Dock Salsa
Sun Aug 4	6:30 - 8:30 pm	The Pantones Steel Drums
Fri Aug 9	7 - 10 pm	City Dock Tango
Sun Aug 11	6:30 - 8:30 pm	Abe Ovadra Jazz Trio
Sun Aug 18	6:30 - 8:30 pm	Dr. Phil & his Big Band
Sun Aug 25	6:30 - 9 pm	City Dock Salsa
Sun Sep 1	6:30 - 8:30 pm	Sounds of Joshua Praise Choir
Sun Sep 8	6:30 - 8:30 pm	Starvation Army Band
Fri Sep 13	7 - 10 pm	City Dock Tango
Sun Sep 15	6:30 - 8:30 pm	Naptown Brass Band

Susan B. Campbell Park Activity Schedule

Existing Harbormaster Building

liability such as for injuries, individual or group conduct, conflicts, etc. The City and those groups conducting activities must prepare for this potential.

The PCA Work Group recommends establishing a minimum required insurance for all groups presenting programming at the City Dock and/or provide for City risk management policy to cover all programming events.

RECOMMENDATIONS

The recommendations are intended to accomplish the goals of enhancing the City Dock experiences for all visitors or residents. With rotating and every-day presentations, displays, or events about history, culture, and the arts, everyone would return to the City Dock regularly and would be a peaceful central location to experience the water and/or learn.

Establish Coordination Authority

Many groups desire to host events at the City Dock–many more than currently use the City Dock. It is anticipated that when recommendations are implemented that these groups will seek permission to use the City Dock. There must be a central coordinating entity or authority that would supervise, schedule, and coordinate all these requests.

Goals of the scheduling authority should include:

- Promoting and maintaining diversity in City Dock events and event sponsors;
- Outreach to all groups interested in sponsoring and/or conducting City Dock events, displays, presentations, etc.

Adequate funding for the coordinating authority must be addressed to undertake the expanded programming. In some cities (e.g., Frederick, Maryland), that role is fulfilled by a staff of a private charitable entity funded by grants, the government, and private support. This is a paramount challenge that must be addressed once expanded activities commence. This authority would carry out the following recommendations:

Short-term Actions:

1. Existing signage at City Dock should be refurbished and moved to appropriate locations so that visitors can find events and enjoy all other opportunities in Annapolis. Consider placing additional signage as needed.

- Place digital signs/maps at strategic locations around the City and at the City parking garages providing the number of minutes and directions to reach the City Dock.
- Place signs/maps at the common entries to the City directing motor vehicles to the closest parking

Outdoor movies could activate City Dock

to USNA or City Dock. Directly guiding visitors to a parking garage and walking to the City Dock or other locations.

- Encourage Circulator buses and shuttles to have a designated location to pick up visitors who park in the City garages. Provide signage and digital real-time access informing people of shuttle availability and wait times.

- Interactive mapping and all information should be made available through electronic/ mobile access.

2. A seasonal beer garden could be placed at City Dock for a summertime touristic draw provide refreshments and shade for visitors.

3. Experiment showing outdoor movies on the Harbor master Building until its removal or relocation.

4. Historic Boat Anchorage placed at Burtis House. Display Annapolis rich nautical history and/or historic boats educational and participatory for visitors.

5. Options for establishing an independent coordinator for all programming include:

- City Staff. The City currently has an events coordinator. The expanded activities may overwhelm one person.

- The Art in Public Places Commission (AIPPC) was established by the Annapolis City Council in 2001 as a centralized body to oversee the selection, display, and maintenance of visual art, and the production of performing arts in public spaces in Annapolis. (City Code Section 6.24)

- An independent organization that could promote the goals for expanded programming.

Tall Ships visiting Annapolis

Pop-Up Beer Gardens

Captain John Smith Chesapeake National Historic Trail

Pierce's Park, Baltimore , Maryland

Prospect Park , Brooklyn, New York

Mid-term Actions:

1. Expand the season beyond summer with flexible, covered spaces.

- Erect spaces where activities can be provided. For example, years ago there was a temporary tent erected near the harbor that provided the history of John Smith's voyage around Annapolis.

2. Consider providing unique play and fitness area, not typical plastic/rubber equipment.

- Take precedent from Pierce's Park in Baltimore, Maryland or Prospect Park in Brooklyn.

3. Provide a flexible space for ice-skating rink, yoga, tai chi, etc., varied seating areas.

- There should also be spaces for contemplation and passive enjoyment of the harbor experience. Inviting seating areas for those who either take a break from participatory activities or visit the dock to enjoy the views and atmosphere.

4. Plan diverse and accessible cultural, historic, and arts programs and displays.

i. Provide opportunities for visual historic, cultural, and/or art installations, lighted sculpture to attract people of all backgrounds and ages.

Long-term Actions:

1. Enhance the seawall display to honor display arts, history, and culture.

2. The walkway should be encouraged to continue from Susan Campbell Park to the Annapolis Yacht Club.

3. Place markers for founding fathers landing sites and the UNESCO Slave Route project in Annapolis, educating visitors about the historical event of Annapolis.

- Annapolis has been designated as a site of memory for the UNESCO Slave Route Project. The international significance of the marker requires that it be installed in a prominent place at City Dock. UNESCO's goal is to promote the contributions of African Americans to the construction and establishment of contemporary society.

4. Collaborate with public and private interested parties to promote arts, history, and culture.

- Part of the coordinating role would be an outreach to organizations and persons who have an interest in presenting and promoting arts, history, and culture in all Maryland, the nation, and the world.

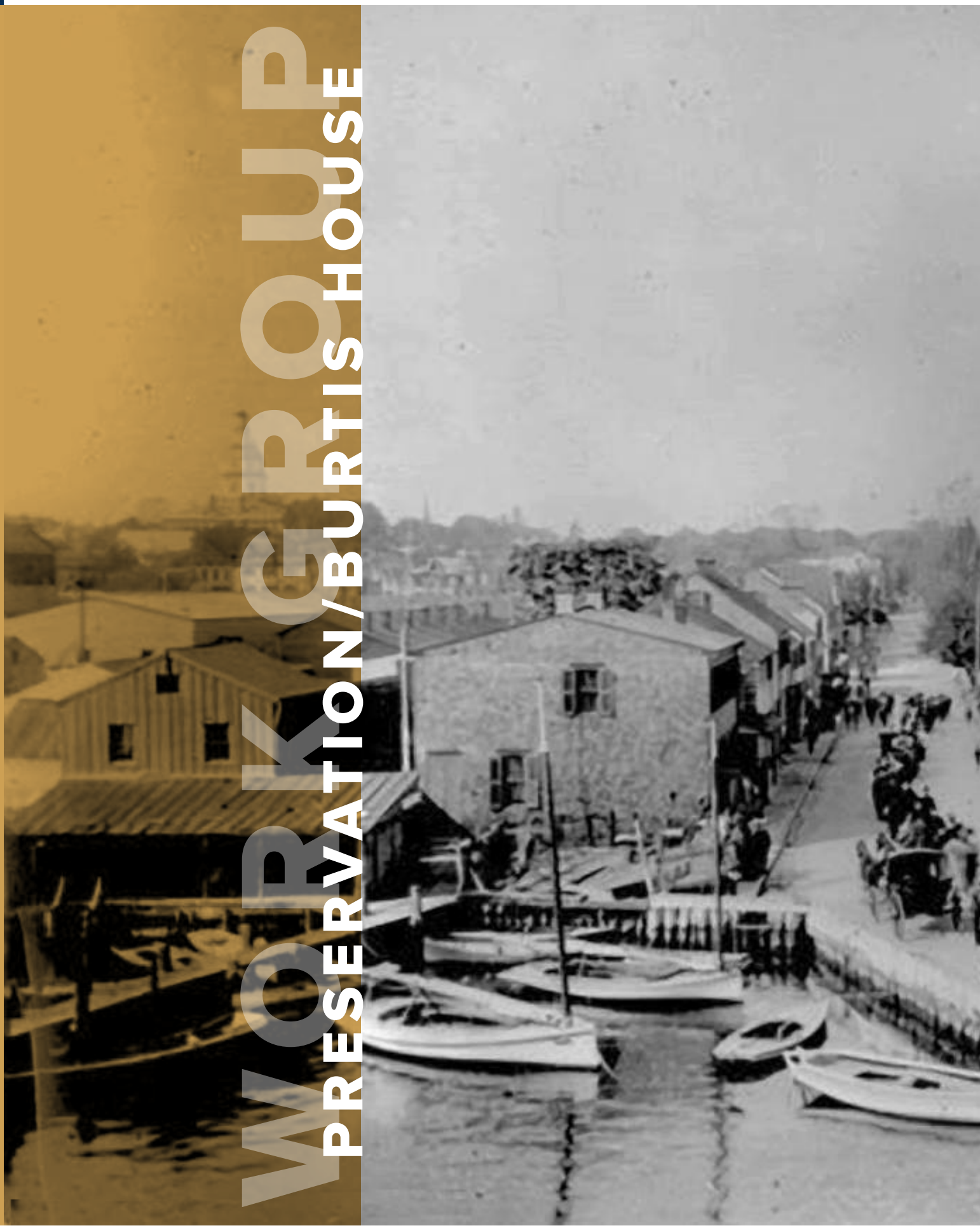
Enhance the City Dock Seawall with Art

The Pilgrims Landing Location Marker, Provincetown, MA – Place Historical Landing Markers throughout City Dock

Provide diverse arts, history and culture programming

WORK GROUP

PRESERVATION/BURTIS HOUSE



BURTIS HOUSE WORK GROUP

GROUP MEMBERS

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NTHP Advisor, Retired Architect, Past Director, Maryland Environmental Trust

TOM MCCARTHY
DNR Land Conservation Staff, Historic District Resident

INTRODUCTION

The charge of the Burtis House Work Group was to ensure that Burtis House, the cornerstone property that adjoins the Naval Academy to City Dock, is restored for adaptive reuse at this location in perpetuity.

The September 2018 final report of the Urban Land Institute's Technical Assistance Panel (TAP) asked the question, "How can the Burtis House be considered for future use, integration and/or relocation within any redevelopment plan for City Dock?" The Working Group agreed with all of TAPs conclusions and attempted to expand the general provisions into recommendations for future specific actions.

In the course of assembling background a number of proposed adaptive uses for the Burtis House emerged. All of these involved some relationship to its maritime history and—maritime exhibits and interpretation, maritime recreational activities, relocation of the Harbormaster. All of these uses should be designed to be compatible with the defining characteristics of the building, its site and environment. The proposal for relocating the Harbormaster to the Burtis House posed several distinct advantages, primarily how quickly planning and implementation could occur and its early elimination of the viewshed issues associated with the existing Harbormaster facility. Early in its deliberations, however, the Work Group determined that many important variables remain indeterminate and that it would be premature to begin evaluation of alternative uses until those are more settled (e.g., final transfer of the property, flood mitigation measures, infrastructure needs, etc). Therefore, the group decided to concentrate work and recommendations on actions that must be taken for adaptive reuse of the Burtis House.

PROCESS

The Work Group met five times between April and June 2019. In late April, the group conducted a site visit to the Burtis house with City representatives from the Mayor's Office, Public Works, and the Harbormaster as well as representatives from the CDAC Maritime team and the National Sailing Hall of Fame. Michael Dowling, local preservation architect and author of the Historic Structures Report, led the tour. At the June 2019 CDAC meeting, Rodney Little presented the Burtis team's preliminary findings that are listed below.

The Work Group also hosted a public discussion meeting on July 17, 2019 to share these preliminary recommendations with interested parties. During the public discussion, the Burtis team spoke to recommendations that pertain to resiliency, preservation and adaptive reuse. Attendees included Ward One representatives, staff from the Mayor's office, Heritage Areas and the Annapolis Maritime Museum and local property owners. Invited parties who were not present include Chesapeake Region Accessible Boating, National Sailing Hall of Fame and the Maritime Trades Association. The attendees generally supported the guiding principles and the consensus points identified by the CDAC.

OPPORTUNITIES

Some of the following points reiterate conclusions from the TAP report. Others may appear obvious, but the group decided that if particular assumptions are important to implementation of the project, they should not be taken for granted, but should be explicit.

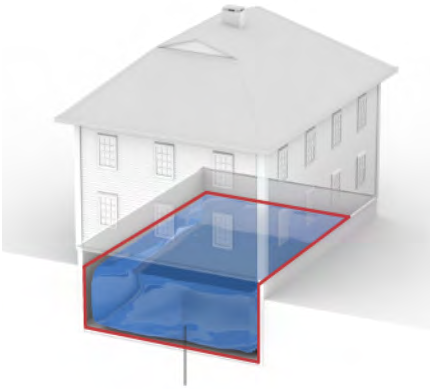
- The Burtis House is a unique and important remnant of the maritime and developmental history of City Dock and should be preserved. It is one of the last surviving remnants of the working maritime neighborhood known as Hell Point that existed in that part of the historic district until it was largely destroyed by expansion of the USNA in the mid-20th century.

- The significance of the house is inextricably tied to its historic function and location; it should not be moved to another location.

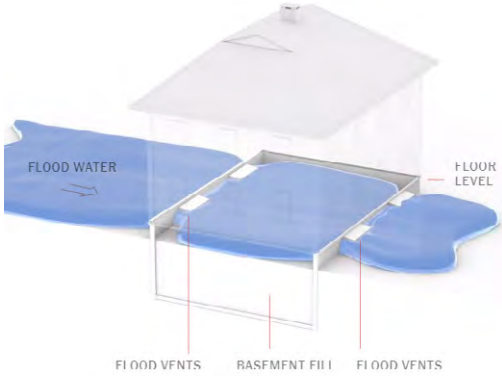
- When the State of Maryland completes the process for transfer of surplus property to a non-state entity, a historic preservation easement should be conveyed and recorded prior to the transfer, consistent with longstanding State policy. The easement should control significant changes and new construction on both the parcel and the exterior of the house. An easement on the interior is not warranted due to the loss of its distinguishing characteristics through previous flooding and renovations. Prospective holders of the easement are the Maryland Historical Trust or a similarly qualified organization.

- Any modifications to the Burtis House and any new construction must be consistent with the Historic Preservation Commission's Historic District Design Manual, the existing height limits, and require HPC review and approval (as should all modifications and new construction throughout the City Dock).

Cistern: Flood Prevention Method



Flow-Through: Flood Prevention Method



Replumbing

Lower Prince George Street

RECOMMENDATIONS

Short-term Actions:

As soon as feasible, the house should be mothballed (if vacant) and temporary, professionally accepted floodproofing measures should be implemented to protect it in the short-term (one or two years). The latter probably should be dry measures as opposed to wet, or some combination of both.

Archaeologist uncovers bits of 19th-century Annapolis, Zach Andrews holds a porcelain head with painted hair pulled from a trench dug while replacing a retaining wall behind in Annapolis.

Mid-range:

1. House

- As soon as a long-term owner is determined, the house should be elevated to FEMA standards (approximately 3.5 feet above existing grade). and to approximate the existing relationship between the house and grade. The grade elevation should be compatible and closely coordinated with any other areas on the City Dock where grade change is contemplated.
- Any ground disturbance will necessitate at least a Phase I archaeological investigation and possibly further Phases if warranted. The appropriate time to conduct investigations is when the house is lifted.
- When the grade is elevated, retaining walls will be necessary on, at least, the Prince George Street side and the western boundary of the lot.
- While the interior of the Burtis House can be flexibly adapted, the exterior should be rehabilitated to its late 19th century appearance.
- Any public use of the Burtis House will require upgrading the structural and floor supports. Code requires that public use spaces must have a floor load capacity of 100 pounds per square foot; current capacity is approximately 30-40 psf. A substantially renovated structure must also meet ADA accessibility standards for historic buildings.

2. Site and New Construction

- The electrical panels on the Burtis dock that service the boat shows should be relocated to eliminate the visual barrier and

clutter obscuring the waterfront view.

- Any new construction or addition on the Dock Street side should be no higher than the ridge line on the Burtis House and should not project any further than the current sidewalk. Any new construction on this side should be modest in order to respect the viewshed from and to the water.

- Any new construction or addition on the adjacent vacant lot could be higher than the ridge line on the Burtis House, but not up to the maximum permitted height. It is desirable to maintain a low-rise view from the water that steps up in increments.

3. Other Considerations

- Any new use of Burtis House must be compatible with the historic character and needs of the house and require only minimal to modest change to the defining characteristics of the building, its site and environment.

- The new use will depend heavily on the eventual transferee. If the transferee is a public entity, for example the City of Annapolis, they should consider an open process for solicitation of proposals before selecting the desired use.

- Burtis House should be a pedestrian destination with free access to the parcel.

- The project should be seen as an opportunity to assist in the invigoration of the final block of Prince George Street, energize the space in front of the Barry Gate, the primary pedestrian entrance to the USNA.

Restoration of Brice House 2019, Historic Annapolis has extensive experience restoring historic structures

Burtis Basin

WORK GROUP

FINANCIAL TOOLS

FINANCIAL TOOLS WORK GROUP

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INTRODUCTION

The charge of the Financial Tools Work Group was to ensure that the City, State and Federal governments were fully engaged in the effort to reinvigorate City Dock. They were asked to identify a clear path forward for funding so that any initiatives defined by the CDAC can be implemented within a five-year window.

The Financial Tools/Development Working Group of the CDAC initially came together on March 20, 2019. Consisting of five members, encompassing community, business, government, development and finance experience, the Work Group undertook several formal meetings and held several informal sessions, including interface with a number of the several Work Groups appointed under the CDAC.

The essential purpose of the Work Group has been to understand and evaluate the overall undertaking of the CDAC and to translate the final recommendations the CDAC into a Plan of Finance that is attainable and administratively implementable.

RECOMMENDATIONS

The recommendations of the CDAC to reinvigorate the Annapolis City Dock as a place-with-purpose call for public-private partnerships with full engagement from the Federal, State, County and Local levels of government. As a national historic treasure, Annapolis deserves no less. Its defining characteristics date to 1694 when the Maryland General Assembly designated "Anne Arundel Towne" as its Capital, to the Revolutionary War and the 1783 selection of Annapolis as the National Capital, to its maritime heritage and natural connection as a port city to the Chesapeake Bay and to its placement on the National Register of Historic Places and recognition as a National Historic Landmark.

- Financing mechanisms in support of the CDAC recommendations ought not to rely upon residential property taxes from within Annapolis, but, instead, be structured to spread the costs of public improvements among a wide spectrum of beneficiaries using a menu of taxes, fees, special assessments and state-of-the-art financing techniques.

- The Annapolis City government ought not to be additionally burdened with the magnitude and scale of the public infrastructure projects and

creative financing requirements necessary to redefine the City Dock and concomitant spillover upon the Historic District.

Immediate:

This Phase includes formulation of a strategic economic development and comprehensive parking plan for the City. The Plan would include state-of-the-art parking optimization, management, operations and vehicular control using the best available technology and include flex-rate pricing, a merchant validation program, bike ingress/egress and pedestrian flow. Within the time frame of this Phase it is anticipated that several enhancements to the prevailing parking model will be possible including improved parking meter operations, signage, and real-time information on space available.

Immediate Plan of Finance:

Nov. 2019 - January 2021 - Cost Estimate up to $300,000 to be funded up front by selected consultant team for Hillman Garage/City Dock in conjunction with the City of Annapolis from within the General Fund and Parking Fund budgets.

Short-term Actions:

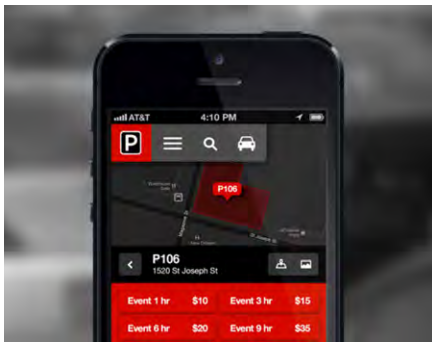
This Phase encompasses the replacement of the Hillman Garage and the commencement of capital improvements to enhance the public space at City Dock. The City issued a request for qualifications from entities interested in the demolition and reconstruction of the Hillman garage and invited their expression of interest in ownership and operation of the garage as well as soliciting their views on supplementing the loss of parking revenues during the period of Hillman shut down and linking the project to the City Dock renovations. The City has released a Request For Proposals to the selected short-listed firms who will be submitting their proposals in February, 2020. Depending upon the substance and quality of the vendor responses, it is possible for design of the Hillman Garage project to be underway by the summer of 2020 and completed by December 2021.

Short-term Plan of Finance:

July, 2020 – Dec. 2021 - Cost up to $20 million could possibly be funded by a private developer; parking revenue bonds; public/private partnership; a lease-based financing structure; multiple Federal, State, and private foundation grants; special tax supplement.

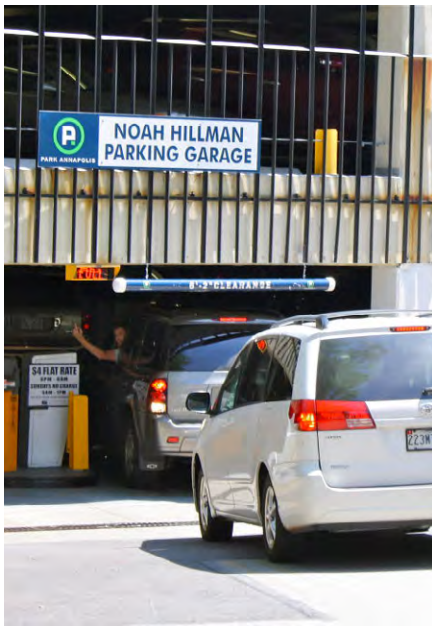
Mid-term Actions:

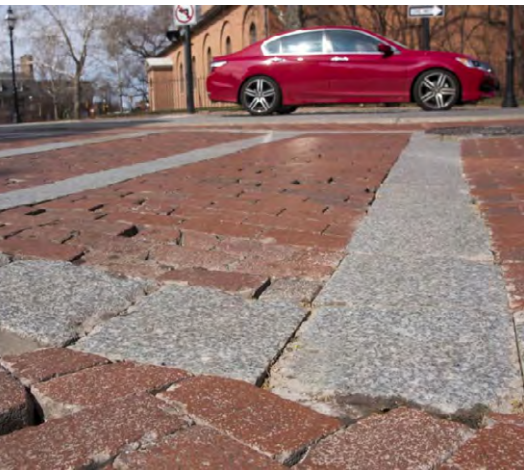
This Phase incorporates resiliency construction and the completion of the City Dock as a 'proud public space'. The capital improvements will allow for a full pedestrian walkway around Ego Alley, open space, recreation and community events. Resiliency construction



Implement modern parking technology

Rebuild Hillman Garage





Re-bricking City Dock

Maryland Stadium Authority

Naval Academy Flooding, 2003

will raise a flood barrier system and incorporate movable barriers and water activated flood control mechanisms including storm water management and below grade pumping stations. Dock access for boaters will be enlarged as well as an extended pier for improved public water access. Final vehicular and pedestrian traffic flows will be incorporated using electronic guidance and revamped roadways and sidewalk crossings. This phase will also expand into placing overhead utilities underground throughout the Historic District and the re-bricking of Main Street along with improved pedestrian mobility thereon.

Mid-term Plan of Finance:

Jan. 2021 – March 2024 - Cost up to $35 million to be funded with project revenue bonds; public/private joint venture; special benefit fees and levies; various grants-in-aid.

CONCLUSION

The Plan of Finance could aggregate to a potential cost between $25-$50 million depending on the arrangements for Hillman Garage and the costs for resiliency.

The firms under consideration for the development of Hillman Garage and the City Dock will be preparing actual construction costs estimates by Spring 2020. The capital improvements envisioned by the CDAC are essential to the future viability of the Annapolis City Dock as a central component of the uniqueness of Annapolis because it serves as the State's Capital, the County Seat of Anne Arundel County, host of the United States Naval Academy, and is a Maryland hub for history, the maritime industry, tourism and resident life.

Rising sea levels underscore the urgency of immediate action. The exigency of the compelling requirements and the enormity of the undertaking in construction, engineering, architecture and finance suggest that in order to accomplish an effective implementation in a timely manner, an independent public corporation (similar to the Maryland Stadium Authority) needs to be created to oversee and carry out the City Dock Project. Further, such corporation must have a stable, reliable, and sizable dedicated revenue stream to finance the undertaking. Accordingly, The Finance Committee of the CDAC strongly recommends the creation of a Capital City Development Corporation, to be enacted through State law, with an independent governing board.

A variety of possible funding mechanisms have been identified to create the revenue stream to finance this infrastructure, ranging from federal (FEMA) and state funding, private equity sources (currently being evaluated through

the Request for Proposals for City Dock and Hillman Garage), sales tax, stormwater fees or a combination of sources. For example, in discussions considering just one of the options, a hotel tax, it was determined that an increase of up to 1% (current rate 7%) in the Anne Arundel County/Annapolis Hotel Tax, the increment to be dedicated to the Corporation, would generate approximately $3.4 million dollars based FY2020 revenue forecasts by Annapolis and Anne Arundel County. This amount would be able to support the issuance of a $50 million bond issue with a thirty-year maturity (level debt service) at current interest rate levels as well as provide $500,000 of revenue to support annual operating costs of the Capital City Development Corporation. Though the total costs have not yet been determined, this example demonstrates that potential mechanisms for financing resilience infrastructure in the long term exists.

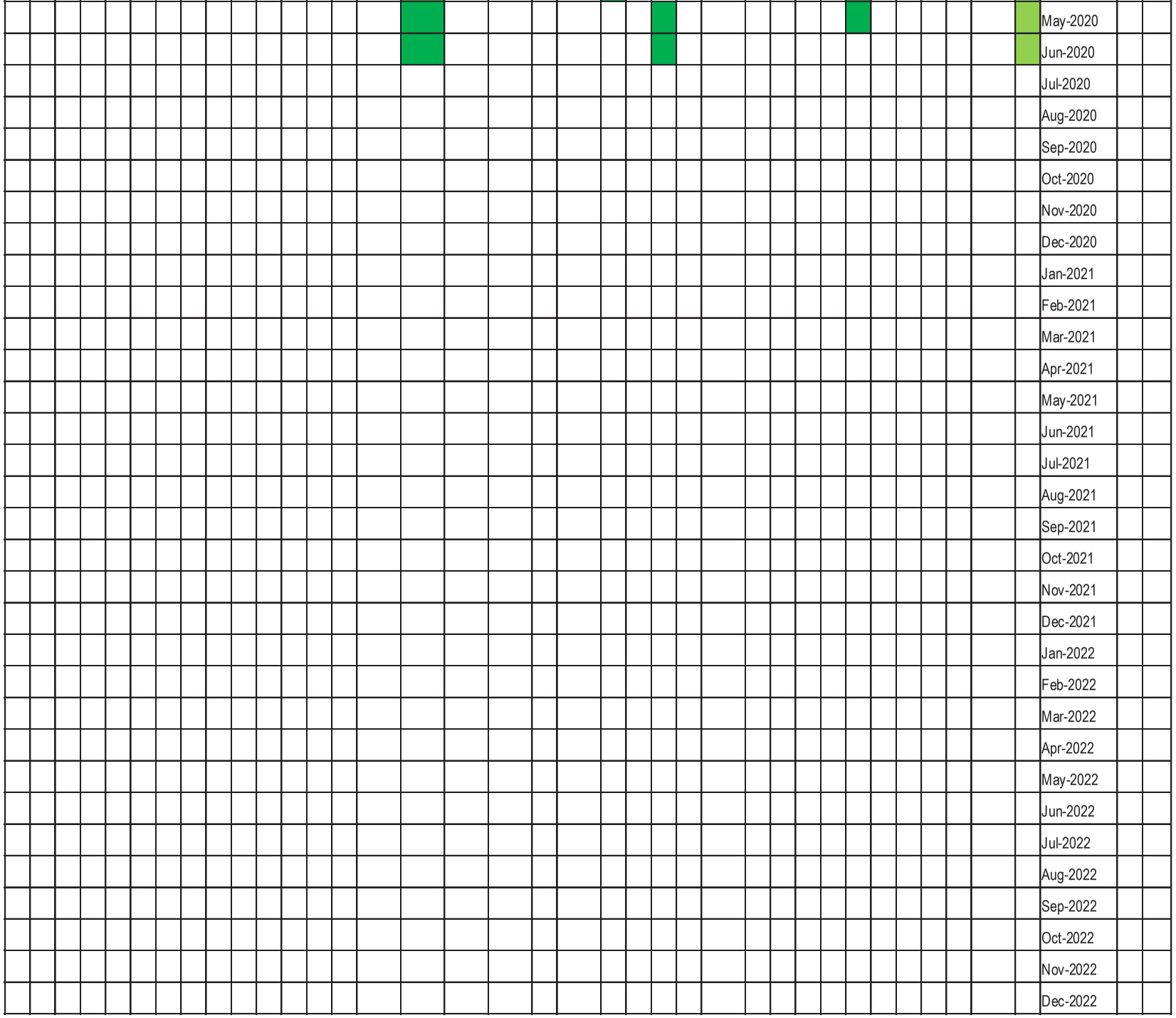
Anne Arundel County has expressed strong interest in partnering with the City of Annapolis to establish a county-wide Financing Authority for Resiliency. This authority, with an ongoing funding stream from any of the options discussed above, would provide a focused vehicle for not only the immediate resiliency infrastructure needs of City Dock, but also for resiliency needs throughout Anne Arundel County. Such an Authority could also serve to fund longer term infrastructure improvements (utility undergrounding for instance) necessary to secure the continuing economic viability of Annapolis: the State's and County's governmental, maritime, and tourism hubs and as well as the home of the United States Naval Academy.

Consider raising the Hotel Tax

STRATEGY
IMPLEMENTATION

IMPLEMENTATION STRATEGY

CITY DOCK ACTION COMMITTEE INFRASTRUCTURE-IMMEDIATE PRIORITIES											
ACTIONS	Responsible Party / Notes	START	END	# Days	# Months	Nov-2019	Dec-2019	Jan-2020	Feb-2020	Mar-2020	Apr-2020
PHASE I											
I. Request for Qualifications Awards/ Interviews. Hillman Garage and City Dock.	City Admin	Nov-2019	Jan-2020	60	2						
• Statements of Qualifications due on November 20											
• Selection Committee Review of Firms											
• Selection Committee Identification of Firms to Compete											
II. Request for Proposals (RFP)	Comm./ City Admin	Jan-2020	Mar-2020	60	2						
III. Evaluation of Team Responses	Comm./ City Admin	Mar-2020	May-2020	60	2						
• Parking Strategies/Phasing											
• Implementation Shuttle, Messaging Info, Technology											
• Proposal for Hillman Garage											
• Financing Approach											
• Conceptual Plan for Design, Sequence and Implement City Dock 'Consensus Plan'											
• Construction Management											
IV. Selection of Consortium of Teams		May-2020	Jun-2020	30	1						
• Hillman Garage and City Dock Redevelopments											
V. Financing Authority	City, County, State	Nov-2019	Apr-2020	150	5						
• Fund/Draft Legislation to Submit to State for Financing Authority											
• City/County Meeting with State Officials											
• City/County Request to State Delegation for legislation approving Financing Authority											
• City/County work with Delegation for approval of Financing Authority legislation											
VI. Apply for Federal/State Funds for Resiliency/City Dock Infrastructure	City, County, State	Dec-2019	Jun-2020	180	6						
• City/USNA coordinate to identify/apply for Federal Funds (FEMA)	City, County, State, USNA										
• City identify /apply for State Infrastructure Funds	City Admin										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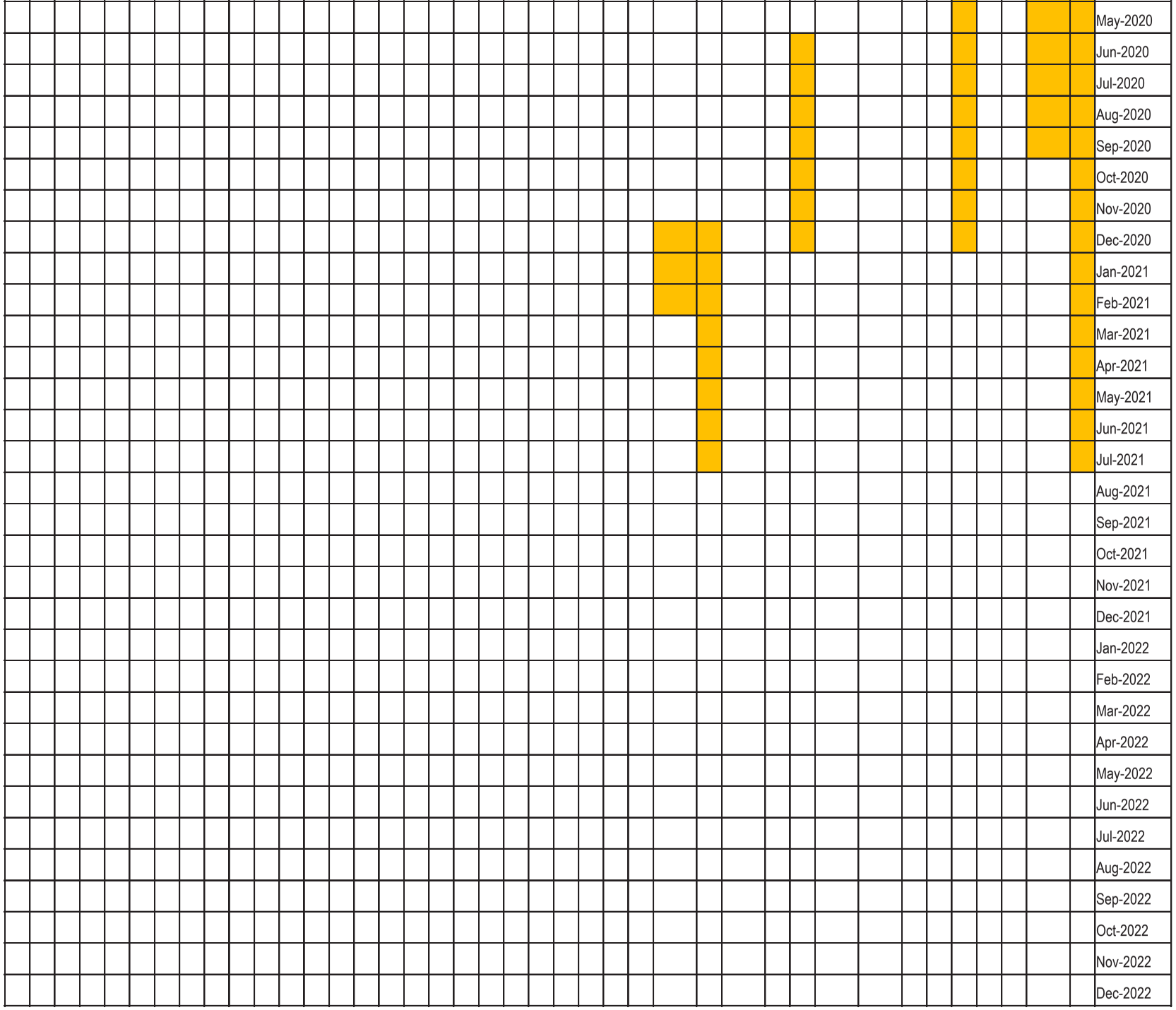
IMPLEMENTATION STRATEGY

ACTIONS	Responsible Party / Notes	START	END	# Days	# Months	Nov-2019	Dec-2019	Jan-2020	Feb-2020	Mar-2020	Apr-2020
PHASE II											
I. Create Financing Authority	Finance Author w/ City, County	Apr-2020	Sep-2020	**150**	**5**						
• City/County establish Board of Directors	City, County, State										
• Board of Directors hire Staff	Finance Author										
II. Initiate Parking Strategy	City Admin	Apr-2020	Dec-2020	**240**	**8**						
• Identify/Establish Parking Management Responsibility											
• Identify/Implement Parking Strategies to optimize utilization											
• Identify interim parking locations/approaches during construction of Hillman											
• Solicit technology firm to aid in upgrades to Annapolis' website and redesign of user-friendly app for effective messaging											
III. Project Design Hillman Garage	Consultants, City	Jun-2020	Dec-2020	**180**	**6**						
• Identify Issues/Prepare budget, financing package	Consultants, City										
• Establish Interagency Task Force to coordinate with selected design/construction team											
• Evaluate multi-purpose uses for garage	Consultant	Dec-2020	Jul-2021	**210**	**7**						
• Engineering documents to include detailed construction drawings	Contractor	Dec-2020	Feb-2021	**60**	**2**						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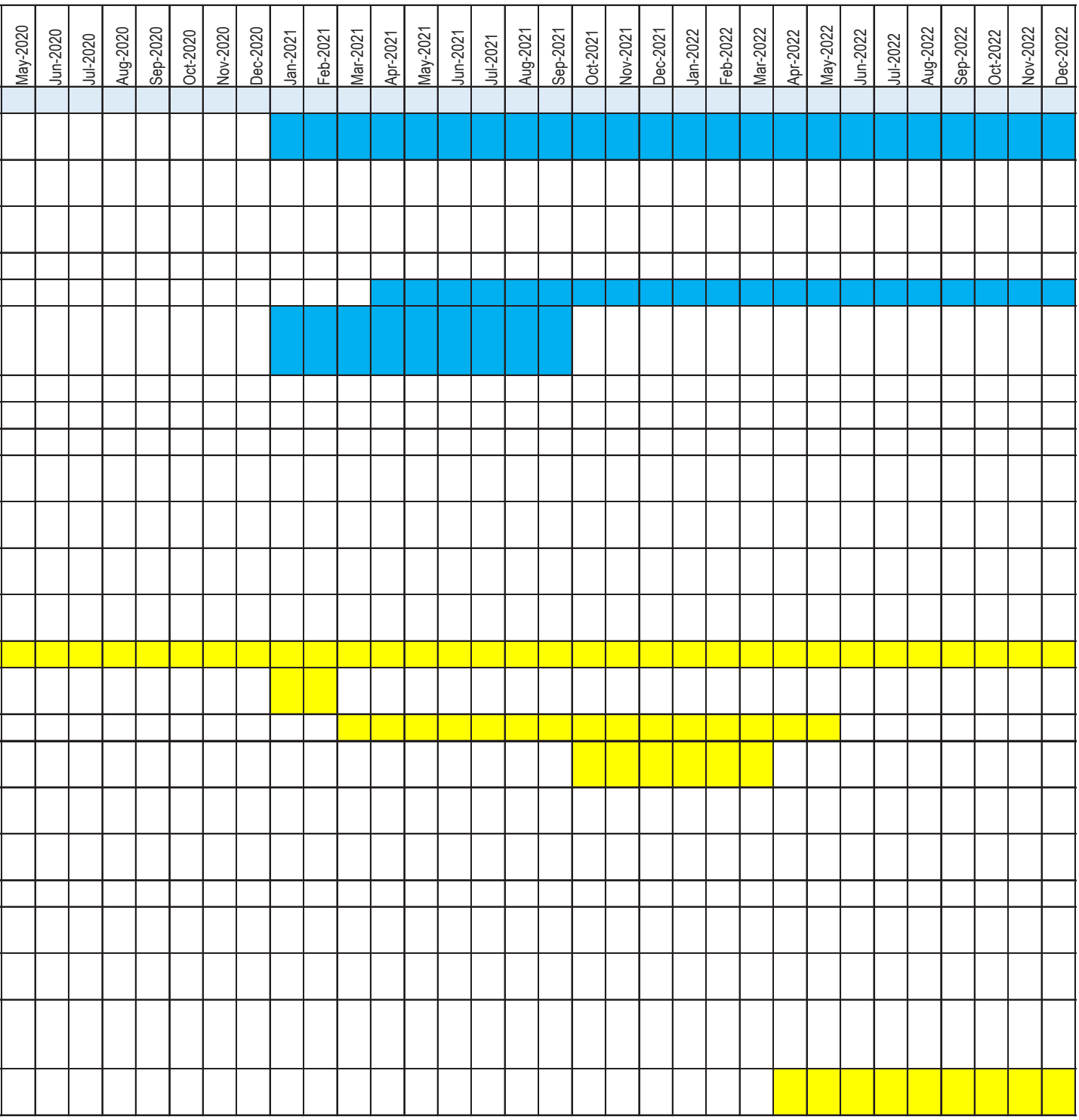
IMPLEMENTATION STRATEGY

ACTIONS	Responsible Party / Notes	START	END	# Days	# Months	Nov-2019	Dec-2019	Jan-2020	Feb-2020	Mar-2020	Apr-2020
PHASE III											
I. Hillman Garage Construction & Demolition RFP'S Reviewed & Team hired	Contractor	Jan-2021	Dec-2022	**691**	**23**						
• Interagency Task Force Team in place to coordinate Demolition and construction process downtown	Contractor, City										
• Ongoing Coordination with downtown businesses and residents initiated	Contractor, City										
• Interim Parking Strategy fully operational	Contractor, City										
II. Financing in Place through Financing Authority	Finance Auth.	Apr-2021	Dec-2022	**600**	**20**						
III. City Dock Redevelopment Team (part of the Hillman Garage and City Dock Redevelopments Team) begins work on the design of City Dock Park, Public Space, Resiliency and Circle	City, Finance Auth, Consultants	Jan-2021	Sep-2021	**240**	**8**						
• Financing Approach											
• Interim Parking Strategy											
• Resiliency approach and expertise											
• Design Team capacity to implement all aspects of the CDAC "Consensus Plan"											
• Design Team work with business and residential communities in the development of refined concept design for City Dock											
• Design team demonstrate creativity/talent to develop world class public space based on the City Dock Consensus Plan.											
• Team demonstrate ability to sequence, construct and implement the project design.											
CITY DOCK DEVELOPMENT / CONSTRUCTION											
IV. Only if necessary, prepare/release RFP to for City Dock Design/Build Team	City, Finance Auth	Jan-2021	Feb-2021	**30**	**1**						
V. Selection of this alternate team	City, Finance Auth	Mar-2021	May-2022	**420**	**14**						
VI. Detail Design and Development for City Dock	Consultants, Contractors	Oct-2021	Mar-2022	**150**	**5**						
• Identify engineering and resiliency issues at the City Dock-underground challenges, location/type of resiliency wall											
• Engineering design of the approved design concepts. Preparation of City Dock construction drawings.											
• Ongoing coordination with USNA on phasing for Resiliency											
• Development of detailed budget/financing based on the approved concept design											
• Establish Interagency Task Force to coordinate City Dock efforts											
• Ongoing community outreach with residents, businesses and CDAC representatives to assure design reflects expectations of CDAC and community											
VII. Construction of City Dock Park, Public Spaces, Resiliency and Circle	Contractor	Apr-2022	Mar-2024	**690**	**23**						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