



City of Annapolis

DEPARTMENT OF PLANNING AND ZONING

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Maritime Task Force – Waterfront Access Working Group

Date of Meeting: 12.10.20

Attendees: Eileen Fogarty (Fogarty Group), Eric Leshinsky (P&Z), Eric Borchers (P&Z), Wendy O’Sullivan (NPS), Mike Tomassini (Eastport Business Assoc. / Pirate Adventures), Vic Pascoe (Ward Eight), John Stefancik (Chesapeake Bay Magazine), Alice Estrada (Annapolis Maritime Museum), Bob Waldman (Planning Commission), Jeff Holland (Riverkeeper), Jon Arason (Annapolis City Marina Representative), Amy Clement (Spa Creek Conservancy), Debbie Gosselin (Watermark Journeys), Jana Davis (Chesapeake Bay Trust)

Location: Video Conference

Purpose of Meeting: First meeting of the Waterfront Access Working Group of the Maritime Task Force

MEETING NOTES

- John Stafencik: the maritime districts need stability more than anything else
 - Maritime industry is currently doing very well but may not be tomorrow.
 - Maritime industry is a low margin industry.
 - Those who own their own marina tend to do the best, and they don’t always charge their tenants the same
 - Access to the waterfront being preserved is critical for future business—it’s already gone in Newport
 - Affordable waterfront rent is key to retaining and gaining business tenants
 - Concentration of marinas on the Chesapeake is unique nationally because of access being preserved for maritime business
- Mike: Cardie’s Property is good example of what works—it’s a mix of maritime uses, a hub of successful businesses
 - The mixed-use environment is key—restaurants gain value from adjacent businesses and vice-versa.
 - Chart House helps support other businesses—and it helps a lot that it’s not a full day restaurant so it’s parking can be used for daytime activity
 - Improved water taxi service would only improve the mix
- Eileen: Jon – can you describe the current predicament at City Marina?

- Jon Arason: City Marina is looking at \$1-1.5m in necessary repairs to the fuel dock tanks and is soon losing a 30,000sf tenant, so something has to give. That's the short version.
- Vic: the key is preserving the active uses for character and having different uses at night.
 - Also, a lot of waterfront restaurants don't actually have waterfront access, the Chart House being a prime example
- Debbie: John's remarks were very good. I would add--
 - We want to preserve our fuel dock but need flexibility for the building.
 - Boater facilities should be considered marginally public access
- Wendy: we need to look holistically at the existing public access points to improve with better promotion and business tie-ins.
 - John: I speak about the street-end parks a lot as a unique feature of Annapolis regarding access.
 - Alice: providing public access comes at a cost—higher insurance costs in six figures. Other property owners should help offset with better access.
 - A tax break from the City would be helpful
 - More marketing and promotion of protected maritime businesses and tenants – we should really try to draw on innovative businesses.
 - Amy: More vocational opportunities to get into the maritime industry—such as a boat building enterprise-- are desperately needed for those who don't feel welcome.
 - Would expand support for the maritime districts to more of the city
 - Alice: Annapolis Maritime Museum does have this kind of program already—called Box of Rain. Chesapeake Lightcraft donates a boat kit.
 - Eileen: need to link Alice to Susan (Marine Trades) and Steve (Annapolis Economic Development Manager) on an education initiative.
- Debbie: Street-end parks are hampered by several constraints but could be much more than they are currently.
 - Lack of parking is the major constraint.
 - Overloaded docks is another challenge.
- Jeff: Governor's Dock at Susan B. Campbell Park could provide year-round space for tall ships.
- Jeff: Also, water taxis are one of the best things in Annapolis!
- Bob: What I'm hearing is that Maritime zoning districts need to be kept in place but tweaked.
 - Mixed-use seems to work well but we need to mitigate the fear of non-maritime pushing out the maritime uses.

- Concept of shared parking could be a good trigger for flexibility especially if uses change from day to night.
- We need to be thinking about incentives-- which could mean tax breaks provided for new public access to offset increased insurance premiums.
- We need to be thinking about all of the different kind of access that exist or could exist
 - Access by water to docks and buildings
 - Access by land to waterfront business if you have the means
 - True public access not dependent on means
 - We need a catalog of existing waterfront parks to know what opportunities exist
 - Are there other opportunities for informal access
- Vocational opportunities could be another trigger
 - Perhaps NPS could help with this
- How will the Burtis House renovation connect with the water?
 - Opportunity for a Prince George Street-end park
- We need to look at potentially different triggers for different Maritime Zones
- Eileen: the two focused studies it seems that we need from the working group are---
 - Parking flexibility study
 - Catalog of existing access