

**Final report  
For  
Historic Annapolis  
On  
Public Engagement Activities for  
Historic City Dock**



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## **Introduction and Purpose**

In May 2015, Historic Annapolis, Inc. issued a Request for Proposals (RFP) for the services of a meeting facilitator/consultant to conduct three public meetings, forums and workshops in partnership with the City of Annapolis, entitled “What’s Your View? Preserving Annapolis’ Historic City Dock.” Funding for this project was provided by the National Trust for Historic Preservation, Historic Annapolis Inc. and the City of Annapolis.

The purpose of the three public forums was to invite participants to analyze the redevelopment of Annapolis’ historic City Dock area with the goal of helping guide city officials and decision makers about the protection and preservation of the cultural landscape of the Annapolis Historic District. The “What’s Your View” public engagement project was to assist in providing preliminary public dialogue for the City’s Cultural Landscape Survey of the City Dock area.

Heritage Consulting Inc. a Philadelphia based WBE consulting firm, was chosen to be the facilitator for this project. Donna Ann Harris, the firm principal, worked closely with Donna M. Ware, Senior Vice President for Preservation at Historic Annapolis to organize and conduct the three public engagement activities in the fall and winter of 2015-2016.

This final report is a compilation of all the research and analysis conducted during the three public engagement activities held over three days. These activities included a series of Small Group Discussions held on September 28, 2015 about View Sheds and Historic Buildings with 56 attendees. Between seven and thirteen people attended each of the three Focus Groups (total 30 people) held on January 12, 2016 on topics related to City Dock. Finally on January 13, 2016, Historic Annapolis hosted a presentation and public forum with 31 people to present the results of the Focus Groups and Small Group Discussions.

We begin this report with a brief overview memo reflecting on the key issues discussed at the September Small Group Discussions and at the January Focus Groups. The agenda, minutes and other materials related to the September 28, 2015 Small Group Discussions about View Sheds and Historic Buildings appears next in this report. The sorted notes from the three Focus Groups are next. We include the handouts on next steps and the presentation made at the January 13, 2016 Public Forum. Finally we include lists of all of the attendees at each event in this report, and a credit page.



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## What's Your View? – Preserving Annapolis' Historic City Dock

September 28, 2015

### A Public Engagement Forum

*Sponsored by Historic Annapolis and the City of Annapolis*

- 11:00 am** Welcome  
Robert C. Clark, President and CEO, Historic Annapolis  
Mayor Michael Pantelides, City of Annapolis
- 11:10 am** Introduce Donna Ann Harris, Heritage Consulting, Inc. – Donna Ware, Sr. Vice President of Preservation, Historic Annapolis
- 11:20 am** Alderman Joe Budge – City Dock Master Plan background of process, from committee planning to approved plan
- 11:35 am** Sally Nash, Ph.D., Chief of Comprehensive Planning, Department of Planning and Zoning City Dock Master Plan – Where are we today? Current developments/evolution of the plan
- 11:50 am** Lunch
- 12:15 pm** Lisa Craig, Chief of Historic Preservation, Department of Planning and Zoning Visual Preference Survey results.
- 12:25 pm** Deidre McCarthy, Chief, Cultural Resources GIS Division, National Park Service  
James Stein, GIS Specialist, National Park Service Presentation on Cultural Landscape Survey of Annapolis
- 12:45 pm** Break- out Groups – 10 tables of 4 people (4 topics); 10 minutes allocated for each topic.
- 1:30 pm** Short Break
- 1:35 pm** Report back to full group
- 2:15 pm** Wrap-up – Donna Harris  
Announce Focus Groups schedule and topics (October 19 and 20)
- 2:30 pm** Conclude



This project has been funded in part by a grant from the Annapolis Preservation Services Fund of the National Trust for Historic Preservation

What's your View? Preserving Annapolis' Historic City Dock  
September 28, 2015  
Notes from morning presentations

The presentations began at 11:05AM

Robert C. Clark, President and CEO of Historic Annapolis provided a brief introduction, thanks and welcome. He thanked the elected officials attending including Mayor Michael Pantelidis, Alderman Joe Budge, Alderman Ross Arnett, Alderwoman Sheila Finlayson Alderman Fred Paone, and Alderman Ken Kirby He acknowledged the National Trust for Historic Preservation for financially supporting this workshop, and City Council members for their support.

Donna Ware, Senior Vice President of Preservation at Historic Annapolis, thanked everyone for coming, and noted that everyone who was invited, responded that they would attend. She briefly discussed the purpose of forum: to take a look at City Dock, to get everyone on same page, feature what the National Park Service (NPS) is doing for the City to develop a cultural landscape survey. Donna noted that all were asked to participate to share their views and discuss important buildings and views worth saving for the historic area.

Donna made special mention of Carol Benson, Executive Director of the Four Rivers Heritage Area. Donna hoped that this forum would be a poignant and provocative way to spur conversation about stewardship and the future of Annapolis. We want to be sure to leave the historic area in good hands for the future.

Donna Ware introduced Donna Ann Harris the consultant for today. Donna read a brief biography about Ms. Harris. She also introduced Alderman Joe Budge who gave a brief overview of the City Dock Master Plan process.

Summary of Alderman Joe Budge's presentation about the City Dock Master Plan: Alderman Joe Budge began by saying that he was a civilian when he began work with the Advisory Committee for City Dock area master plan. In 2009 City Council called for a study that would replace an earlier sector study from the early 1990's. Alderman Budge noted that he was involved throughout the four year process. The area needed this study because it had too much space devoted to cars, and should be pedestrian friendly, with more park space and bike paths.

City Dock Advisory Committee was formed in November 2010 and lasted two years. The Mayor appointed an outsider, Kurt Schmoke as the chair to lead the process. City Planning and Zoning staff provided professional support. On the Advisory Committee were out of town folks, residents, and business people, and others from the area. Twenty six people served on the Advisory Committee.

At the first meeting after introductions, there was a brainstorming session to gather ideas and individual thoughts. Over 154 ideas were collected, and the city staff organized them into nine different themes (traffic, parking, arts, infrastructure, historic preservation, sea level rise, wayfinding, pedestrian access, and zoning). The next year was spent exploring these nine themes in depth, through presentations by more than 40 different experts over a year.

Alderman Budge gave a brief overview of the City Dock 's history.

A map from the 1920's showed the original street plan and what had changed.

A 1935 photo showed that the City Dock was a gritty, working seaport. A lumber yard and a huge pile of oyster shells can be seen in the photo, along with oil tanks and fuel service. Gas station and public restrooms popped up, and eventually fell into disrepair.

Over time the bay oyster business died, the Bay Bridge was built, and the type of business at City Dock changed completely. The Lumberyard became a social club and grocery store. There was a gas station at the end of the dock, and finally that area was turned back into a small park. The City acquired the space in the 1960's and turned it into a parking lot. The Navy took over the ferry area, and put up their field house.

The City Dock today has lots of parking lot and asphalt. The only time during the year that it is at capacity is during the boat show for three weeks once a year. This is an important event for Annapolis and we need to be mindful of it in our planning.

City Dock has gone through many changes from a working place to a parking lot. Community members began to start talking about what should be done. Why are we giving cars the best view of the water?

City began developing plans for City Dock, the Ward 1 sector study was completed in 1994. It suggested the lot be turned into a park, and that structured parking be located in the school lot, so these topics have been on the table for a very long time, he noted.

There have been several studies done about the City Dock in the last decade and Alderman Budge provide a brief summary of them.

Envision Annapolis was a design charrette held in 2008. The University of Maryland suggested that a portion of Compromise Street be torn down, and a landmark type structure be built on City Dock like a Sydney Opera House type building. They also suggested large scale art on City Dock, give it a park-like feel, and to "jazz" up the space.

In 2010, Catholic University prepared a study to change the street and create pavilions, to end in a park at the end of City Dock. There would be structured parking in this plan too, new buildings would interfere with the existing view sheds.

In 2011 the Urban Land Institute, offered another plan, from a two day series of interviews. This plan tinkered with street line on Dock Street and Market Space.

Alderman Budge noted that the City Dock Advisory Committee work was not undertaken in a vacuum, as there were plenty of other ideas put forth about the future of Dock Street. Many of the ideas for City Dock we see, are not new, and the ideas did not come out of the woodwork for the Master Plan for City Dock. Change has been discussed for a very long time.

During the deliberations, the City staff gave the City Dock Advisory Committee a homework assignment. If you were king, how would you do it, individually at City Dock? What do you want to see?

The Advisory Committee met again to determine what ideas they liked/didn't like to develop a vision plan that was turned over to City Council 2011. This document was 20 pages long, with six major visions.

There were six overarching visions expressed for the area from this process.

1. Respect for the historic context of the area, layout, and scale of City Dock area
2. Programming the public space for active and engaging uses
3. Pedestrian oriented
4. Supporting more transportation modes besides just cars, include transit and bikes
5. Contribute to the greening of Annapolis and be environmentally friendly
6. Place public art in the area

City Dock Master Plan went to City Council and they gave additional money for the next phase of development to hire consultants.

We started with a series of public workshops, both indoor and outdoor tours and incorporated feedback from the public. The Committee finished up in late 2012 with a plan that was turned in to City Council. There was a great deal of public discussion at that level including change in streetscapes, change to the height of buildings mainly to hide the field house and more commercial space.

In the meantime in June 2013, the developer Ordan made a proposal for 110 Compromise Street, which was a big, contemporary structure with new retail. Many felt

this building was not respectful of the scale of the area. This development proposal also helped to focus the conversation.

In July 2013 there was a long public hearing, where Council took input from constituents, worked through more than a dozen or more amendments until the master plan was finalized in October of 2013.

Summary of Dr. Sally Nash's presentation (Department of Planning and Zoning):  
Dr. Sally Nash gave a brief presentation on "Where are we today? Current developments for the City Dock area." City planning staff took the guiding principles from the City Dock Master Plan and put them into practice on the City Dock itself. For example:

- Staff reviewed the sidewalks to determine if they needed to be wider. She suggested how do we improve the good bones of the area? Some areas are wide and perfect. Some areas, like Dock Street, are not ideal for pedestrians.
- Distance between water and sidewalks, there are many narrow sidewalks, there is no shade, there are many 4' vs. 6' sidewalks. What makes you want to walk down the sidewalks and how to make them more inviting for pedestrians?
- Scale and vistas. How do we protect our important view sheds?
- Compromise Street has obstacles as noted in the plan, there is no street definition, and there is localized flooding there and safety issues in crosswalks.
- A fully accessible promenade, which is not currently the case. The City Dock space needs to be friendlier to the public, it is not now.
- How do we improve pedestrian space in the area? Lots of focus on automobiles, and the abundance of parking lots.
- Market Space: important space for pedestrians to gather, possible change of transportation patterns. She noted there is no consensus on that issue. Concern over safety in this area because it is hard for pedestrians to navigate.
- Long term desire to focus on bringing in sustainability, greening.
- Hazard mitigation and sea level rising, and more frequent nuisance flooding, storm flooding
- Public art placement, and how to enhance the area. What is the relationship between art and economic development and how do they partner?

Dr. Nash noted that further studies and meetings are needed to build consensus. The City Dock Master Plan called for seven main studies:

1. Cultural landscape study. This is the first study and the most important, we will learn what is currently there and what do we want there.
2. Future land use, focusing on maritime uses and commercial uses.



3. Business climate study, some work has been done. The Annapolis Economic Development Committee spent some time studying this. Suggested better ways of networking and marketing for local businesses.
4. Parking Management study. An RFP was issued recently and the staff have had firm interviews, but haven't chosen a firm yet.
5. Traffic engineering studies including studies of pedestrian crossings
6. Hazard mitigation study- flooding sea level rise downtown, and how to protect historic structures. This work is in process.
7. Zoning

Questions from the audience:

Dr. Nash noted that the Master Plan for City Dock suggests breaking the area into two new zones, Waterfront open space and Waterfront development district. This proposal to change the zoning died in committee and was not adopted.

What is the current status of the zoning? City Council wanted to see all studies completed before zoning votes took place. One councilman voted against zoning change. The zoning change has not been adopted.

Dr. Nash noted that the zoning of city dock has not changed since 1987.

Asked about the "Opportunity Site" on Compromise Street. The current zoning is C2. There is a 35 ft. height limit.

LUNCH

Lisa Craig, Chief of Historic Preservation, Dept. of Planning and Zoning discussed the Cultural Landscape Survey (CLS). She noted that there was no CLS when she began work in Annapolis five years ago. She stressed the importance of this survey, not just for City Dock Master Plan, but for the entire historic district to identify all significant views, including the "peek a boo views" seen from alleys and other small streets. CLS is important for the whole district, not just City Dock area.

Ms. Craig encouraged those that had not already taken it, to participate in the Visual Preference Survey. She passed out the forms and reviewed them briefly. She noted that some of the visual preference survey results has been incorporated into the hazard mitigation survey online. She stressed that places that are important need to be understood, assessed, and protected.

To date, there have been 380 responses to online visual preferences survey. Over 100 responses were collected at their booth at a Maryland Municipal League function that gave a different perspective than locals.

Ms. Craig shared some statistics from the Visual Preference Survey results.

- 72% of respondents have a primary residence in Annapolis
- 75% own property here
- 77% of respondents shop in downtown
- 58% live or work in downtown area
- 10% own a business in Annapolis, and combined these businesses have 330 employees (Eight employees per business)
- 89% said the visitor experience is defined by buildings in Annapolis
- 77% specifically said Main Street and St. Anne Steeple define the area
- 72% sailboats represented Annapolis
- 71% State House dome with Market Space tied as most important
- 74% believe the Chesapeake is the place that matters most to them
- 69% values “All those places” tied to history such as the State House, St. Anne’s Church, the Naval Academy, Main Street view to Church Circle, all equally called out as best views
- 55% View of Market Space (Ego Alley)

The five most important buildings to protect (in order):

1. Naval Academy
2. State House
3. Market House and Middleton (tied for 3<sup>rd</sup>),
4. Market square and buildings
5. Carrol House and Campbell Park

In case of a disaster. 73% of survey respondents said it is important to rebuild in the same scale, height and proportions as original.

Ms. Craig noted that the layout, land, and properties have changed in the City Dock area. The past had many industrial uses in the City Dock, they are gone now and the area has evolved over time. She asked how we allow for a continuation of viewpoints and places. The sea level rise makes the historic buildings in the City Dock area vulnerable. We need to know from you which buildings must be saved, and are the most critical to maintain, and what iconic views are worthy of protection.

Donna Ware noted that it is important today to hear from other people and interact and engage with people and the landscape to understand what is important to everyone at this meeting. Ms. Ware introduced Deidre McCarthy as the next speaker.

Deidre McCarthy, Chief of Cultural Resources GIS Division, National Park Service spoke next. Ms. McCarthy noted that her office is the only NPS program solely

dedicated to looking at applying GIS and GPS to cultural resources for stewardship purposes. NPS has had to look at how factors like sea level rise will effect park units and cultural resources to determine what they can't lose and must mitigate or document now throughout the NPS system. CRGIS has been contracted by the City of Annapolis to perform the cultural landscape survey called for in the City Dock plan and tangentially explore how sea level rise will affect the City and individual buildings in the historic district. Her work is to help the City be proactive now for the future.

Ms. McCarthy's work is to identify what are the character defining elements of buildings and sites in the study area defined by the City, focusing on City Dock area. This survey will help the City to prioritize what we absolutely cannot lose, as well as how the various City Dock plan elements will affect the true character of the City. We need to understand the landscape and begin to analyze and understand importance for the City Dock and the future of Annapolis. Doing this work now, will help the City to have better protections for critical resources in the future. She noted that gathering the survey data and performing the GIS analysis will play into all planning for this area, including that needed for sea-level rise mitigation.

The Cultural Landscape Survey is the first study identified as necessary by the City Dock Master Plan. The survey will look at the character defining features of the City, including the integrity of resources, and the significance of them. She noted that if a building has already lost its historic integrity, this will help determine its priority for the recommendations and treatment measures that will come in the cultural landscape report to follow the survey. The CLS will identify the key view sheds and historic resources, as well as other landscape elements which help define the historic area of Annapolis. The purpose of the survey is to inventory these resources and to identify vulnerabilities to minimize damage or loss to the most critical historic elements. The survey and will serve as a resource to draw off from in the future, when issues arise and planning needs to take place in relationship to other critical needs for the city, such as sea level rise.

First step in the survey is to understand the landscape and begin inventorying the primary elements that would be effected by the City Dock plan if it were implemented, focusing on which buildings and views are most important, and how they might be altered. CRGIS has gathered lots of survey results from other ongoing efforts to pull into the GIS to help everyone visualize what the proposed changes in the City Dock plan would mean. Information from the hazard mitigation survey, which focused on sea level rise, and how it will effect resources in the flood plan was incorporated. CRGIS also incorporated surveys conducted by Annapolis through the Maryland Historic Trust and the CLG funding received by the city. The boundary for the cultural landscape survey encompasses more than these other studies, including the entire historic downtown area. From these other studies, and other public meetings CRGIS has identified significant view sheds and resources. Next CRGIS will need to begin to prioritize what

is MOST important from what has been identified. The purpose of today's work is to make sure that we have not missed any critical views or resources. You will be given blank maps today to tell us about the most important views and historic buildings in cultural landscape survey boundary.

The Cultural Landscape survey area will encompass almost all of the historic area, as well as areas targeted by the hazard mitigation survey, including the FEMA flood zones. CRGIS will need to incorporate other information, such as the historic Sanborn fire insurance maps to assess how the landscape changed over time. The landscape is not static, so the important view sheds and buildings will have changed over time and this needs to be considered in documenting the landscape and determining how changes to the City Dock area will alter the current landscape. She encouraged the group to figure out what are the MOST critical or character defining elements that have to stay and remain unaltered. THE ABSOLUTES that create Annapolis. Through the overlay of maps we can see development of the area, and note which buildings retain their integrity and then ask about significance. What has not changed? What has changed?

The Visual Preference Survey will help in this process, to identify and prioritize the view sheds and important resources but we need to make sure we have not missed anything. We will provide lists for the breakout groups of historic buildings already identified in the hazard mitigation and MHT studies.

Break-out Groups/ Group Exercises:

Donna Ann Harris provided instructions for the remaining portion of the workshop. She said that we will undertake a series of three small group discussions and then switch tables. Each small group discussion will take 10 minutes apiece. Instructions will be provided for each small group discussion. We are providing you with a map of view sheds, from the water and from the land, from materials gathered so far. Make sure the views that are important to you are included.

There are markers on tables to use to draw arrows for the views you think are important. Identify at least five, or up to 10 view sheds, either from land or water that are absolutely essential to be maintained in the future. One person from each table will need to give a quick presentation to the room. Be very clear and specific. This is the opportunity to tell us what the most important views are to you today.

## Annapolis Group Exercise 1 Views sheds Analysis

See top ten at bottom

95 different views noted

**State House**

State House Views from all directions	2
Views of State House Dome	2
State House to Water <->	1
State House: All views from Streets and Water approaching	2
Dock to State House	1
Ego Alley to State House	1
Market Space to State House	1
From All streets that lead to State Circle	1
State House Maryland Ave. <->	6
Maryland Ave.- Academy to State House	3
State House East St.	2
State House Cornhill	1
State House Francis	3
State House <-> 360 degrees towards streets, roof scape	1
Rowe Blvd. to State House	4
Chancery Lane to State House	1
Approaching city from Bladen St. to see State House and St. John's	1
<i>total</i>	33

**Eastport**

Eastport First St. viewshed (Skyline, Spires, Domes)	1
Eastport Bridge out towards Academy	2
Eastport Bridge down Spa Creek	2
Eastport Bridge towards Naval Academy Chapel	1
Viewshed from Eastport to all 4 domes	1
Eastport Bridge to Carroll House	1
Panorama of City from Eastport	1
Eastport Bridge, Carroll House and skyline	1
Eastport Bridge to former hospital site	1
Entry to Spa Creek from Bridge	1
<i>total</i>	12

**St. Mary's**

Views of St. Mary's Church from water	1
Views from water and bridge of St. Mary's Church	1
View of St, Mary's from Eastport/Spa Bridge	1
<i>total</i>	3

**Compromise St.**

Compromise St. across Ego Alley to Academy	1
Compromise St. towards Harbor	1
View of Water from Compromise St.	1
Compromise St. Entrance (Carroll House to the left, boats to the right)	1
<i>total</i>	4

**Naval Academy**

Naval Academy Chapel (aerials) All views from Streets and Water approaching	1
To and from Academy Chapel	1
(aerials) All views from Streets and Water approaching	1
USNA Chapel from multiple points	1
<i>total</i>	4

**Prince George St.**

Prince George St. and East St. Intersection (360 degrees)	1
Prince George St. residences	1
Prince George St. towards St. John's	1
<i>total</i>	4

**Top ten view sheds**

Main St. <->	8
State House, Maryland Ave. <->	6
Rowe Blvd. to State House	4
State House, Francis St.	3
Maryland Ave.- Academy to State House	3
Prince George St. <->	2
Duke of Gloucester <->	2
Susan Campbell Park (360)	2
State House Views from all directions	2
Views of State House Dome	2
State House: All views from Streets and Water approaching	2

&lt;-&gt; denotes both ways

Note number of times State House is noted 7 times

# votes

# votes

**Main St. <->**

From Alleys along State and Main St.	1
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**Carroll House/Spa Creek/Carroll's Creek Café**

Carroll's Creek Café view (Skyline, Spires, Domes)	1
Views from water and bridge of Carroll House	1
Charles Carroll House from water	1
Carroll's Creek Café to Water views	1
<i>total</i>	4

**St. Anne's Church/ Church Circle**

West St. to Church Circle	1
Views of Church Circle/St. Anne's Church from all directions	1
All other views of Chapel	1
Views from water of spires and domes	1
St. Anne's all views from Streets and Water approaching	1
St. Anne's to Water	1
West St. to St. Anne's	1
To Church Circle from bottom Main <->	1
St. Anne's the height	1
Approaching City from West St. to view St. Anne's	1
West St. to St. Anne's	1
To and from St. Anne's	1
<i>total</i>	13

**St. John's College**

College Ave. w/ St. John's on one side and houses on other	
View of McDowell Hall from Prince George St.	1
Prince George towards St. John's	1
St. John's from all along College Ave.	1
To and from St. John's	1
<i>total</i>	4

**Other Views**

View Cone from Stevens Hardware out to water	
Head of Ego Alley out	1
Views exposing the water and historic landmarks	1
King George St. and Maryland Ave. Intersection (360 degrees)	1
Entrances to City Dock	1
Pinkney St. residences	1
Prince George St. <->	1
Duke of Gloucester <->	2
Susan Campbell Park (360)	2
Campbell Park in the evening	2
Coming in from Bay to Annapolis Harbor	1
<i>Total</i>	13

## Analysis

## Top vote getters

Annapolis Group Exercise #2 Buildings/streetscapes/districts  
95 different buildings noted

Carroll House	9
St. Anne's Church	8
State House	8
McDowell Hall	7
Brice House	6
St. Mary's Church	6
Hammond-Harwood House	6
Ridout House and Ridout Row	6
<b>Pinkney Streetscape</b>	5
William Paca House	5
Reynolds Tavern	5
Chase-Lloyd House	5
Sands House	4
Market House	4
Summer Garden Theater	3
Peggy Stewart House	4
<b>Fleet Streetscape</b>	4
Ogle Hall	3
<b>Main St.</b>	3
Cornhill Streetscape	3
Maynard-Burgess House	3
Maynard-Burgess House	3
John Shaw House	2
<b>Circle around Harbor and all buildings closest to water</b>	2
Yacht Club	2
Upton Scott House	2
Jonas Green House	2
City Hall	2
Old Treasury	2
Governor's Mansion	2
St. John's College	2
Middleton's Tavern	2
Mason Lodge	2
Mann's Tavern	1
<b>East St.</b>	1
Jones Green House	1
Mellon Hall	1
USNA Chapel	1
Acton Hall	1

Adams-Kilty House	1
Shiplap House	1
Market Space Shops	1
Waterwitch Fire Station	1
Fire Houses on Duke of Gloucester and East Streets	1
Waterwitch Fire House East St.	1
1901 Post Office	1
Mt. Moriah Church (Banneker-Douglass Museum)	1
Prince George streetscape	1
Jonas Green House	1
Zimmerman House	1
Southgate Fountain off Church Circle	1
Memorial Circle	1
McGarvey's	1
Historic Annapolis Museum	1
Green St. School	1
Maryland Inn	1
Bordley-Randall House	1
Banneker-Douglass Museum	1
Current Capital Teas location (77 Main St)	1
Historic Annapolis Museum and store	1
Stevens Hardware/Mission BBQ	1
Old Courthouse	1
All of Conduit St.	1
All of Market St.	1
All of Shipwright St.	1
All of Charles St.	1
Prince George St. Corridor	1
Maryland Ave corridor	1
Duke of Gloucester corridor	1
St. Between Main and Cornhill (Francis St)	1
99 Main St (Historic Annapolis Museum and Store)	1

### Other locations below

corner of Newman and Compromise

corner of St. Mary's and Compromise-2 buildings

Duke of Gloucester St. at Market St.

View between Main St. and Duke of Gloucester

Waterfront Building on Southwestern waterfront close to MD Hall

Park beside St. Anne's Church

Buildings between West St. and Franklin St.

Buildings between Franklin St. and South St.

Building "Z" at Harbors edge

Structure in front of State House in circle (Old Treasury Bldg)

Donna Ann Harris

Heritage Consulting Inc.

422 South Camac Street

Philadelphia, PA 19147

**Structures at Prince George St. and East St.**

**Structures on both sides of Maryland Ave. at King George St.**

2 buildings diagonal from each other at the corner of Prince George St.

Structure located in the St. John's/Maryland Ave viewshed from State House

**Duke of Gloucester Street and buildings closest to the water**

Building at the head of Market St. on Duke of Gloucester

Building at the corner of Duke of Gloucester and Charles St.

N. Acton and S. Acton

Viewshed from St. Anne's between NW and West St.

Viewshed from St. Anne's between Franklin St. and West. St.

**Note number of streetscapes mentioned here in red**



## Annapolis Group Exercises

## ANALYSIS

&lt;-&gt; denotes both way views (up and down)

Exercise #3	Ranked by importance --one group refused to rank 100 buildings listed		Ranked by importance--One group's response was illegible 54 views listed
Page One	<b>Buildings/streetscapes/groupings of buildings</b>	Page Two	<b>View sheds</b>
Group #1	Main St. Streetscape Prince George Streetscape Duke of Gloucester Streetscape Maryland Ave. Streetscape Church Circle State Circle Inner West Street Residential Districts-neighborhoods Domes and Steeples: churches, state house, etc.	Group#1	Main St. <-> West St. to St. Anne's Maryland Ave. <-> Eastport Bridge/broad sweep Duke of Gloucester to Spa Creek Corner Randall and Dock Streets Francis St. Corridor Green St. opening up to city dock View from Water to State House etc.
Group #2	St. Anne's down Duke of Gloucester Sands House State House St. Anne's All buildings around city dock All buildings around Church Circle Maryland Inn St. Mary's complex Pinkney St. Cornhill St. Fleet St. Alex Haley Monument - Kunta Kinte Monument Susan Campbell Park Market House St. John's campus - McDowell and Pinkney Halls All historical properties	Group#2	Main Street <-> Market space out to Bay <-> Eastport to Cityscape Francis St. to State House Prince George to McDowell Hall Susan Campbell Park 360 degrees Rowe Blvd. to State House West St. to St. Anne's College Ave to St. John's Spa creek to Acton Place <-> Spa Creek to Charles Carroll House Maryland Ave. Gate 3 to Station House
Group #3	Domes and Steeples did not rank in order State House Brice House Paca House St. Anne's St. Mary's Hammond-Harwood House Chase-Lloyd House Bordley-Randall House McDowell Hall Market House Buildings along market space (grouping) Fleet and Cornhill streetscape Sands House Prince George streetscape Charles Carroll House	Group #3	illegible
Group #4	Main St. Streetscape State House St. Anne's Church Market Space Streetscapes Prince George St. Streetscape MD Ave. streetscape Church Circle Buildings (minus BofA building) Paca House and Gardens Hammond-Harwood House King George and MD Ave. (360 degrees) Brice House Upton Scott House Acton Hall Sands House MD Inn	Group #4	State House 360 degrees <-> Down Main St. St. Anne's 360 degrees <-> Market Space 360 degrees <-> Maryland Ave. to State House <-> Prince George to St. John's College Annapolis Harbor -> city view Eastport Bridge to State House and Charles Carroll House Eastport Bridge to USNA and Ego Alley Church Circle to Duke of Gloucester Pinkney uphill
Group #5	State House Sands House St. Anne's Ridout House and Ridout Row Carroll House and Landscaping	Group #5	City Dock/Market St. Water towards Annapolis, Skyline Axial Views to and from State House Axial Views to and from St. Anne's Up Prince George St. to St. John's

	<p>Paca House and Garden Brice House Hammond-Harwood, Chase-Lloyd-corner of MD and PG St. Upton Scott House 143 Compromise St. (ASGT?) St. John's College Cornhill St. Fleet St. Main St. Duke of Gloucester St.</p>	<p>View from Bridge to Carroll House and St. Mary's Rowe to State House Spires and Domes</p>
Group #6	<p>State House St. Anne's/Church Circle Maryland Ave. (Chase-Lloyd and Hammond-Harwood) Middleton Tavern Maryland Inn 99 Main St. McDowell Hall/St. John's Reynolds Tavern</p>	<p>Group #6 State House from ALL directions Bay from top of Main St. View from State House into town View of Annapolis from Eastport Bridge Eastport into Annapolis and marinas Neighborhood Streets (Pinkney, Cornhill, Prince George, Fleet, etc.)</p>
Group #7	<p>Hammond-Harwood Chase-Lloyd Upton Scott Carroll House Ridout House and Ridout Row Brice House Paca House Acton Hall McDowell Hall St. Anne's St. Mary's Church Pickney St. Prince George St State Circle Church Circle</p>	<p>Group #7 Postcard views- Up Market Space towards St. Anne's and State House Church Circle down Main St. to Bay View up Main St. to St. Anne's Cityscape from Eastport State House from Maryland Ave. State House from Francis St. State house from Rowe Blvd</p>

## Buildings/streetscapes top vote getters below

Brice House	4
Main St. Streetscape	4
PACA House and Gardens	4
Prince George Streetscape	4
Sands House	4
St. Mary's complex	4
State House	4
Carroll House	3
Church Circle Buildings (minus BofA building)	3
Hammond-Harwood House	3
McDowell Hall/St. John's	3
Middleton Tavern	3
Upton Scott House	3
Acton Hall	2
Chase-Lloyd	2
Cornhill St. Streetscape	2
Domes and Steeples: churches, state house, etc.	2
Duke of Gloucester Streetscape	2
Fleet St.	2
Maryland Ave. Streetscape	2
Maryland Inn	2
Pickney St.	2
Ridout House and Ridout Row	2
St. John's campus - McDowell and Pinkney Halls	2
State Circle	2
143 Compromise St. (Summer Garden Theatre)	1
99 Main St.	1
Alex Haley Monument - Kunta Kinte Monument	1
All buildings around Church Circle	1
All buildings around city dock	1
All historical properties	1
Bordley-Randall House	1
Buildings along market space (grouping)	1
Fleet and Cornhill streetscape	1
Hammond-Harwood, Chase-Lloyd-corner of MD a	1
Inner West Street	1
King George and MD Ave. (360 degrees)	1
Residential Districts-neighborhoods	1
Reynolds Tavern	1
St. Anne's down Duke of Gloucester	1
St. Anne's/Church Circle	1
Susan Campbell Park	1

Note number of streetscapes in red here

View sheds top vote getters--Hardly Any Commonalities	1
Annapolis Harbor -> city view	1
Axial Views to and from St. Anne's	1
Axial Views to and from State House	1
Bay from top of Main St.	1
Church Circle down Main St. to Bay	1
Church Circle to Duke of Gloucester	1
City Dock/Market St.	1
College Ave to St. John's	1
Corner Randall and Dock Streets	1
Down Main St.	1
Duke of Gloucester to Spa Creek	1
Eastport Bridge to State House and Charles Carroll	1
Eastport Bridge to USNA and Ego Alley	1
Eastport Bridge/broad sweep	1
Eastport into Annapolis and marinas	2
Eastport to Cityscape	1
Francis St. Corridor	1
Francis St. to State House	1
Green St. opening up to city dock	2
Main Street <->	1
Market Space 360 degrees <->	1
Market Space out to Bay <->	1
Maryland Ave. Gate 3 to Station House	1
Maryland Ave. to State House <->	1
Neighborhood Streets (Pinkney, Cornhill, Prince George, Fleet, etc.)	1
Pinkney uphill	1
Postcard views- Up Market Space towards St. Anne's and State House	1
Prince George to McDowell	1
Prince George to St John's College	1
Rowe Blvd. to State House	1
Rowe to State House	1
Spa creek to Acton Place <->	1
Spa Creek to Charles Carroll House	1
Spires and Domes	1
St. Anne's 360 degrees <->	2
State House 360 degrees <->	1
State House from Francis St.	1
State House from Maryland Ave.	1
State house from Rowe Blvd	1
Susan Campbell Park 360 degrees	1
Up Prince George St. to St. John's	1
View from Eastport Bridge to Carroll House and St. Mary's	1
View from State House into town	1
View from Water to State House etc.	1
View of Annapolis from Eastport Bridge	1
View up Main St. to St. Anne's	1
Water towards Annapolis, Skyline	3
West St. to St. Anne's	
View sheds Top vote getters --mentions from above	
State House	12
Eastport Bridge	7
St. Anne's Church	4
Main Street	4

**FORCED RANKING BUILDINGS/STREETSCAPES/GROUPINGS**  
only 7 groups participated here**Rated #1**

Main St. Streetscape  
St. Anne's down Duke of Gloucester  
Domes and Steeples  
Main St. Streetscape  
State House  
State House  
Hammond-Harwood

**Rated #2**

Prince George Streetscape  
Sands House  
State House  
State House  
Sands House  
St. Anne's/Church Circle  
Upton Scott

**Rated #3**

State House  
Brice House  
St. Anne's  
Duke of Gloucester Streetscape  
St. Anne's  
Maryland Ave. (Chase Lloyd and Hammond Harwood  
Carroll House

**Rated #4**

Maryland Streetscape  
St. Anne's  
Paca House  
Market Space streetscape  
Ridout House and Ridout Row  
Middleton Tavern  
Ridout House and Ridout Row

**Rated #5**

Church Circle  
All buildings around city dock  
St. Anne's  
Prince George St. Streetscape  
Carroll House and Landscaping  
Maryland Inn  
Brice House

**Rated #6**

State Circle  
Maryland Inn  
St. Mary's  
Maryland Ave streetscape  
Paca House and Garden  
99 Main St.  
Paca House and Garden

**Rated #7**

State Circle  
Maryland Inn  
Hammond-Harwood House  
Church Circle Buildings (minus BofA building)  
Brice House  
McDowell Hall/St. John's  
Acton Hall

**Rated #8**

Inner West Street  
St. Mary's complex  
Chase-Lloyd House  
PACA House and Gardens  
Hammond Harwood. Chase Lloyd-corner of MD and PG St.  
Reynolds Tavern  
McDowell Hall

**FORCED RANKING VIEWSHEADS (one group illegible)**  
only 6 groups participated here**Rated #1**

Main St. <->  
Main Street <->  
State House 360 degrees <->  
City Dock/Market St.  
State House from ALL directions  
Postcard views- Up Market Space towards St. Anne's and State House

**Rated #2**

West St. to St. Anne's  
Market space out to Bay <->  
Down Main St.  
Water towards Annapolis, Skyline  
Bay from top of Main St.  
Church Circle down Main St. to Bay

**Rated #3**

Maryland Ave. <->  
Eastport to Cityscape  
Down Main St.  
St. Anne's 360 degrees <->  
Axial Views to and from State House  
View up Main St. to St. Anne's

**Rated #4**

Maryland Ave. <->  
Francis St. to State House  
Market Space 360 degrees <->  
Axial Views to and from St. Anne's  
View of Annapolis from Eastport Bridge  
Cityscape from Eastport

**Rated #5**

Cityscape from Eastport  
Prince George to McDowell Hall  
Maryland Ave. to State House <->  
Up Prince George St. to St. John's  
Eastport into Annapolis and marinas  
State House from Maryland Ave.

**Rated #6**

Duke of Gloucester to Spa Creek  
Susan Campbell Park 360 degrees  
Prince George to St. Johns College  
View from Bridge to Carroll House and St. Mary's  
Neighborhood Streets (Pinkney, Cornhill, Prince George, Fleet, etc.)  
State House from Francis St.

**Other Views not already mentioned in no order**

Corner Randall and Dock Streets  
Francis St. Corridor  
Green St. opening up to city dock  
View from Water to State House etc.  
Rowe Blvd. to State House  
West St. to St. Anne's  
College Ave to St. John's  
Spa creek to Acton Place <->  
Spa Creek to Charles Carroll House  
Maryland Ave. Gate 3 to Station House  
Annapolis Harbor -> city view  
Eastport Bridge to State House and Charles Carroll  
Eastport Bridge to USNA and Ego Alley  
Church Circle to Duke of Gloucester  
Pinkney uphill  
Rowe to State House

**Other buildings on priority list not already mentioned in no order**

Prince George Streetscape  
Duke of Gloucester Streetscape  
Residential Districts-neighborhoods  
St. Anne's down Duke of Gloucester  
Pinkney St.  
Cornhill St.  
Fleet St.  
Alex Haley Monument - Kunta Kinte Monument  
Susan Campbell Park  
Market House  
St. John's campus - McDowell and Pinkney Halls  
All historical properties  
Chase-Lloyd House  
Bordley-Randall House  
McDowell Hall  
Market House  
Fleet and Cornhill streetscapes  
Prince George streetscape  
King George and MD Ave. (360 degrees)  
Upton Scott House  
143 Compromise St. (Summer Garden Theatre)

**What's Your View? Preserving Annapolis' Historic City Dock**  
**28 September 2015**  
**RSVPs to Small Group Discussions about**  
**View Sheds and Historic Buildings**

Elected Officials:

1. Mayor Michael Pantelides
2. Alderman Joe Budge
3. Alderman Ross Arnett
4. Alderwoman Sheila Finlayson
5. Alderman Fred Paone
6. Alderman Ken Kirby

Other Attendees:

7. Ellen Moyer (former Mayor of Annapolis)
8. Ann Fligsten (former President and CEO of HA)
9. Marnie Kagan (Board member)
10. Debbie Gosselin (Watermark)
11. Nick Redding (Preservation Maryland)
12. Mary Powell
13. Bill Powell
14. Freddy (Frederica) Struse (Board member)
15. Ruth Coggeshall (Board member)
16. Elly Tierney (President, Ward One Resident's Association)
17. Doug Smith
18. Karen Smith
19. Heather Skipper (Watermark)
20. Minor Carter
21. Sara Phillips (Architect, Naval Academy & HPC)
22. Jib Edwards (Board member)
23. Sean O'Neill (Annapolis Business Association)
24. Susan Zellers (Maritime Trades Association)
25. Michael Dowling, architect
26. Jay Graham, landscape architect and Chair of HHH Board
27. Gary Schwerzler, architect
28. Eastport Civic Association representative
29. Linnell Bowen, Maryland Hall
30. Deb Schwab, landscape architect
31. Jane Campbell-Chambliss (Board member)
32. Pete Chambliss
33. Rob Nieweg, National Trust for Historic Preservation
34. Jane McWilliams, historian

35. Chris Schein, landscape architect and Board member
36. Karen Brown, P&Z Annapolis
37. Pat Zeno, Ward One resident and HPC
38. Lew Bearden, Fleet Reserve Club
39. Gary Jobson,
40. Heather Barrett, Maryland Historical Trust
41. Leslie Trott
42. Carolyn Kirby, Summer Garden Theatre
43. Ed Hartman
44. Pete Gutwald, Director of Annapolis Department of Planning & Zoning

Staff:

45. Glenn Campbell
46. Lisa Robbins
47. Janet Hall
48. Joe Kuchuk

Other presenters:

49. Robert C. Clark, President Historic Annapolis
50. Donna Ware, Sr. VP, Historic Annapolis
51. Lisa Craig, Chief of Historic Preservation, Annapolis
52. Dr. Sally Nash, Annapolis Planning & Zoning
53. Deidre McCarthy, National Park Service
54. James Stein, National Park Service
55. Donna Ann Harris, Heritage Consulting Inc.
56. Bob McKee, Heritage Consulting Inc.

**Focus groups for Historic Annapolis City Dock  
Economic Opportunities at the City Dock  
January 12, 2016 10AM**

This document contains all of the responses from focus group participants, none have been edited or eliminated. This list has been sorted by topic.

**Responses to Donna Ware's Presentation**

- From view sheds 1-9 not sure how you ranked them?
- View from or to. Main Street kept coming up. It's something everybody visits.
- Could condense or cull it.
- Not sure of the difference between 2 and 13.
- Is it the State House being talked about or the other buildings on the circle?
- It's nice to see the results of that effort, even in this draft. It's nice to see our efforts are going somewhere.

**City Dock Area**

- How are you defining city dock?
- The bigger area, not just the space that's the parking lot. What views into it? Let's say two blocks around.
- From Spa Creek to the Market House area.

**Vacant Second Floors**

- The basic question is how do we optimize downtown? There are a lot of vacancies on the second and third floors in downtown. It's a lot of existing storage for the lower floor retail, and about 30 to 40% vacant. Residential uses would be better. Also we need to study it.
- There is fear that the cost for rehab is prohibitive especially for smoke detection. There are residential opportunities in these spaces but residents may conflict with other uses downtown.
- It is no one's job right now to encourage reuse of second floors.
- How many second floors are utilized or not utilized? What does that need to be healthy from an economic standpoint?
- Second floors. We've got a lot of existing buildings that are sitting there that are hard to use. You get stuck between a rock and hard place when you look at the cost of sprinkling, ADA compliance, fire code that requires two means of egress. By the time you've spent everything, the space you have left to rent is the size of this table (not large). One it is expense and two it takes a lot of space away. Consequently, CPAs, lawyers, residential are what we see in downtown on second floors.



- That eclectic mix is what keeps downtown vibrant. We're missing this with vacancies in upper stories.
- As a business owner, I've looked at a lot of spaces on the second floor, they were too cold, and I didn't want to lease them.

### **Business mix in City Dock area, economics of downtown retail**

- Our downtown is not the same as the Annapolis Mall or the many lifestyle centers around the area.
- We chose to live in a small town because we like the convenience of the small town.
- An economic study/analysis for City Dock has never been done.
- How many square feet of retail do we have downtown? Nobody knows.
- The importance of preservation in the conversation of economic development and opportunity, what Annapolis is, what we sell, is separates us from northern Virginia town centers.
- Experience of coming here what people come here for? We are one of the Top 40 small cities. We have gotten a number of those awards. Anything we can do to enhance that experience for visitors.
- Ward 1 sector study done was done in 1993. The closest I've seen as far as categories of retail downtown (number of bars, number of retail, number of offices), percentage wise. It was an attempt at least. The only place that I would see something. This report is old.
- The spaces have to be big enough to support a restaurant because that gets the highest rent.
- The economics of trying to have such a large restaurant filled are a challenge.
- Who can afford to go into the larger space? Gus Stevens. We have the lesser of two evils with Mission BBQ.
- The only entities that can afford to go into these larger spaces downtown are chains and big box type stores. Landlords are the elephant in the room. They want high rent for their spaces.
- Consequently we get businesses whose costs keep going up. Locals can't afford the prices and don't come back downtown to shop.
- The reality of economics. A maritime business isn't going to have the money to invest in the building as we would like it. It's a significant economic challenge.
- One of the other issues that we face, unlike a mall that can manage their property, we cannot look at retailer's business plans to see if they're going to survive. You get people with more money than sense who are renting in downtown sometimes.
- I think that overall to support the beautiful historic seaport we should look for independent retail or restaurants. There is a lot of pressure on retail with online shopping. People are spending their money on online shopping.
- We have an appropriate business mix downtown. We are not all bars and restaurants. Shoppers need to eat and drink.
- If you don't have local people coming downtown in the winter, the businesses will die off like in Atlantic City.

- Those businesses need people to come in January, February, and March. If they don't, you might as well close down during those months and sell t-shirts.
- You need an eclectic mix of retailers in downtown.
- Unlike a mall, we can't have a coming to Jesus meeting with these landlords. We need to. They're the driving force of what comes in here.
- There is plenty of competition between online shopping vs. retail
- There is a change coming. Ok people are buying the stuff they want online. If they keep going to the mall. They're looking for something different. Let's go downtown. We'll put up with the parking. We can poke around the shops. A shopping dining experience.

## Parking

- Parking. Parking Parking. We need a parking strategy with all has to happen at the same time. Bring technology and marketing into an overall parking strategy. Make it easy to come here instead of a challenge.
- There is parking pressure now from retail, service businesses and restaurants.
- If we had a really good strategic parking plan it would make everything easier.
- This is where they push those buildings back along Dock Street. By doing this, they eliminated 70 spaces. It got a lot of response, this was huge for the local business but not in a good way.
- If you take away half the parking with no plan, who will come City Dock?
- Opportunity to put a parking garage on Grant Street, everybody voted to support another garage. If you could then you could get rid of parking in the city dock area.
- What was interesting, virtually every retail owner and property owner came to speak and say that removing the parking would hurt them. But the response these business owners got from the Task Force was dismissive like "You don't know your business." The Task Force people said trust us, this will be better for your business. — removing parking. No business owner agreed.
- The people who were most concerned about taking away parking were residents and business owners.
- It's right down on city dock with tons of parking. It's a very large space.
- Who's going to walk from the city garages to city dock on a cold, drizzly day?
- Talking about removing parking will be threatened if we don't listen to the businesses that are working downtown.
- Green Street on Compromise Street. Tremendously large area that has been used for parking by the department of education. Surface lot. Proposal put to the department of education that the city take the land and be more creatively used for parking. Go underground and go multi-story. Go a little bit underground and be 1 or 2 stories. The first domino on the plan to fall. Retail on the front.
- Parents said they didn't want to cross the street to go to the playground or go to the roof for a faux turf lot.
- It's been redeveloped this lot, not available now.
- Parks and rec center instead of condos be a garage.

- There is a parking rfp, parking management, garages, surface, residential parking – not sure if it's an airport model – app driven technology. Shuttling issue is part of it. To maximize the existing parking.
- We have a parking management problem.

### **Boutique Hotel in City Dock**

- Do you think that is supportable (hotel)? No
- I think you would see the residents of Prince George Street, if not Ward 1, would challenge the hotel. Trucks, parking, would be detrimental. Views cape.
- I don't have a problem with a boutique hotel as long as it fits in with the character of downtown and handles its own parking.
- Rumors and speculations that I have heard are an effort by the current landowner to put up a boutique hotel sometime in the future.

### **Physical Context of City Dock Area**

- Cleanliness. Maintenance. We need physical maintenance of the streets. Sidewalks.
- They empty the trashcans. Only a few sleepers. The city. There is no BID.
- Flowerbeds are maintained by volunteers or city people. No parking signs are removed promptly.
- Keeping the polish on the diamond.
- There is not a lot of enforcement. You walk along the street and trip on the bricks. No enforcement of keeping streets clean and picking up the trash. Broken water fountains and parking meters.
- Bulkhead, Mission BBQ, gasline.
- It does tell you that even the disruption of doing the work around city dock has hurt us. People aren't going down there. You see all of the construction you turn back up Main Street. Nobody is going to go around construction
- You have a fence that sticks out in front of mission barbecue. It's putting more people in the street.
- We have to do this work downtown.
- Prince George Street house needs a lot of TLC. Possibility of the house a test case for remedial flood control on a case by case basis. We're waiting to see what the army corps of engineers wants done with it. It's an eyesore
- Signage. I know it's in the capital improvements budget.
- It's like the polish on the diamond. The City Dock has disintegrating planks on the boardwalk, broken pilings, things are normally wear and tear need replacement. A wood boardwalk is what should be there.
- Harvey's building. Hardboro isn't working. Architecturally. Three strikes already. Nobody knows it's there.
- Market House needs viable vendors. Atmosphere that generates traffic on its own merit rather than people going in and being curious what's in there?

- Market House needs a viable layout and plan not just vendors.
- Guzzy's mall is kind of an eyesore. Dock Street. It's a mini mall. He operates most of the stores in there anyway. He says he really does suffer when there is any work going on downtown, which they're doing right now.
- Depends upon what you refer to as alterations of the streetscape alignment. There was extreme controversy about the traffic alignment plan. Circle. 10000 cars through time. T would have stopped people, scared people away. Keeping the circle is important because it's efficient or getting people through and around.
- They turn up and come along Harbor Grill, which is kind of a dead zone.
- Susan Campbell Park, where the yacht club will be for the next two years. I've heard that speculation from a number of people.
- How sensitive those business are to access to people being able to get down there, both vehicular and pedestrian.

### **Suggested Improvements**

- Make sure buildings are well maintained, used, make sure people have access to it.
- If it were a combination of mixed use – retail and restaurants – the type of eatery that would have an overlook of city dock – a second floor. It could be done architecturally to fit in like a hand in a glove and still be functionally profitable in the use of square footage especially if they allowed rooftop dining on a two-story building. Ideally it would be a one-story buildings. Sailing hall of fame can't be moved and blocks the view. Perhaps there is a way from the design standpoint that the harbor masters house and your electrical box could be built into that facility. That would take care of some square footage. Harbor master needs a year round view.
- Once every 30 years they should really replace the planks. Filling it with epoxy resin. It looks terrible.
- I would like to see the harbor master's facility moved and open up that view shed.
- Birdcage electrical.
- Some solution to the nuisance flooding, not necessarily sea level rise. Someone who is focused on downtown and making sure the trucks are out when they are supposed to be and sidewalks are clean.

### **Water/Maritime**

- People relate Maryland to water. We have what people what.
- A visitor at my B&B asked about the maritime museum. I said it was closed. She asked if there was anything similar. There's not equivalent on this side of the river with maritime in the title. The map and chart place and the Naval Academy museum are the only ones.
- The design of the Susan B Campbell Park at the water is not very inviting. I miss the trees. It's hotter than hades in the summer down there with no trees. It's not welcoming people to stay and wander around with no shade.
- Can I throw in my water feature idea? We have one –water feature--every full moon.

- People migrate to water.
- Stock creek is the water feature. They come down to see the boats going in and out, the connection between the land and the water is what attracts people. People hang out. Brides are down there every weekend getting their photos taken. People walk their dogs. It's more active than you might think. It's packed on the weekends.

### **Response to City Dock Master Plan**

- My problem with the plan, it arose from a limited cross section of the community. It was based on landscape architectural focus to it. It was a visual toss out. There was no analysis to it. You can't just build it and expect people to come. There was no economic analysis of the City Dock area.
- The ones for identifying the matrix, the three dimensional spider web. Retail commercial mix. Planned development or reutilization of buildings on City Dock. The answer comes in many parts.
- The people who were in the ethereal pretty part were from outside. It's not in their backyard.
- City dock master plan blurs the city mall area out. Basically ignores them.

### **Regulations on Small Business**

- You got to do something with the process it makes it easy to open a business. It is onerous, and the code is extremely complicated. The challenge for us in moving the zone code half a mile is they're different zones. We've had to spend a lot of money finding out, how to open a business downtown.
- We have 31 different zones in a seven square mile area. And to fix it is enormous. And 300 years of ordinances that have piled on one another and are sometimes conflicting.
- Putting all of the regulatory agencies all in one shop or location may foster some understanding between the two. Right now these offices are silos and competing about turf.
- A lot of ordinances, with good intentions, when you pile them all together they create such conflict that it is difficult to find a practical use for the space.
- They're like a mosquito biting you.
- It's a quick fix.

### **Historic Preservation Ordinance and its Administration**

- I love the look of downtown and I do consider myself a preservationist. There are some great synthetic materials that would work so much better, look like wood, and last longer.
- The Historic Preservation Ordinance change came up as a key issue with what they can do to the Sands House. Some people say it's the oldest structure in downtown Annapolis. The same family lived there for 300 years. Process of donating it is getting

more and more complicated. In many aspects, the house hasn't changed in 300 years. You can't make it an office because you're going to run fire suppression piping through a house that is 300 years. That's just a snowflake on the tip of the iceberg for how complicated it is. Makes it extremely expensive to bring historic buildings up to code, if it's even possible, it's expensive.

- Maintenance that drives the cost up. I can't put up thermopile windows because HPC says so. You can put up these ugly sears aluminum storm windows.
- One of the only historic districts in the country that won't allow modern materials.
- We had to strip and put old windows back in. Rattle when the wind blows. All in place with good reason. The practical aspect when the second floor isn't in use
- Especially when there are new materials out there.
- The whole picture of Annapolis. It's easier to maintain a PVC pillar on a porch than to scrape and paint it. Even there, it's better visually.
- I'm surprised there aren't more fires.
- Maintaining historic structures. There are structures in this town where people ask, what's going on with this buildings. It's falling apart. It's embarrassing. You want to answer honestly.
- Some very prominent buildings that are crumbling due to neglect. Some of it is process, some of it is neglect.
- 8 Maryland Avenue. HPC caved. Beautiful Georgian building that had been boarded up.
- Update the code to have more power on demolition by neglect.
- Maybe certain things can be handled administratively, instead of changing the whole policy. Listen to the comparable cities that do this. They are allowing it because it's efficient and it looks better.

### **Events, Promotion and Evening Shopping in City Dock**

- Inclusion of special events into this blend, everything from boat shows to Tuesday night concerts is bringing people in. are we maximizing every opportunity to separate a sucker from his buck.
- Historic preservation and economic development are tied together. What people come to Annapolis for is the beautiful seaport
- In a way that works with the merchants. Or a triathlon that would close the streets. Balance is a key word.
- I think from a promotion standpoint, we're doing pretty well with the cvb. More visitors is a good thing.
- I would like to see our shops open in the evening. I think we'd get more traffic.
- Shops should be open on Fridays and Saturdays evening, some stores will stay open late to try to get the people that stayed to have a few drinks with dinner.
- Even if you took one night a week – in Frederick, downtown was a dead zone after 6 – they started off with being open just one night, I think it was Thursday. They said that we'll promote it as a shopping venue and a dining out venue. That was the pebble in the

pond. It brought more people, which more people had to eat, and more people had to go into shops.

- Business association there said, let's try this April through October. If this works, push it through to November, then you're into holiday season. Two things that made it success: five parking garages, economic developer, main street person, cvb work very well together.
- Somebody has to take a bite. In our case, it would be the garages. Make it a 9 o'clock madness. The stores up there and the restaurants teamed up to make people go from place to place.
- Another thought on events, sometimes when there's time and there's money, develop Truckston Park to allow events there. Then you could bring them to Annapolis by shuttle, etc. Then you can have the amenity without blocking access to the businesses downtown.
- State Circle Avenue Business Association have been doing this. Thursday night. Tie it to a nonprofit business entity to draw people to purchase and donate. They had entertainment. It's been hit or miss. They know it's going to be a really slow start.
- It's not like this hasn't been done before. There's so much to be learned from Frederick and other examples.
- Downtown Annapolis Partnership has an opportunity. It's not up and running yet.
- It's our main street program. It will be the responsibility of the new director to do some fundraising.
- I had, interestingly enough a retailer downtown, some of the squares in Philadelphia have Christmas markets. Why not do that down at City Dock? Should we look at other things we could be doing?
- A Christmas market could work like the one in Philadelphia.
- Events block access to the businesses, and creates competition. If people know there's an event downtown, they will stay away and come another weekend.
- The City's Event Manager has not received one complaint from a resident. Our business is really good this year. The guidelines for the events – limits the events – are written to minimize the negative impact. She tells people this is what they have to do. The streets have to be open by 9 am. It's working. There's no surprises. Planning ahead of time. Notices. Get direct contact to the event organizer. No surprises. It's wonderful.
- You can't guarantee routine open and closing hours of downtown stores.

### **Cultural Arts and Trails as Economic Drivers**

- Maryland performing arts idea. I'm open minded here. Economically that would be a tilting thing. It has to be addressed. There's this board to push this performing arts center – there's a conflict with Maryland hall
- Maryland Hall would be more of an education facility. MPTA would be a performing space

- Cultural arts are an economic generator. It could assist a larger venue for a conference. If near the hotel, the space could generate income for conferences if both were marketed together.
- I think there should be more coordination between all of the main streets and art and culture districts around the state.
- It's like the trail concept. The civil war trail. The Harriet Tubman trail.

### **View Sheds**

- If you go back to the view sheds, that's one of the priority view sheds if we're not investing in what everyone is coming to see, it's embarrassing.
- If you look down Main Street, the water, it's what draws you down.
- It's about the view shed, what they see when they step off their motor coaches from across the country. It's the impression we're giving to these visitors that are drawn here that's most important.
- What was frustrating about the 110 Compromise Street debate was there was no discussion about view shed, which is so important. Hopefully the results can impact future development.
- 360 degrees.

### **Cautions about downtown residential uses**

- One of the things that I don't think we want is residential, like townhouses or condominiums downtown. Removes retail. Get into commerce vs. residential. Noise. Mixed use maybe. It can be noisy in the harbor. Boat horns blaring. Children. You don't want to create conflict in the area.
- I worry that any residential would turn into an absentee owner. It would be rentals. You would have beach towels on the balconies.
- It's a downtown retail area. That needs to be the focus.



**Focus groups for Historic Annapolis City Dock  
Height and Bulk Zoning at the City Dock  
January 12, 2016 2PM**

This document contains all of the responses from focus group participants, none have been edited or eliminated. This list has been sorted by topic.

**Parking**

- Similarly, we'll have the parking study will get kicked off this year.
- There's a perceived issue with parking rather than there's a real issue with parking. Analysis with real time information about parking demands, where they are, and how to address people so they understand where they can park. Inform people through technology. Give people knowledge and power to know where to park.
- The City Dock space is mostly given over to parking. I'm a downtown resident. I know residents, business owners, complain about parking. If spaces are removed from City Dock, which is an improvement from an urban design standpoint, where would the replacement go? Those issues always came up. Everyone knows we need to do something about it. The time is getting crucial.
- There are more aesthetically places on which to park. There could be something that is a little more sensitive.
- The governor, the mayor, and the city council can solve the parking problem tomorrow if they made all of their employee's park at the stadium. They ought to move to Park Place parking lot. That would make the circulator work. If the three of them sat down and said they were moving their employees out, the parking problem would be solved. Other cities do it. Do what Baltimore and DC do? The first couple hours are cheap to park. That fourth hour is the killer. It's not like we don't have parking garages downtown. Within walking distance to this building, we have four large parking garages. That monstrosity apart from St. Johns. It's not that we don't like parking places, it's that we lack a parking plan for the three people with guts to sit down and say we're moving parking. I've said that before with the same results. It's not like other cities haven't done this.

**Origins of Height and Bulk Restrictions**

- Robert Lamb. They did the study. They did the analysis. In term of why they ended up in some of those location, sometimes they gerrymander because of individual properties and owners who were there at the time. The study by Robert Lamb is basically the baseline for everything. When the first ordinance was drafted, it took three times to draft it. It was reintroduced under three different ordinance titles. The last one, there were 20 different amendments that were added before it was approved.

- I've often wondered why at the corner of Prince George and Maryland we have this big intensive zone.
- Mrs. Wright was in love with those two corners. That was sacrosanct.
- 1968. That led to the planning for the state facilities.
- I got a letter from John Murphy, an attorney in Baltimore, the original drafter of the height limits in 1969/1970s (?). I would be happy to circulate a copy of his letter. He strongly advocated against any change in the height limits to accommodate new development.
- That's understandable. The whole fight about height and bulk was when the hospital wanted to build that garage. Great fight, actually, a lot of fun. You had Mrs. Wright breathing down your neck. The problem was we all thought of the building that way because of the threat of building around City Dock because you're going to have more Marriott's. The idea was that the threat was everybody was going to build up. The hospital got the garage. The citizens got the height and bulk ordinance. We never really thought about limiting the square footage, only in terms of height not in terms of spreading out.
- The ordinance didn't change. The ordinance was in place. That was a different fight. The act in place was a different fight. That was the last great fight we would've won.

### **Changes to Height and Bulk Restrictions**

- I have a mixed answer to this. We saw in the 2013 debate over the City Dock master plan that the height limit played a crucial role in preserving the height. Where everything came unglued was on bulk. The masterplan proposed one great big building and one great big building over by Halsey Field house that would greatly alter the feeling of the historic district. So we get a win on the height district but not a win in the bulk district. To make the plan work we were going to have to make some changes in the height limits but not the bulk limits. The bulk limits don't address the massing and the scale.
- I think the height bulk limitations are integral to preserving the character of downtown. The height issue allows the bulk lot, if you're looking to develop on a small lot, like Harvey's on Main Street. In the ordinance, there's nothing to break up. You have to present a plan and depending on the commission what happens in that envelope could end up being another massive hotel.
- The City Dock masterplan addressed height along two different fronts. One was to address coastal flooding and the modern FEMA requirements that address the current flooding level. The height calculations which currently start at grade be adjusted upward to the flood protection level. If you're allowed to have a two story building, you have to take away four feet. Then you've lost the first floor. Making those kind of adjustments. If you're going to implement that calculation how to you carry it out for this building when the one next door hasn't changed. This was going to apply to the whole historic district.

- In what the master plan called the opportunity levels, it called for building up beyond what that adjustment was going to allow for. Prince George Side and Compromise Street.
- I think, as a practicing architect, that you would start measuring elevation from the design flat elevation that would be FEMA plus grade.
- I am terrified. I don't think that it's such a problem on the existing buildings that are likely to be taken down and replaced on the smaller lots. Where I think it's threatening is the two large footprint buildings that the city has proposed to build on Dock Street, very large footprint buildings, which will encroach even further on the view down main Street. Those two buildings in yellow. They're very large footprint buildings compared to what's there and going to be replaced.
- My heartburn comes from the addition of adding height. Raising floor level for a design flat building is alright. The new zone that added overall height is an increase in height. It didn't get that decrescendo idea from high to low on the outskirts.
- I would suggest the point that I kind of started with that the bulk regulations need some examination for the preserving the granularity of the historic district. As we've seen on individual small lots it's not a problem because you're starting with a small lot. When you're starting with a big space it's a different ball game.
- One of the questions that gets repeated constantly, is should we allow greater heights in the middle of blocks, in the interior of the block, than is currently allowed? Question comes from developers who want to find wiggle room.
- I think it comes back to views and view scapes. As in anything, you open the door, unless you come up with strict criteria, you have to come up with a real codification because wiggle room because elbow room becomes you get your foot in the door. It would be worth exploring because it allows property owners a little bit more return on investment. It has to be almost micro-managed to avoid issues and harming the historic district.
- If the zoning is higher and bulkier than the existing structure on the site, it sets up an economic incentive to take buildings down.
- Again, it's hard to codify these kinds of thing in any ordinance unless you go into transfer and development rights. Get the extra development rights and send it out everywhere else. Lower everyone's basements and get extra floor.
- The issue is more with the smaller lots, it is ok to use the entire lot of a small site. It's when you get to the bigger lots, if you don't break it up, you get this mass that is not tolerable. You end up with the space ship on Dock Street.
- The idea is to break up the mass. In these litigious times people can come in and fight it. The pressures are going come from the larger lots that are going to be redeveloped, not the smaller lots.
- The concept to toy with here saying any individual building mass can only be so big along the Street front so that it reflects the scale of the other buildings on the Street. In the WMC zone we say that we have to preserve the views to the Street, so you can't occupy more than half of your lot. So we're achieving some of that in a different way.

## **Other Zoning/Building Code Issues**

- Some of these problems would be solved if we allowed merchants to cross property lines on Main Street and to open interior walls. Some property owners are willing to buy the property next door if they can cut in a door and access it.
- We have examples of buildings that have been merged together all over the place.
- I think if you carefully go through the code you'd be allowed to do it.
- Stephens Building two buildings merged together.
- A lot of that predates . . .
- Second and third floor uses sprinkler systems. We have underutilized second and floor spaces.
- It's the building code.
- There are ways around it. It's when they start getting bigger, where there are issues.
- It depends on how the list of permitted issues is written and defined.
- The code is written for the suburbs. Even the historic chapter doesn't even apply to a place like Annapolis. Building officials are very loath to give you much leeway.
- It's a setback question. We have a 30 foot setback rear yard in almost all zones. Everyone comes in to ask for a variance and we grant it. Why do we have it?
- Sands House. It's on the other side of Prince George Street on the other side of City Dock. A museum requires a 20,000 square foot lot. That's half an acre. The uses pushes people to a use that may then demand filling up that envelope with different spaces which creates an economic pressure. We need to look at the zone for City Dock and go line by line. The 30 foot rear yard is required but nobody has it. The implications and ramification, physically, what happens when you follow it? It's not just square footage. It's massing and breaking it up into character.
- Flooding issue. That would be an infrastructure issue too.
- The highest use of a piece of property is liquor license. If I were a property owner, I'd want a liquor license. We're a bar town. The only difference between us and Atlantic City is that you can see the ocean anywhere from the board walk. If I was a landlord, I'd want a restaurant to move in. I think that's what's changed the whole character of downtown.
- The uses. Nobody talked about uses. Different types of uses. There's too many restaurants. There's too many t-shirts. Zoning is broken down into height, bulk, and uses.

## **Historic Preservation Commission and Ordinance**

- In some respects, the issue with the HPC ordinance, this is the year to do it. It hasn't been looked at since 1995. It's not reflecting sustainability or hazard mitigation, which are major issues today. We can't make informed decisions if we don't have the right tools to make them. I think that factors into the economic group as well. We don't have numbers. We need to get our arms around that.

- I think helped in the City Dock national plan was the invitation by the HPC to the state historic preservation officer. I don't know if there was a similar review by the national park service since it is a national historic landmark. When there's a large effort that's threatening to the character of the district it should be automatic to solicit those kinds of inputs.
- A lot of the projects would be reviewed.
- Strengthen the historic preservation commission. Some of the ordinance changes that are being proposed are good.
- I would second that.
- So moved.
- Maybe some extra piece in the form of members of the historic preservation commission and the planning commission that would be able to respond to proposals in ways that would be most protective of the character of the city.

### **City Dock Improvements**

- One thing that would be something that can be managed within the plan to manage the number of opportunities and the locations of opportunities for farmers markets. Almost every city that has and they take the center of the time to accommodate that commercial people, and the people that come have to rely on alternative transportation. The end of the City Dock would make a natural location, comparable to what you see there now.
- One of the problems on City Dock is that you have this terrible conflict between boat shows and building anything besides parking and you take down the square footage that you can use for the boat shows.
- If you want to put something in City Dock it has to be portable because of the Boat Show. It means you're not going to be putting big structures. We don't want big structures anyway because of the view shed. That doesn't mean you can't do landscaping.
- Get rid of the harbor master building. It's huge blot on view scapes and streetscapes.
- Where would the harbor master operation go if it was torn down?
- Harbor Mall is a rife site for redevelopment.
- 110 Compromise Street is a pretty good sized lot.
- The Old Phillips restaurant site, the grab lot beside it is not insubstantial.

### **City Dock Master Plan**

- I have been lobbying against of the City Dock master plan.
- In the master plan, it would move to the buildings being constructed in the opportunity zone.
- I attended the planning commission hearing about the City Dock masterplan, there were 24 speakers at that hearing. 18 of them spoke directly to opposing the height limit changes at the time. There were others that were in favor of the plan that didn't mention the height limit. There was another that supported There was one commission member

that spoke in favor of increasing the height limit, and the planning commission voted in favor of the plan without any changes to the height limit. 1 story taller than the existing height limit and in, some places, 2 stories. It would've allowed buildings 10 foot higher than the

- Opportunity buildings, are you against them?
- I am against building on City owned land in principle selling out Dock Street to get the revenue to support, not just the design reasons but the monetary reasons.
- We shouldn't be building on 100 foot flood plain anyway, especially government sponsored. It's going to make those buildings hard to insure. It's going to probably, lead to parking on the ground floor, where we really need retail.
- What's the current status of the City Dock master plan?
- It had a large number of moving parts. We had a mayor that was elected to NOT implement the City Dock master plan. We are implementing a number of studies that were called for in the City Dock master plan. There is nobody getting a paper and pencil to institute the structural improvements that were called for.
- Before you do anything with these buildings on outer dock Street, you have to do a cultural landscape report and see what it says. We're doing the cultural landscape report and we'll see what it says.

## **Apathy**

- My problem is that I don't think that anybody cares. I was just Mrs. Wright's pawn – people turned out when there was a battle. That's the one thing, people turned out in these fights. People don't turn out in these fights anymore. The only two fights we had – the playground on Green Street. City Hall was packed. The other one, 110 Compromise Street. When people come out of the wood work the City Council and the Mayor says maybe we should consider this. The mistake we made, ward 1, was the ward. We've lost a lot of power. Half of these wards don't care about Annapolis besides development downtown as much as we want. Ward 1, it used to be if 120 people turned out, you'd go what we did wrong. Today, if you get 40 people you say what a big meeting. There used to be a stream of people to downtown. We don't see people streaming downtown from our neighborhood anymore.
- In a way there's a pushback against it. It's a pain. It's a reason most people live here, it's a reason people come here, it's a reason businesses make money. I see a lot of pushback against the HPC. It's apathetic. It's surrounded by people that go out to core city and whole foods.
- The whole idea of paint, arts and crafts, murals, art, that riled people up. And again, when you just hear casual conversation, why do they care what color it is, why do they care what people are painting a building. Pushback against giving more administrative approvals
- I'm worried about what's going too made of it. I'm worried that once it's completed and processed for approval, they're going to say it's not on this list, why should we be

protecting it. It's not important enough, does this mean it's easier for us to remove it or drastically change it?

- To me, we, the citizens have lost . . . if you gave people a list I would be shocked if some of my neighbors who are highly educated would know where they are. I don't see my neighbors, who are young and accomplished . . . eh, its downtown. I don't see the fervor or concern that exists anymore. On a lot of people's scales, if we took a poll, would have at best a neutral view. I don't see that the average citizen sees this as one of their top 1, 2, 3, 4, 5 things anymore.
- It's taken for granted. It's there. They'd miss it if it was gone. Getting someone enthusiastic about more protection would be difficult.
- There's not a lot of enthusiasm or direction. John Q. Public is not interested or certainly not active which makes it difficult when a developer comes in with a plan. There's not counterbalance from the public.

### **View Sheds**

- Cultural landscape study. Define what are those view shed and vistas that we need to preserve.
- The view sheds are as much a resource as Middleton is as a resource. Guidelines from the commission that address view sheds, view from the water. They want the historic character preserved, they (the public) can't tell you what it is, but the minute someone builds a building blocking the million dollar view of the state house dome, and they will know what it is. The reality is it that context, it's the environmental context that gives Bryce House . . . that breathing room, you can see the building down the Street. It's our job to articulate for people, so they can say "oh yeah that's what I want to protect."
- You need some introductory material that says the entire network of buildings are contributory to the context
- CLS is really design changes. Duke of Gloucester. Driving down Duke of Gloucester, when they put in the chiller behind that peaked up above, some of the commission argued that was a primary view. I don't consider down Duke of Gloucester Street a primary view shed. I think when we hold that at the same level as the view of the state house from eco alley
- I think whatever cover statement, we have primary and we have secondary. Everything is, even noncontributing buildings, contributing – even if they don't know why they like it, they'll know when it's gone.
- We have a historic preservation commission that is about preserving the structures and we're seguing it into view sheds. What we haven't talked about and what we really don't have any community mechanism for getting a handle on is community character? We identify community character as something comprehensive that should be preserved. There's no understanding of what we mean, how we're preserving community character.
- When you look at the presentation with Streetscapes and view sheds being key to the analysis. Height and bulk is what it's about.

- It goes to those issues of visual unity and harmony in historic architecture. The remaining architecture is much more pedestrian oriented.
- All of us involved in preservation know that the National Register gave up the ranking in evaluating resources because it came back to haunt them because people changed their buildings or developers used the ranking system to justify removal or whatever. We have to be very careful on how we present this or use the information about importance.
- What's the public process going to be like for the release of that information? We move into the report writing phase. The basic data view shed analysis will then be provided to, which will have recommendations I really want to engage with people outside the family.



**Focus groups for Historic Annapolis City Dock  
Open Space/Public Access/Public Art Opportunities  
January 12, 2016 4PM**

This document contains all of the responses from focus group participants, none have been edited or eliminated. This list has been sorted by topic.

### **Parking**

- What do you do with cars? Which is the controversial issue. Can we use any of that City Dock car space? Its city owned property. Originally purchased to prevent mega development. You've got to deal with the parking issue, and there's not many good acceptable solutions.
- Parking, that's a hornet's nest.
- Relocating the parking to make sure there's space to use.
- Some of the City Dock parking would have to be removed.
- During the talk about the master plan, there was the notion that the city was considering ideas to use if you could stop people at the periphery, and tell them about parking availability also by using shuttles or walking. Some of the studies said we have enough parking, but we don't know how to manage it.
- You're never going to change the perception that Annapolis is hard to park in. Annapolis is a great kind of museum and place where someone could hire people to do the economic analysis and see how businesses are I guarantee you that parking is not the economic generator for those places and it's the pedestrians walking in front of them. Other cities have figured out temporary spaces and flexible spaces. They've stopped parking on their waterfronts.
- Before the City Dock master plan, City Dock plan he----- was suggesting a parking garage across from Compromise Street and behind the school. I think it became controversial with the school. He was proposing retail on the ground and parking above and bridge across for pedestrians.
- If you can't get rid of parking on the City Dock, it is a political nonstarter.
- That opportunity has passed to acquire the lot near the school for parking lot. The plan was to replace a playground. The playground draws resident's downtown.
- The change that needs to take place is to reduce the parking in the City Dock area

### **Physical Accessibility of City Dock**

- What we used to have was a cross walk that was kind of in the middle of the Market House side of the Street. The cross walk was eventually moved to the corner, and so the corner becomes congested. I think that is an example of somewhere we went wrong
- Who was willing to design a cross walk in the current location (middle of Market House block) and what would be the consequences to that person if someone was hit at that

crosswalk. That's the reason why the crosswalk was moved, because of professional liability reasons.

- In addition to accessibility there are bicycles. Tourists could take a bike and ride around. It was used by visitors, so they could see more parts of the city. It also speaks to being bike friendly to those who park out and take the bike in. That bike program was eliminated in 2010.
- The thing that needs to change is that it is really hard to walk and get places. There needs to be a change in people's perceptions. There needs to be better marketing or wayfinding. The feeling that shoppers will only walk 30 feet to a store is probably not true. People are willing to walk from one end of the Walmart parking lot to the store.
- We need to create intentionally inviting access to City Dock.

### **Making City Dock More Pedestrian Friendly**

- One of the features of the City Dock plan is to take the space between Market House and dock flexible. One of the changes to be would be to have the ground plan be read as pedestrian oriented that is occasionally used by cars. That could happen anywhere along City Dock
- Just by changing the paving material you could have cars park on the street then remove them then you would have a plaza that would be more pedestrian friendly. There's been a lot of specific recommendations out there.
- The principles go to the crux of the issue. The balance of the vehicular and pedestrian space. It's the balance that's off. I think the way you make it more pedestrian friendly to the fronts of the stores is to fight against this. Everyone agrees we need better pedestrian space.
- Your question assumes that City Dock is not accessible, which it is. Your question assumes that it is not pedestrian friendly, it is.
- I don't think the plans for the sailing hall of fame have completely died out yet. They had a board meeting last week. Whether that happens or not is really a big question and a big impact on what happens on the dock. The location, which is stated funded, is right before Susan Campbell Park, there is an approved design.
- We need to expand greatly the number of farmers markets and in the space between the dock and the Market House building is an opportunity. Do it like the European cities do, once a week on the weekend?

### **Susan Campbell Park**

- One of the issues that we have with Susan Campbell Park, which is a great space and gets used for events, if I am a visitor to town I don't see beyond the cars to the main activity in the Park, so we try to have signage.
- Is there a way that we can by creating a wider promenade around the water make it more evident to people that there's something that this wider promenade is going to.

There is a sidewalk. Is there a middle ground that would make a statement that there is a middle ground of activity

- I think there's some things that visitors tell us we are missing. There's nothing for kids to do in Susan Campbell Park. In some other cities we have visited, there could be a playground, big chess sets, something to entertain them, to be a reason for people to walk through the parking lot. Another example would be, fun water spouts that kids love to walk through and become a skating rink in the summer. Greater access and give a reason for people to walk through City Dock parking area.
- I've a couple times been at city fair, which was in Susan Campbell Park, plenty of people walking up Main Street, they just didn't know anything was happening down there at the Park. There was no visual connection.
- Downtown scene that was primarily for tourists. People that live in town don't go to City Dock that often because there's nothing for children to do. The idea of the City Dock Master Plan was to create more things for residents to do.
- Make Susan Campbell Park a destination. You give access to a destination.
- I understand that we don't want to block view sheds over the long term. Something that is a more artistic pavilion that can be erected when an event is rented and not rented that can draw attention to the event.

### **Visual Appearance of the City Dock**

- I think it's stark. I miss the trees and greenery. I'd like to pick up the harbor masters office and move it.
- It's a gateway into the city from Eastport.
- It's a long continuous bad. It really drives home the whole notion of how vulnerable we were on that edge.

### **Water Views/Access**

- The crux problem the buildings down from Stephens Hardware down to the water, the most special thing about the City Dock area is the water and the access to the water and being able to see the water. Unfortunately we're reducing the water at the current time. We have hidden parking going on to the sidewalk that is the sidewalk next to the dock. I always thought it would be nice if the Street was next to the sidewalk without the parking to cruise down to see the boats which would essentially open the space, so that if you're standing next to the sidewalk you can see the water without the automobiles. Some things had to give up and it's been pedestrian access and access to the water. Have a through path, turn that corner, go down and at that point have a view from both the automobile, the store, and walking down to the water.
- I was standing on the water side of Market House and this woman came up and said excuse me how do you get to the waterfront. She replied, what? Walk through that parking lot? I didn't realize how other people were perceiving us and the City Dock area.

- There's no view of the water that opens up until you get to the parking lot.
- Filling in those gaps that are in the edge of the water. The Fawcett property is privately owned.
- Getting private owners involved to grant access for a pedestrian promenade will help.
- The Market House space is very much a part of City Dock and access to the water. Right now it's just a mound in the middle of City Dock. You're getting people to walk around it, not walking through. It's festival space that's not being used.
- Visitors came and asked where they could eat and see the water. Visitors will park and walk a long distance to sit at a restaurant and look at the water. That is what would really help that area, waterfront dining.
- The second floor of the old Harbor House as a bit of a water view, but you're looking over things.
- There's a sound issue carrying across water to the residents that live in ward 1. Waterfront dining is noisy. They'll probably end up with a 2 o'clock liquor license which is too loud.
- It is the visual. Three major things. The height of the circle actually blocks the view. The cars. The harbor master's office. Three staggered impediments to the view of the water. It is not until you get to the park, which I think of as more of a plaza than a park.

### **Economics of City Dock Real Estate, Tourism**

- It's economics vs. aesthetics. Until we put a value on the aesthetics of the space and instead of the theory has always been that the businesses will shrivel up and go away if we don't have all of the parking that we always have and find more. We all agree that is anti-aesthetic. Until we're ready to say that aesthetics will lead to better economics and that we are trying to make changes that will make it more attractive we won't go anywhere.
- We need to get real economic data. Go study our Annapolis Streetscape.
- It's the perception of the economics, which I think there's a lot of studies being done on the economic value of pedestrians. The intensity of pedestrian traffic is highest at the bottom of Main Street. At City Dock its less.
- There's something called economic vitality that excite people and keep the business community happy. People come here because of its maritime, because of its culture. There are certain values here like our 300 year history. There's no sense of how do we keep nurturing these things so that they don't fade away and disappear because they are central to the economic vitality of the city or they wouldn't have made some of the decisions they have made.
- We're spoiled. We get maybe 4 million visitors a year who come to the Naval Academy and then downtown. There's this feeling that we don't need to do more to bring in visitors because we have this base and don't need more. There's more that needs to be done and the meld of economic perspective and economic vitality seems to be lost.

### **Place Specific Public Art**

- It relates to the aesthetic number 1, it relates to the stories that the City has to tell, a variety of stories. There is interesting art at the Dock now as well as the mural that are there. That's not enough. There needs to be some interesting sculptures that draw your eye and your attention. That's expensive. Previous plans for public art in the small triangle at the end of Ego Alley got value engineered out.
- You can add art or you can design it into your schemes as the streetscape is being developed as the plaza is being developed. There are plenty of examples from around the country of collaborations between artist and landscape architects where you can't imagine taking the art out
- I'm fascinated by the idea of how the water has changed over the years. Put past water lines in the pavement.
- Naval Academy rejected idea for their visitor center because they thought they would be viewed as anti-ecological, to show how the water line has changed over time.
- Dilworth Plaza in Philadelphia with fountains, ice skating in winter and concerts throughout the summer is a model.
- Ghosts of shucking houses that were down there could be shown on new pavement in the City Dock area.
- Underfoot art shows the debris in an old market area in Boston near Haymarket.
- Considered art can be the destination were looking for at the end of City Dock if it is also built in as applied art, whether the fountains are artistically done, whether the benches are artistically done, whether the pavement is artistically done and that can become the destination for children and families
- Place making and authenticity is key. Reflecting earlier building shapes and uses of the space. We want to highlight the history of the city and the importance of the maritime. This is an important place in the 18<sup>th</sup> century. The place is here it's just been so diluted
- Nothing wrong with being subtle. Everything doesn't have to be in your face.
- Please no more chickens—fiberglass large chickens that were painted by artists like Cows in Chicago in 1999.
- There's a lot of cultural history in this town relative to art in public places. There is a new catalogue that identifies all of these works. There are art trails that you can get on the city website. It forms a kind of perspective that you could take and look at to how they could be related to City Dock to Compromise Street. There are templates out there.
- I think all of the public art needs to be viewed in the vision of the City Dock master plan and that it has to be in perspective with the national historic landmark district. That it's consistent that it should be supported. If it's not consistent it shouldn't be supported. What should be avoided: Murals of uncontrolled quality? Some Public art. I hope the chickens won't invade the historic district.
- The new color scheme on the City Market is a vast improvement over previous color schemes
- I don't think we can underestimate the controversial nature of murals that are put in place unilaterally by property owners. Uncontrolled private art on the sides of buildings can change the character of historic areas.

- Color is the key to making a building into a true piece of art

### **Public Works and Public Art**

- Seems to me, we don't get enough the public art voice into decision making. We try to follow what goes on in City Council meetings, what goes on with the budget. I had no idea that there would have been an opportunity to redesign the bulkhead. There should've been a voice that said let's make it look better. I think there would have been a bunch of us that would have spoken up. Where is the review of the capital improvement program from an arts standpoint?
- Something like that is a public works projects and they bring it to city council for funding and when City Council doesn't want to spend the money on it people in public works have to find out where to cut costs
- If it doesn't come before HPC it doesn't get reviewed
- I think that HPC could have a voice, they can offer opinions on things that go outside of things that are being presented to them. We're not supposed to tell the owner about their design.
- On a major public works project we maybe had we known probably could've have commented.
- Where is Saint Claire Wright when you need her the most? She could go to the governor. What we have at City Dock right now, the memorial circle, Hopkins plaza, the reshaping of the dock, the slight increase in the amount of water, all of that happened under her watch. It took a combination of leadership on public and private sides to make this happen.
- Development and new urban design is reviewed as it's got some general plan but then a developer come in and proposes something. We don't have that. There's not a lot of new development planning. We don't go through the process. Who's the advocate for pushing for the things we want in the case of good design? Leadership that become advocates. City Dock is missing that diverse advocacy. We are missing the design advocacy part. Baltimore has UDARP that is opinion only. There's some balance that is the right balance. There's no new project. If there was, there'd be an advocate. We don't have that voice in and around the City Dock.
- Not to think you can build on the Outer Dock Street newer buildings. That is going to create a problem for the characteristic of those buildings and the height limit. We shouldn't develop those properties.
- Temporary Park on Main Street with the painted fence is a big success. That is a hub of activity. We painted in a hopscotch. We have that as an example to show business owners and elected officials how a space like that can generate activity.
- During the time when we did all of the improvements to the dock, there was a full time employee in zoning who was an urban designer strongly contributed to those efforts
- Sailing memorial and campus rose which was done outside of the city. Foundation still owns it.

## **Funding and One Percent for Public Art**

- The code does for art in public places allocate some money which 1/10<sup>th</sup> of one percent. The executive budget has to put it in. what you see downtown now was the result that there was money and matching money from a foundation. The one percent of the capital stuff, they won't even consider it. They're not going to fund what the law says to initially put in the budget. Theoretically the issue of the arts cape should have been referred to the volunteer art commission.
- Most of the state has a law that one percent of capital improvements has to go back into aesthetics. Can't convince anybody in this city to do that, have an ordinance that dedicates 1% to public art.
- I think we've got enough space that is on the nontaxable roles and that our encouragement of private developers to do aesthetically responsible development is the direction that is going to drive aesthetic thinking more than public sector. Our private sector is going to do a better job
- Underlying question is how do you get the City to embrace public art? No public art in bulkhead project because of budget issues. It's most cost effective to do something like this as part of the project
- Takes something like the Kenta Kite Foundation that pays for it so the City doesn't have to.
- Eke money out of state or federal funds.

## **Compromise Street**

- Compromise Street, once you pass the hotel, it is just plain ugly. That section of street needs to look like its cared for. Once you give the impression that nobody cares that's not good economically. That Street has limited parking. Taking down the signs that say no parking every ten feet and fixing things are not expensive and you can do some interesting artful things. There are places you can do that along the way that pulls people into a broader sidewalk and Compromise Street is neglected and needs to be improved.
- Small parking lot on Compromise Street would be the ideal experimental space. Those spaces could start with a connection. The park, the school fronted, the triangle parking lot.
- Street trees along East Compromise are needed there. Is there a problem having trees along there?
- There's not enough space. In the City Dock plan they talk about narrowing the road and widening the sidewalks, in that case there might be. You could do it at the side Street that goes to fleet reserve. You could have a planted area.
- Compromise Street is the easier area to handle without an impact to these controversial issues.
- Finger along Compromise Street making it inviting and meant to be walked along. Make it something that was intentionally there to say "come on, the waters here" do that

enough places to make it so that it doesn't matter if there is a parking lot between the water, that is a low cost change. It's a flooding issue. You're coming across from east port and you see that it's inviting you into the water.

### **Money needed for Acquisition, Political Will**

- What I've heard through most of this discussion is that the City has lost several opportunities to acquire key properties because of budgetary constraints. They also have limited the scope of other improvements because of budgetary constraints. It becomes a question of balancing the budgetary needs versus aesthetics.
- What about a fund to acquire properties? If there was a building that wasn't historically significant and tear that down and make it a pocket park or let's allocate some of our spending to the arts and acquiring property that we could turn into a public space.
- Annapolis requests for county open space funds have to go through the county and they have to compete with county projects.
- In a perfect world, when several of the aldermen proposed purchasing the Fawcett property, that was a lost opportunity. That was the solution to many problems. The city simply doesn't have the money. We could have really solved some problems, open up the view shed, provide some open space, provide a development opportunity that is in a different location, build a 2 story building that is allowed in the current z2 planning without parking. Fits like a baby in a box car.
- The bottom line is there has to be a political will there. No one is saying, we are going to do and incorporate this
- My experience in the last few months has been that this City tends to reject studies, good studies done by national experts. The Council says we just don't believe this report's findings. These studies are done by some of the top experts in the country.
- Council rejects these reports because they don't fit perceptions.
- We don't do anything with them (reports) once we get them.
- Planning commission rejected a study by one of the top economists because they didn't agree with it.
- We react to somebody else doing something. It's not us putting ideas forward ahead of time. It's time to be proactive

### **Diversity**

- There's a herd of elephants in the room. If you look around the room we represent a bunch of white, older residents and we may be the only people that can afford to live here. How do we as a city, stay relevant?
- We need to get diversity engaged in the discussion.
- It's a code issue. A bunch of people used to live in the funky second and third floor apartments. Illegal apartments go away. As they go away we lose those people. Our zoning that's single family. A lot of places that had a full time family and a small apartment then get rehabbed into a single family home now



- There still a lot of opportunity along Main Street. Designed a scheme for owners to do a two bedroom apartment. Cost \$100,000 for the scheme. Owner wanted to make more with office space. How many years of second story office space vacancy will you put up with? It's not economically feasible for us to do the rehab and bring it up to code, cannot get high enough rent to pay for costs.
- It's going to take that partnership between the private sector and the public sector to work out the diversity issues.
- As property values go up and up the availability of places for diverse people to live will go down
- We're losing the lower cost places for regular people to live

### **Infrastructure**

- What about the utility wires? Expected the might have come up in discussion in terms of aesthetics. There is an infrastructure issue relative to flooding. Each time you do something in the roadway it used to be public policy then you would bury public policy. It hasn't been pursued for the last five years. That's in the code that the city has the authority to require utility lines to be buried.
- You will never see above ground utility lines that will compromise the historic character of the district in European cities.
- Well that's no important enough to do that kind of infrastructure thing

# What's Your View? Preserving Annapolis' Historic City Dock



## What's Your View?

### Results of 28 September 2015 Public Engagement Forum

#### **VIEWSHEDS** – ranked by importance:

1. Main Street – both directions
2. State House – 360-degree view
3. City Dock / Market Space
4. View of State House from all directions
5. West Street to St. Anne's Church
6. Market Space view to and from Chesapeake Bay
7. Main Street – view to City Dock and the Bay
8. View from water to Annapolis (skyline)
9. Church Circle – view down Main Street to Bay
10. Maryland Avenue (both directions – to State House and to Naval Academy)
11. Eastport view to cityscape and marinas in City Dock
  
12. Church Circle / St. Anne's Church – 360-degree view
13. Axial views to and from State House
14. Francis Street to State House
15. Market Space – 360-degree view (all directions)
16. Axial views to and from St. Anne's Church
17. View of Annapolis from Eastport / Spa Creek Bridge
18. Prince George Street streetscape to St. John's College McDowell Hall
19. View down Duke of Gloucester Street to Eastport / Spa Creek Bridge



## What's Your View?

### Results of 28 September 2015 Public Engagement Forum

#### **VIEWSHEDS** – ranked by importance:

20. City Dock Susan Campbell Park – 360 degree view
21. View from Eastport / Spa Creek Bridge to Carroll House and St. Mary's Church
22. Neighborhood Streets – Pinkney, Cornhill, Prince George, Fleet, etc.
23. Corner of Randall Street and Dock
24. Green Street – view to City Dock
25. View from water to State House

26. College Avenue view of St. John's College
27. Spa Creek view to and from Acton Place
28. View from City Dock of the cityscape
29. Eastport Bridge views to State House, USNA and Ego Alley



Note: In separate exercise of the top viewsheds, the view from Rowe Boulevard to the State House was ranked #3.

## What's Your View?

### Results of 28 September 2015 Public Engagement Forum

### **BUILDINGS AND STREETSCAPES** – ranked by importance:

1. Main Street
2. Duke of Gloucester Street from St. Anne's Church
3. All Domes and Steeples
4. State House
5. Hammond-Harwood House
6. Prince George Street streetscape
7. Sands House
8. St. Anne's Church / Church Circle streetscape
9. Upton Scott House
10. Brice House
11. Maryland Avenue streetscape (Hammond-Harwood and Chase-Lloyd Houses)
12. Charles Carroll House
13. William Paca House and Garden



## What's Your View?

### Results of 28 September 2015 Public Engagement Forum

### **BUILDINGS AND STREETSCAPES** – ranked by importance:

14. Market Space streetscape
15. Ridout Row (and Ridout House)
16. Middleton Tavern
17. All buildings around City Dock
18. Maryland Inn
19. State Circle
20. St. Mary's Church
21. 99 Main Street
22. McDowell Hall / St. John's College
23. Acton Hall
24. Inner West Street streetscape
25. Chase-Lloyd House
26. Reynolds Tavern



Note: In a separate exercise of the top buildings and streetscapes, the Summer Garden Theatre was listed.

## **3 Focus Groups about City Dock**

- 1. Economic Opportunities**
- 2. Height and Bulk Zoning**
- 3. Open Space, Public Access, Public Art Opportunities**



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# **Quotable Quotes from Economic Opportunity Focus Group 10 am**



**1. What kind of economic opportunities should be encouraged at the City Dock area?**

- The importance of preservation in the conversation of economic development and opportunity, what Annapolis is, what we sell, is what separates us from northern Virginia town centers.
- I think that, overall, to support the beautiful historic seaport we should look for independent retail or restaurants.
- We have an appropriate business mix downtown. We are not all bars and restaurants.
- The basic question is how do we optimize downtown? There are a lot of vacancies on the second and third floors in downtown. It's a lot of existing storage for the lower floor retail and about 30 to 40% vacant. Residential uses would be better. Also we need to study it.

**2. The #1 Guiding Principle in the City Dock Master Plan emphasizes that all improvements should support the “Beautiful Historic Seaport” brand. What improvements should be encouraged?**

- Cleanliness. Maintenance. We need physical maintenance of the streets. Sidewalks. Keeping the polish on the diamond.
- There is not a lot of enforcement. You walk along the street and trip on the bricks. No enforcement of keeping streets clean and picking up the trash. Broken water fountains and parking meters.

***3. What areas of the City Dock would benefit from economic enhancements? Would these enhancements include certain types of businesses, architectural design, and public spaces? If so, brainstorm on some specific ideas.***

- One of the things that I don't think we want is residential, like townhouses or condominiums downtown. Get into commerce vs. residential. Noise. Mixed use maybe. It can be noisy in the harbor. Boat horns blaring. You don't want to create conflict in the area.
- Market House needs viable vendors and an atmosphere that generates traffic on its own merit rather than people going in and being curious what's in there.
- Who can afford to rent the larger spaces? The only entities that can afford to go into these larger spaces downtown are chains and big box type stores. They want high rent for their spaces.

#### **4. The City Dock Master Plan recommended alterations to the streetscape alignment of Dock Street. How would this achieve or support economic opportunities?**

- CDMP arose from a limited cross section of the community. It was based on landscape architectural focus with little economic analysis of existing uses.
- If you take away half the parking with no plan, who will come City Dock?
- What was interesting, is virtually retail owner and property owner came to speak and say that removing the parking would hurt them. But the response these business owners got from the Task Force was dismissive, like “You don’t know your business.” The Task Force people said, “Trust us, this will be better for your business” removing parking. No business owner agreed.

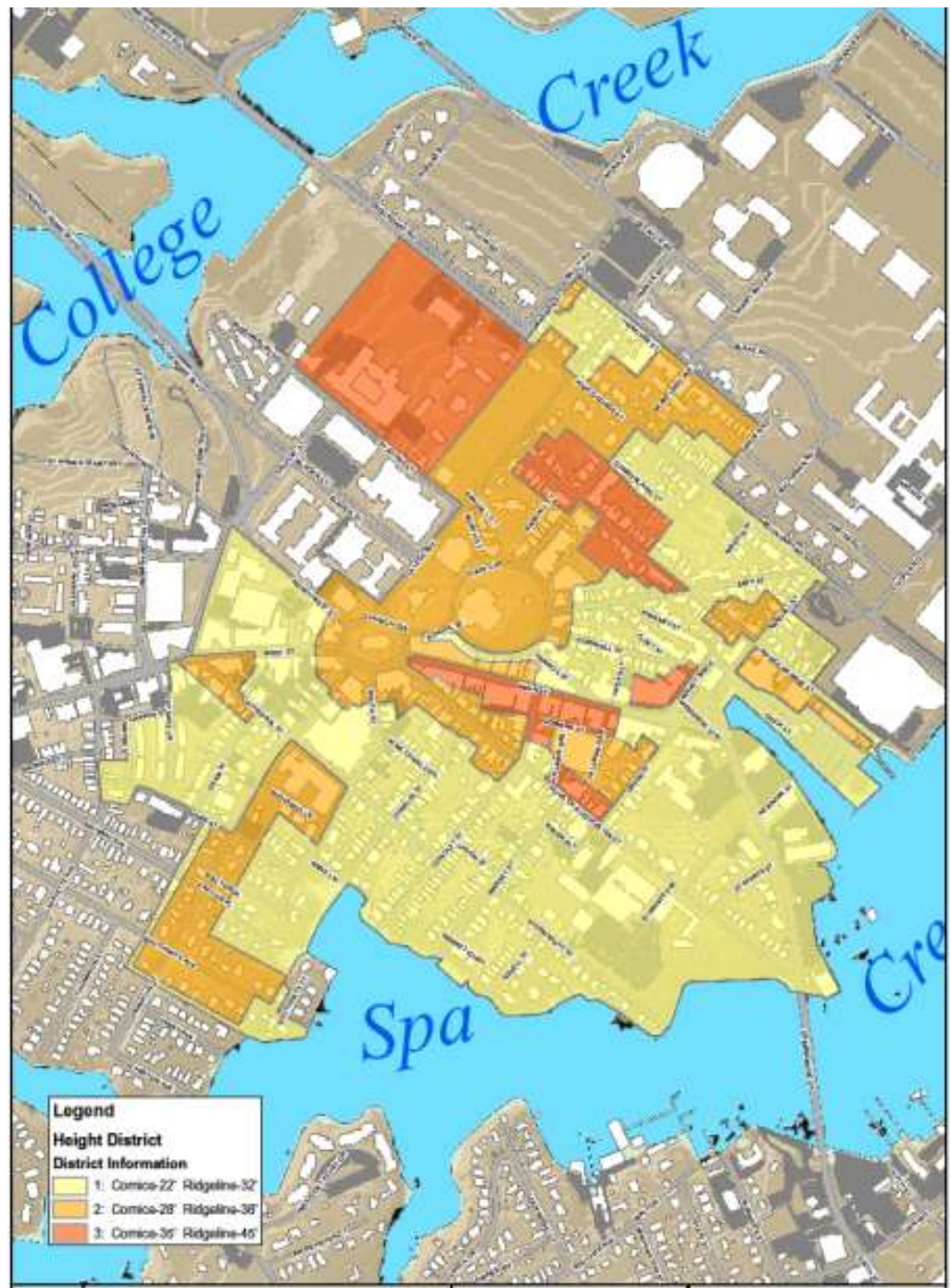
**5. What should the City of Annapolis do to promote/enhance/further economic vitality in the City Dock area?**

- You got to do something with the process to makes it easy to open a business. It is onerous, and the code is extremely complicated.
- A lot of ordinances, with good intentions, when you pile them all together they create such conflict that it is difficult to find a practical use for the space.
- You can't make it an office because you're going to run fire suppression piping through a house that is 300 years. Building Code makes it extremely expensive to bring historic buildings up to code, if it's even possible, it's expensive.

**Is there anything else you would like to add? Is there anything else you think we should know?**

- I think from a promotion standpoint, we're doing pretty well with the CVB. More visitors is a good thing.
- What was frustrating about the 110 Compromise Street debate was there was no discussion about view shed, which is so important.

# HEIGHT/BULK/ZONING





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# **Quotable Quotes from Focus Group on Height and Bulk Zoning at 2PM**



- 1. How important is the current Height and Bulk restrictions and zoning in preserving the historic character of the City Dock?**
  - We saw in the 2013 debate over the City Dock master plan that the height limit played a crucial role in preserving the height. Where everything came unglued was on bulk.... To make the plan work we were going to have to make some changes in the height limits but not the bulk limits. The bulk limits don't address the massing and the scale.
  - My heartburn comes from the addition of adding height. Raising floor level for a design flat building is alright. The new zone that added overall height is an increase in height. It didn't get that decrescendo idea from high to low on the outskirts.
  - I think the height bulk limitations are integral to preserving the character of downtown.

**2. Guiding Principle #1 in the City Dock Master Plan states that “Improvements should be made gradually and emphasize historic layout and scale, access to the waterfront, sight lines and views. “A preservation ethic should be reflected in our treatment of City Dock....” What kinds of improvements would support this goal?**

- The City Dock space is mostly given over to parking
- If spaces are removed from City Dock, which is an improvement from an urban design standpoint, where would the replacement go?
- The introduction of landscape and public space can be compatible with the historic district.
- If you want to put something in City Dock it has to be portable because of the Boat Show. We don’t want big structures anyway because of the view shed. That doesn’t mean you can’t do landscaping.

**3. What changes, if necessary, could be made and how would these changes affect the character of the City Dock area?**

- We need to preserve the granularity of the historic district. As we've seen on individual small lots, it's not a problem because you're starting with a small lot. When you're starting with a big space, it's a different ball game.
- In the WMC zone we say that we have to preserve the views to the street, so you can't occupy more than half of your lot. So we're achieving some of that in a different way.

**4. In addition to Height and Bulk restrictions, what other mechanisms can be used to maintain the scale and character of City Dock?**

- The view sheds are an essential resource. We need additional guidelines from the commission that address view sheds and views from the water. They want the historic character preserved. It's our job to articulate for people, so they can say "oh yeah that's what I want to protect."

**Is there anything else you would like to add? Is there anything else you think we should know?**

- I think it comes back to views and viewsheds. As in anything, you open the door, unless you come up with strict criteria, you have to come up with real codification because wiggle room and elbow room allows you to get your foot in the door.
- Some of these problems would be solved if we allowed merchants to cross property lines on Main Street and to open interior walls. Some property owners are willing to buy the property next door if they can cut in a door and access it.



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**Quotable Quotes from  
Open Space/Public  
Access/Public Art  
Opportunities  
4PM**

- 1. In what ways can the City Dock be more publically accessible and pedestrian oriented/friendly?**
  - Is there a way that we can, by creating a wider promenade around the water, make it more evident to people that there's something that this wider promenade is going to
  - I always thought it would be nice if the street was next to the sidewalk without the parking and to cruise down to see the boats. This would essentially open the space, so that if you're standing next to the sidewalk you can see the water without the automobiles.

## **2. What changes need to take place to create more open space for public use?**

- When several of the aldermen proposed purchasing the Fawcett property that was a lost opportunity. That was the solution to many problems. The city simply doesn't have the money. We could have really solved some problems: open up the view shed, provide some open space, provide a development opportunity that is in a different location, and build a 2 story building that is allowed in the current zoning without parking
- We need to create intentionally inviting access to City Dock.
- You're never going to change the perception that Annapolis is hard to park in.
- I guarantee you that parking is not the economic generator for those places and it's the pedestrians walking in front of them.
- Compromise Street is neglected and needs to be improved.



3. Are there areas to accommodate parking for businesses and more open space at City Dock? What is a good balance?

- We're spoiled. We get maybe four million visitors a year who come to the Naval Academy and then downtown. There's this feeling that we don't need to do more to bring in visitors because we have this base and don't need more. There's more that needs to be done and the meld of economic perspective and economic vitality seems to be lost.
- Visitors came and asked where they could eat and see the water. Visitors will park and walk a long distance to sit at a restaurant and look at the water. That is what would really help that area: waterfront dining.
- Downtown scene that is primarily for tourists. People that live in town don't go to City Dock that often because there's nothing for children to do. The idea of the City Dock Master Plan was to create more things for residents to do.

#### **4. How can public art enhance the City Dock area?**

- There is interesting art at the Dock now as well as the murals that are there. There needs to be some interesting sculptures that draw your eye and your attention. You can add art or you can design it into your schemes as the Streetscape is being developed and as the plaza is being developed.
- I hope the chickens won't invade the historic district.
- Who's the advocate for pushing for the things we want in the case of good design? City Dock is missing that diverse advocacy. We are missing the design advocacy part.
- What I've heard through most of this discussion is that the City has lost several opportunities to acquire key properties because of budgetary constraints.



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# What's Your View?

## Preserving Annapolis' Historic City Dock

### Some recommended next steps

**Historic Annapolis  
Next Steps Handout  
Focus Groups on City Dock  
January 13, 2016 5PM**

This document was handed out to all participants in the public meeting held on January 13, 2016 at Bryce House as a review of the key issues that were discussed during each of the three focus groups held on January 12, 2016 at Bryce House.

Items in **bold** represent the key issues in that focus group. Items in *italics* represent issues heard more than once during the three focus groups.

## **1. Focus group on Economic Opportunities**

### **Downtown Business Mix**

- **Need an inventory of downtown and City Dock spaces: retail, office, restaurant/bar, including number of square feet and vacancy rates**
- **Continue to retain first-floor retail uses downtown**
- **Need to encourage reuse of second floors for office and residential uses**
- **Need a market analysis/economic analysis of downtown and City Dock to determine what businesses to recruit and retain**
- Need to create incentives for retailers to encourage a mix of retail boutiques/restaurants and bars for both residents and visitors
- Encourage retailers to be open at least one night per week and promote this well.

### **Codes and Ordinances**

- **Complete the review and approve the new Historic Preservation Ordinance this year. Undertake a thorough review of the Design Guidelines.**
- **Create a public/private task force to review current building codes as they relate to historic buildings. Need more flexibility**
- *Retain important view sheds in planning for any new development in the historic district*
- *Review the entire zoning code in the historic district*
- *Review the City Dock Master Plan once all of the studies encouraged by City Council are complete*
- The City's Event Manager is doing a great job coordinating events downtown and enforcing rules.

### **Parking**

- **The public needs to understand the intent of the Parking RFP and its conclusions, especially if Annapolis truly has a parking management problem instead of needing more parking.**
- How can we avoid losing another opportunity for a new parking lot/structure location?

## City Dock Future

- Rethink the Market House vendors and space surrounding it for a farmers market or other events
- Think about moving the Harbormaster's office to another location and remove the current building from the view shed.
- Better maintenance of the public realm of City Dock: improved/consistent sidewalks, trees, wayfinding, boardwalk, trash pickup, banners, circulation, truck traffic, etc.
- Create clear access to City Dock and Susan Campbell Park and make improvements to the park that will interest children.
- If parking can truly be removed from the City Dock area, how can we achieve a better balance between cars and pedestrians?

## 2. Focus Group on Height and Bulk Zoning

### Codes and Ordinances

- Revise the zoning code for the historic district to reflect the existing building stock, town layout, and lot sizes with the goal to preserve the historic character and ambiance.
- Reexamine height requirements in light of new FEMA requirements
- Need to understand the basis for the existing height and bulk sections of the zoning code for the historic district
- Reexamine the impact of the height and bulk sections of the zoning code to help control the bulk and mass of new buildings. It has been effective with height but needs to address bulk better.

### Reexamine the City Dock Master Plan

- How will the studies called for in the City Dock Master Plan be integrated and used in a new plan/directive for the future of City Dock?
- The City Dock Master Plan's Economic Opportunity Areas (on Compromise and Dock Streets) called for increased bulk that is not compatible with the current scale and creating more open space and access.
- Preserving view sheds is the priority for any future development in the City Dock area.
- Discourage new construction, especially on government owned property in the city dock area in the flood plain.

### City Dock Improvements

- Keep any landscape improvements in the City Dock area compatible, portable, and flexible for a multi-use venue (boat show).
- *Encourage farmers' market use in the city dock area.*

## Other

- Has the success in preserving the historic district of Annapolis been taken for granted by its residents? Is there apathy? Do we need a way or opportunity to inform new residents about community character?

## 3. Focus Group on Open Space, Public access, Public Art Opportunities

### Public access to City Dock

- **There are currently three visual impediments in the view to the City Dock: the height of the traffic circle mound at the foot of Main Street, the Harbor Master's House, and cars parked on City Dock.**
- **There needs to be a balance between parking and public access at the City Dock.**
- Encourage pedestrians and other modes of transportation (bikes) to use City Dock, create new crosswalks, wayfinding, and banners.
- Change the perception and reality of access to the City Dock with clear visual clues.
- *City Dock is accessible, but it can be better. Give pedestrians more area/sidewalks.*
- Need to balance the economics and historic character of City Dock.
- People come to Annapolis for historic maritime experiences.

### Redesign City Dock area

- *Encourage the creation of a farmers' market or market area similar to European cities once a week or on the weekends in the City Dock area*
- Use landscape design elements to create paving materials/hardscape to unify and connect accessible places for the public
- Susan Campbell Park can be redesigned to offer activities for families and children
- Wider promenades are needed around City Dock
- *The Market House and space surrounding it could be more open and inviting and has the potential to be a festival space*
- The attraction for visitors is our waterfront, but there are only limited opportunities for waterfront dining in City Dock now.

### Codes and Ordinances

- Better coordination of city government and Public Works projects and other developments to encourage and integrate good design and public art experience in projects.
- Residents and the public want the opportunity to make comments and recommendations prior to the construction of public city projects.
- Planning and Zoning and Public Works need an urban designer on staff.

### Public Art

- **What is the city's role in encouraging placement of public art in City Dock?**
- **Identify places for public art.**

- Public art can include water features, sculpture, fountains, design in hardscape/pavement to unify and connect accessible places for the public
- Public art can create a destination for City Dock.
- Caution against “uncontrolled” public art that is not compatible or in character with the historic district.
- *Better coordination is needed between City Government Departments (such as Public Works and building code office).*

#### **Political will**

- **City should be more proactive about the acquisition of property for the public good and for public spaces. We need a mechanism or funding sources so that we do not miss opportunities when they present themselves.**
- **The public will must be there to implement some of the recommendations of the many good studies that have and will be developed about the City Dock area.**
- **Inaction has caused some of the divisiveness about the future of the City Dock.**

#### **Other**

- The cost of living and running a business in the historic district/City Dock is driving away demographic diversity.
- City should implement a phased plan to underground utilities. With each project that involves utilities, undergrounding should be included in the cost of the project.

**Historic Annapolis**  
**Audience questions and comments**  
**City Dock Public Meeting at Bryce House**  
**January 13, 2016 5PM**

The following questions and comments were made by participants at the public meeting held at the Bryce House about the results of the Focus Groups held on January 12, 2016.

- Want to present a positive message
- Leadership needed
- Messaging and marketing essential
- Save the postcard view of City Dock
- Lack of interest in historic preservation from non-ward 1 residents/apathy
- Businesses need help to get permits from city
- Cultural landscapes are important
- Keep working, keep trying
- Keep up the dialogue
- Enhance small business opportunities here
- Focus on HOW, How do we implement these recommendations?
- Encourage mixed use with residential above
- Don't forget about ADA infrastructure
- General infrastructure needs in the City Dock area
- How do we solve the flooding situation?
- Nuisance flooding will only get worse
- How to cope with increasing number of second home owners in district?
- Create task forces to implement select recommendations from City Dock Master Plan
- General deterioration of some second homes
- Lack of parking



**What's Your View? Preserving Annapolis' Historic City Dock  
Public Engagement Forum  
Attendee List**

**Focus Groups – 12 January 2016**

Economic Opportunities – 10:00 a.m.

1. Pete Chambliss
2. Debbie Gosselin
3. Hollis Minor
4. Mary Powell
5. Joe Rubino
6. Heather Skipper
7. Elly Tierney

Height/Bulk/Zoning – 2:00 p.m.

1. Heather Barrett
2. Jackie Bierman
3. Karen Theimer Brown
4. Alderman Joe Budge
5. Minor Carter
6. Grant Dehart
7. Michael Dowling
8. Pete Gutwald
9. Susan Shapiro
10. Resource Person: Lisa Craig

Open Space/Public Access/Public Art Opportunities – 4 p.m.

1. Carol Benson
2. Sally Wern Comport
3. Grant Dehart
4. Michael Dowling
5. Jay Graham
6. Tim Leahy
7. Hollis Minor
8. Ellen Moyer
9. Chris Schein
10. Deb Schwab
11. Gary Schwerzler
12. Doug Smith
13. Karen Smith

Consultants

Donna Ann Harris

Eryn Boyce

**What's Your View – Preserving Annapolis' Historic City Dock  
Public Forum  
Attendee List**

**Wrap- Up and Next Steps – 13 January 2016**

1. Jay Graham
2. Doug Smith
3. Karen Smith
4. Lisa Craig
5. Ann Fligsten
6. Lew Bearden
7. Kathy Bearden
8. Gary Jobson
9. Joe Rubino
10. Karen Theimer Brown
11. Alderman Joe Budge
12. Mary Powell
13. Hollis Minor
14. Ellen Moyer
15. Gary Schwerzler
16. Grant Dehart
17. Michael Dowling
18. Deb Schwab
19. Elly Tierney
20. Pat Zeno
21. Sharon Kennedy
22. Sally Wern Comport
23. Pete Gutwald
24. Minor Carter

HA Staff:

25. Robert Clark
26. Donna Ware
27. Ariane Hofstedt
28. Glenn Campbell
29. Janet Hall

Consultants:

30. Donna Ann Harris
31. Eryn Boyce



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February 1, 2016

To: Donna Ware

From: Donna Ann Harris

Subject: Further thoughts about public engagement activities for City Dock, the historic district, and planning for downtown's future

I reread all of the material generated from both the September 28, 2015 and January 12 and 13, 2016 public engagement activities hosted by Historic Annapolis about the historic City Dock and wanted to share some additional thoughts and comments with you.

#### *Codes and Ordinances*

There were many complaints about the current Planning and Zoning Codes for the historic district. Reading through the comments, one would think that the Codes are clearly broken, are overly complicated, and need wholesale revision. Revising the Comprehensive Plan and the Zoning Code are massive and expensive endeavors. Given the sentiments of many Focus Group participants, they might fear that any change will turn back hard fought victories on height and bulk restrictions. I am certain that Historic Annapolis will be highly involved in this discussion.

We also heard numerous comments about the Historic Preservation Commission (HPC) design guidelines and why modern materials (for windows in particular) are not yet permitted. We understand that demolition by neglect needs to be inserted into the new HPC ordinance now in discussion, and permitting staff need to undertake administrative review of applications to speed up routine submissions. The Cultural Landscape Study will be completed soon, and it is unclear to me how the HPC will begin to protect the key view sheds identified. Historic Annapolis should be an active participant in these discussions and decisions too.

Finally, stakeholders complained that the current building and fire codes do not offer enough flexibility for historic buildings, especially regarding second-floor uses. Some stakeholders explained how difficult it is to

open a small business in town due to outdated or conflicting codes and conflicting administrative reviews by City staff members/inspectors in various City departments. A “one-stop shop” for small business might help to cut some of the red tape, if there is a true interest in making it easy to open a business downtown.

### *Downtown*

During the Focus Groups, we heard about some real problems that the City government and the private sector need to address downtown. The main advocate for the Main Street shopping district, the Downtown Annapolis Partnership, is in the midst of a transition period, with a new Executive Director and a newly-merged operation. I was surprised to learn how little information is generally available about the Main Street district and the market for downtown shopping. No one seemed to know the exact vacancy rate on first and second floors; the square footage used by retail, restaurants/bars, and offices; and the average retail rent per square foot. No one mentioned that any incentives are available, or if there was any kind of coordinated business recruitment/retention effort. I was also surprised that there was no Business Improvement District to ensure that Main Street was sparkling clean and to provide marketing services. Safety did not come up at all, so I assume that this is not a particular concern. Managing a successful downtown like Annapolis is hard work, especially with so many visitors per year.

There were complaints that the highly developed tourism economy in Annapolis had driven out some boutiques on Main Street and that the business mix in the City Dock has skewed to T-shirts, ice cream, and other tourist goods. There were wistful comments about residents wanting an “eclectic mix of shops” to bring them downtown again to shop. Our Focus Group participants want what every other Main Street town wants: stores open when the residents want to shop, meaning in the evenings and on weekends. Motivating downtown merchants to stay open during evening hours or to open on both weekend days represents an extremely thorny issue. I hope that Historic Annapolis will strongly support the Downtown Annapolis Partnership when it decides to tackle this issue in the future.

Perhaps it is time to discuss limiting the number of liquor licenses again or to enact incentives to encourage specific business types to locate to smaller spaces in downtown to ensure that the business mix does not decidedly tip to predominantly tourist goods in City Dock and on Main Street. Again, I know that Historic Annapolis’s primary mission does not include the creation of incentives for downtown business owners. The organization will need to play a major role in any discussion about limiting liquor licenses or creating incentives to rebalance the business mix downtown so that it appeals (again) to both residents and visitors.

### *Susan Campbell Park*

There was no lack of imaginative reuse ideas for City Dock, but it is unclear to me how the City plans to pay for any of them. Susan Campbell Park, as a public space, needs to be updated and rethought, and children’s activities must be provided. Wayfinding to City Dock is essential, and better maintenance, new landscaping, and public art features (fountains, benches, trees, trash receptacles, etc.) constitute necessary additions to City Dock. The need for all of these features to be portable to permit the boat show to be located in this space complicates the landscape design. Sea level rise solutions will play a critical role in how Susan Campbell Park gets redesigned and funded in the future.

### *Political will*

The Focus Group participants are frustrated by City Government leaders who do not take the advice of expert consultants and appear to be unable to plan for critical land purchases for parking when they become available. Historic Annapolis can do little at this juncture about the future of City Dock given these comments about City Hall, other than keeping the conversation going and pointedly addressing the key issues ahead.

### *Parking*

Parking came up in all three of the Focus Groups, as you expected it might. It is hard to talk about City Dock without addressing the parking issues. What struck me, however, was that most of the stakeholders who participated in the Focus Groups were unable to clearly articulate what the problem(s) were, beyond “there is not enough parking.” I suspect that, like most downtowns, even ones that have millions of tourists a year, Annapolis struggles to manage its existing parking resources (on street, surface parking, and structured parking decks) which may constitute the actual parking problem, not the number of parking spaces.

Some, but not all, of the participants, knew that the City had just issued a parking study RFP, but few participants had a good grasp of the issues that the study (we hope) is designed to address. Given this, public education is essential to explain what the parking study RFP will review, its conclusions, and how the City will implement them.

Despite the faith that younger generations have in technology, it is my opinion, as someone working in downtown revitalization for 18 years, that a parking app will not solve ALL of the parking problems on key summer weekends. The parking app represents one piece of a multifaceted and integrated parking strategy needed for the historic district in Annapolis. The circulator and bikes represent other opportunities which the parking study will no doubt explore. Once the parking study is complete, many people (maybe even City Council) will have to be educated (and perhaps convinced) about its conclusions.

I realize that Historic Annapolis’s mission does not involve solving the City Dock parking problem. Your continued involvement in pressing forward key City Dock concerns, however, makes you a critical party in ensuring that the solution(s) offered by the parking study consultants are communicated effectively (and repeatedly) to residents, merchants/property owners, tourists, and downtown workers. Parking problems are mind-numbing; people just want them to be solved. It would be wise to press the consultants for sensible answers that the City can implement within its financial constraints.

### *Flooding*

I am surprised by some of the things that were not said, or not said often enough, during the Focus Groups. Only two people brought up the nuisance flooding at City Dock during the Focus Groups. Flooding is a major concern to the City and City Dock property owners. It is startling, really, that such a major problem facing downtown would generate so few comments from the wise people participating in our Focus Groups. The City’s continuing efforts to address sea rise and to mitigate these hazards will continue to be a major activity I suspect for the next decade.

### *Generational Shift*

Finally, what strikes me about the stakeholders who participated in all of the Focus Group sessions is their passion for the future of this very complicated, yet vulnerable area of the historic district. This group, while a mix of men and women, was virtually all Baby Boomers. These people are now in, or will reach, retirement age in the next five to ten years. Some of these leaders were present when most of the major Annapolis preservation victories were fought and won in the 1960s and 1970s. For them, these precious successes must not be diminished. These advocates would likely fight any changes to the current height and bulk/zoning ordinances and any changes to the preservation ordinance or design guidelines that would weaken any long-established protections.

This generation of ardent advocates and protectors of the historic district will move off the stage in the next few years. There was genuine concern expressed about whether the next generation taking their place will have the same degree of passion for the historic district or be willing to fight to retain the community character of City Dock and downtown that is so essential to your tourist trade. The preservation movement in general is watching the “old guard” pass along right now, and this is not solely a concern in Annapolis.

I am sure that there are many young preservationists/urbanists in Annapolis, but their participation in these discussion might be muted by the fear (or belief) that their contributions will not change anything while the older generation remains in control. Their suggestions may not be viewed positively or may be ignored. We know that that the NTHP and others are struggling with the notion that preservation work sometimes is viewed negatively by the public. Regardless, it is absolutely necessary to get more people involved in the discussion. Otherwise, change will never occur. A critical mass is always needed to enact political change.

Perhaps there is more that Historic Annapolis can do to assure that the next generation of preservation leaders understands the old fights and current protections and to look beyond Annapolis for trends and opportunities for the historic district’s future. The Preservation Alliance for Greater Philadelphia offered a six-week-long training program several years ago for “emerging preservation leaders,” many of whom were not “traditional” preservationists. I taught one session, which addressed how to be a good nonprofit board member. There are probably other preservation leadership training programs around the country. Perhaps Historic Annapolis can be proactive and create a training program for the next generation of urbanists and watch dogs who care about City Dock and the rest of the historic district.

### *Conclusion*

City Dock is the symbol of Annapolis, not only as the postcard view down Main Street but also as its beating heart. All of the people we spoke to want to see it thrive and be better than it is today. It is vital to continue the conversation and to participate in the many task forces and meetings ahead. I would expect no less from Historic Annapolis.

## Credits

Donna Ann Harris wrote this Final Report about the “What’s Your View? Preserving Annapolis’ Historic City Dock” public engagement project for Historic Annapolis.

Bob McKee, an intern working with Heritage Consulting Inc. took notes during the September 28, 2015 small group meetings and presentations and provided a draft of the analysis. Eryn Boyce another intern took notes during the three January 12, 2016 focus groups, sorted comments, prepared portions of the presentation and took notes at the public meeting held on January 13, 2016.

**Donna Ann Harris** is the principal of Heritage Consulting Inc., a Philadelphia-based consulting firm that works nationwide in several practice areas: downtown and commercial district revitalization, historic preservation, heritage tourism, program evaluation and nonprofit organizational development. Prior to starting her firm eleven years ago, Ms. Harris was state coordinator for the Illinois Main Street program for two years and the manager of the Illinois suburban Main Street program for four years. During her tenure, Ms. Harris served 56 Illinois Main Street communities, led a staff of 12 and managed a budget of over a million dollars.

Prior to her Main Street career, Ms. Harris spent 15 years as an executive director of three start-up and two mature preservation organizations, each with its own organizational and fundraising challenges. AltaMira Press published her book *New Solutions for House Museums: Ensuring the Long-Term Preservation of America’s Historic Houses* in 2007. In the past eleven years, Ms. Harris has spoken at more than 35 national, regional and statewide conferences about historic house museums and alternative uses and stewardship responsibilities. Ms. Harris has published articles about reuse of historic house museums in *History News*, the quarterly magazine of the American Association for State and Local History and *Forum Journal*, the quarterly journal of the National for Historic Preservation. Preparing heritage tourism assessments and audience research studies have been a major focus of her practice for the last five years.

### Contact

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