

City Dock Master Plan Update



January 18, 2018

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Department of Planning and Zoning



*City Dock Advisory Committee:
Visions and Guiding Principles*



*Phase One Report
Presented to City Council
July 21, 2011*



PRINCIPLE 1 - HISTORY



PRINCIPLE 4 - TRANSPORTATION



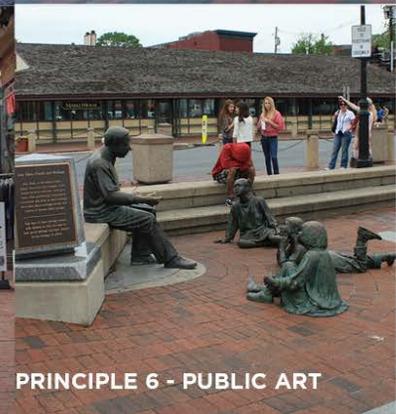
PRINCIPLE 2 - PROGRAM



PRINCIPLE 5 - SUSTAINABILITY



PRINCIPLE 3 - PEDESTRIANS



PRINCIPLE 6 - PUBLIC ART

Annapolis City Dock Master Plan

A Framework to Guide Improvements & Redevelopment



October 2013

Using the guiding principles to re-imagine
City Dock

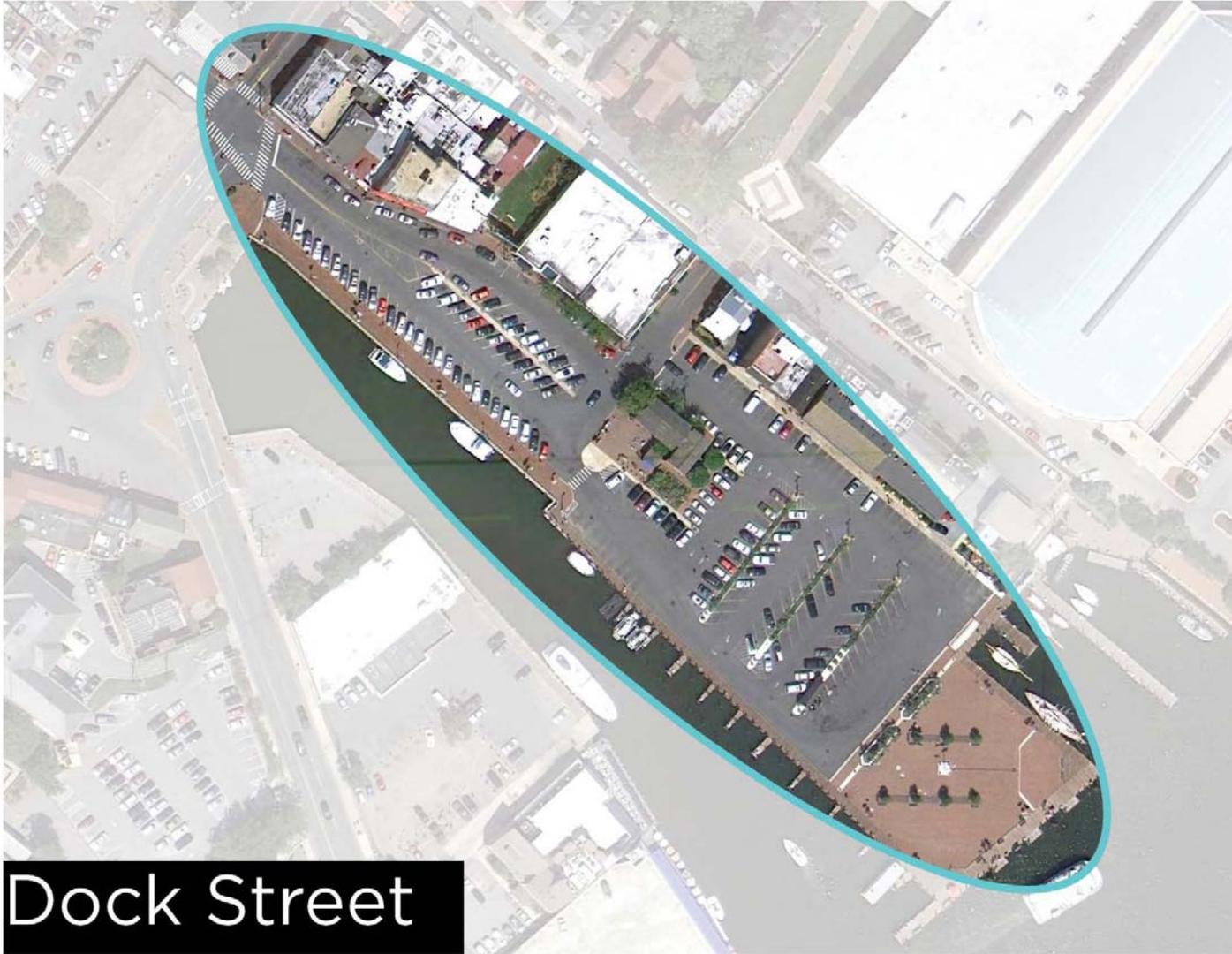
Gradual Improvement with Emphasis on Maintaining the Integrity of the Landmark District, including Historic Layout, Scale, Vistas

Gradual Improvements and Emphasis on Context:

As an example of how a master plan works with gradual improvement and emphasis on context, consider the sidewalk in front of the businesses on City Dock. It is too narrow to handle regular pedestrian traffic and it is an obstacle to the flow of pedestrians especially along the 100 block of Dock Street. Widening the sidewalk while holding its new edge parallel to the bulkhead rather than to the buildings has the effect of creating an increasingly wider pedestrian zone along the building frontage as the sidewalk extends eastward to Craig Street. As sidewalks approach 30 or more feet in width they can become places for outdoor dining, shade, street furniture, bicycle parking, and more, all of which increases social and economic vitality.



Existing Sidewalks



Dock Street



narrow sidewalks

distance between buildings and waters edge

parking lots

Harbor Master

no shade

obstacles

Dock Street









Scale and Vistas:

The City Plan for Annapolis (1695) is in the Grand Manner or Baroque style. Not unlike plans for Paris, Rome, and Washington D.C., the Annapolis City Plan makes grand gestures with radiating streets and open vistas. These enduring elements of civic beauty are not accidents of topography or the unintended result of private decision-making about building or development. These features of City Dock are by design; they are intentional.

The long view enjoyed from along Main Street out to the Chesapeake Bay is intentional and nothing in the Master Plan impedes or distracts from this view.



Studies Required for Implementation

Future Land Use

- Cultural Landscape Report
- “Prior to enacting changes in the Dock Street opportunity sites, the City must prepare a professional cultural landscape report that recognizes the National Historic Landmark designation and applies the Secretary of the Interior's standard's for treatment of historic properties in assessing the significant historic assets in the vicinity, conducting a viewshed analysis, and determining what, if any, adverse effect would occur on the integrity of the District if the proposed move of the existing building line from Dock Street towards Market Slip is implemented” (p. 13).

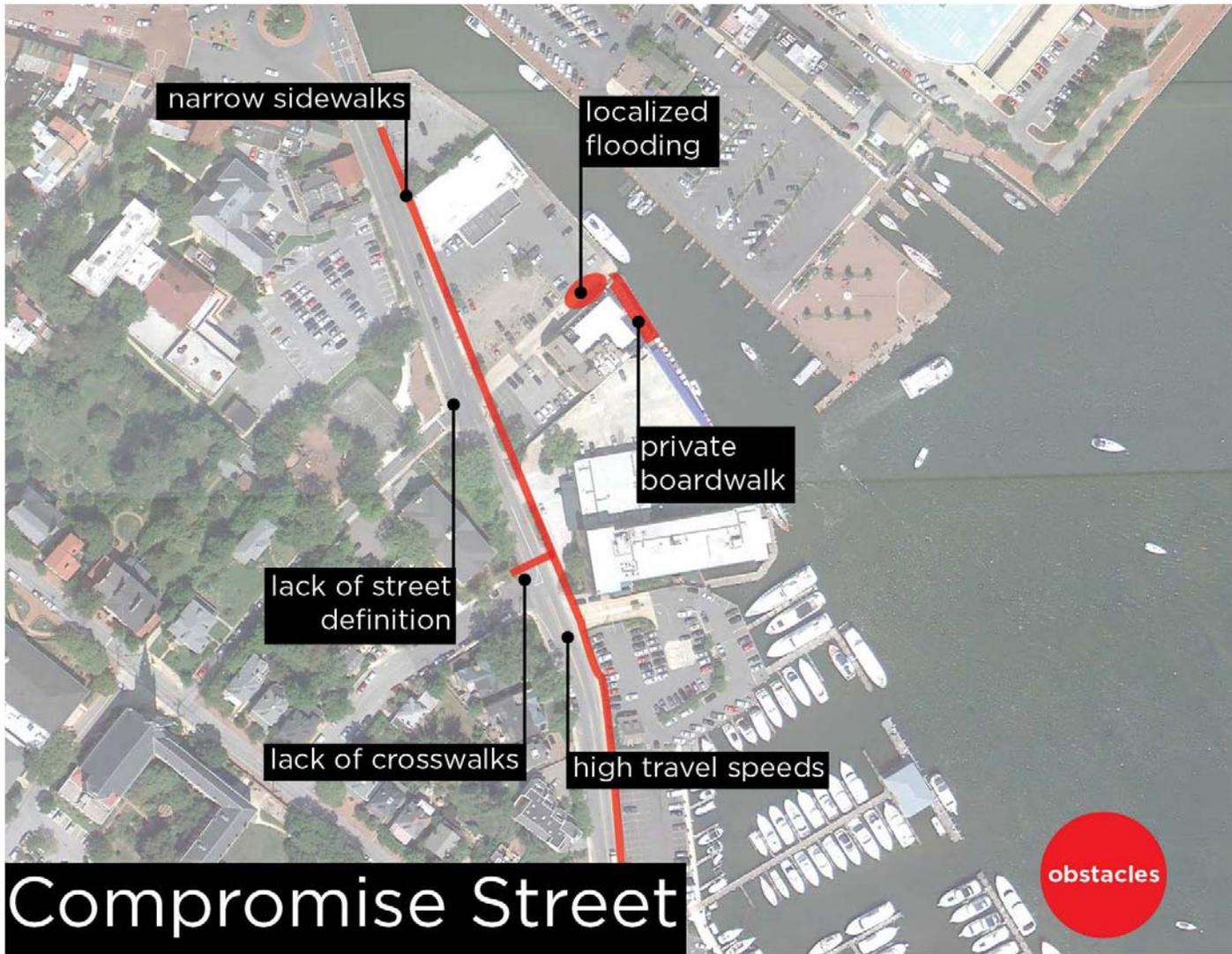


Compromise Street

Studies Required for Implementation

Future Land Use

- Economic Maritime Study
- “In order to attract investment, the Plan envisions that the areas of the opportunity sites are re-zoned to be compatible with the nearby commercial properties and to allow uses currently provided for in the C-2 District. Any other rezoning should be consistent with the recommendations of a new zoning and economic maritime sector study covering all of the current maritime districts in the City” (pp. 26-27).



narrow sidewalks

localized flooding

private boardwalk

lack of street definition

lack of crosswalks

high travel speeds

obstacles

Compromise Street

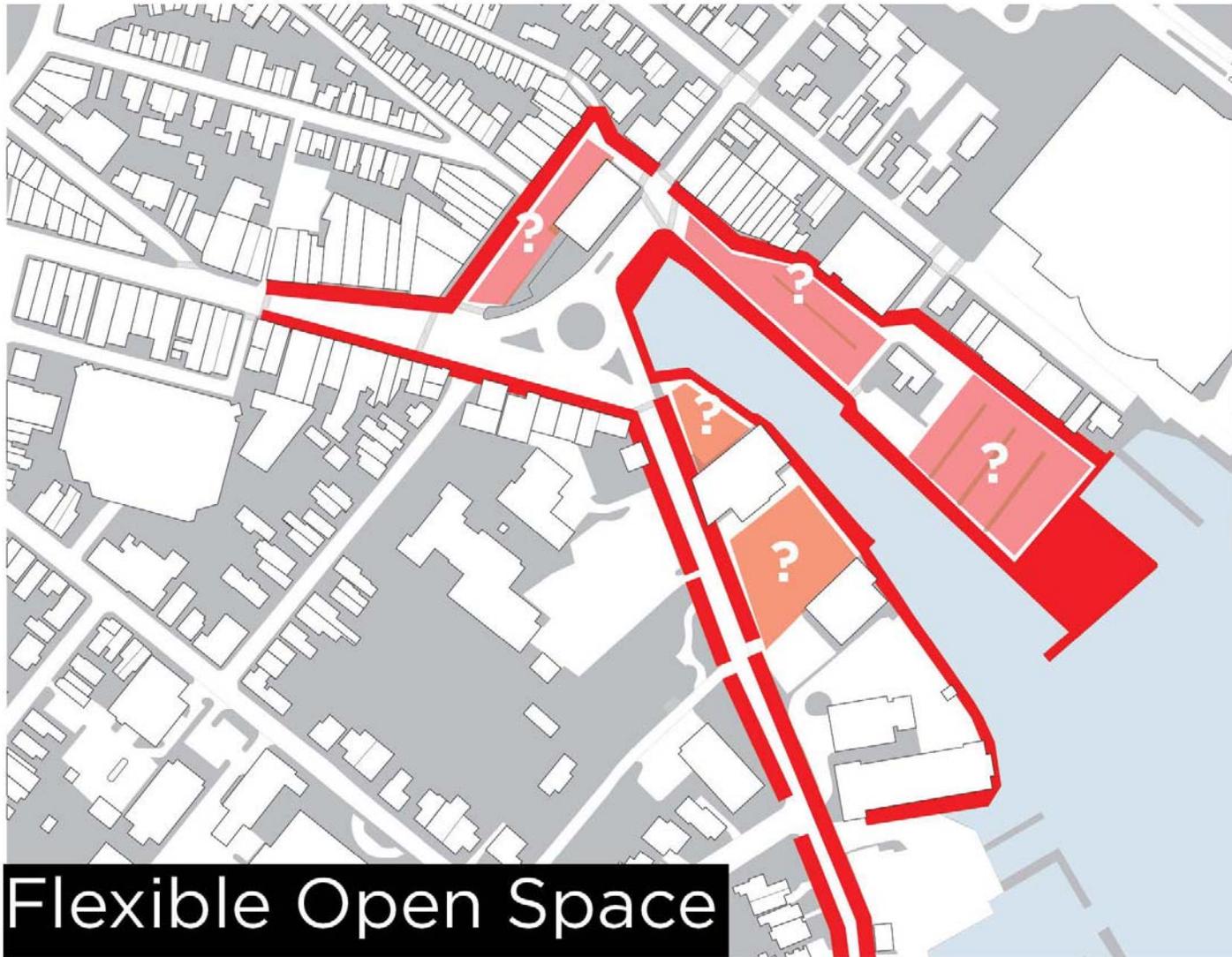


Existing Parking Lots

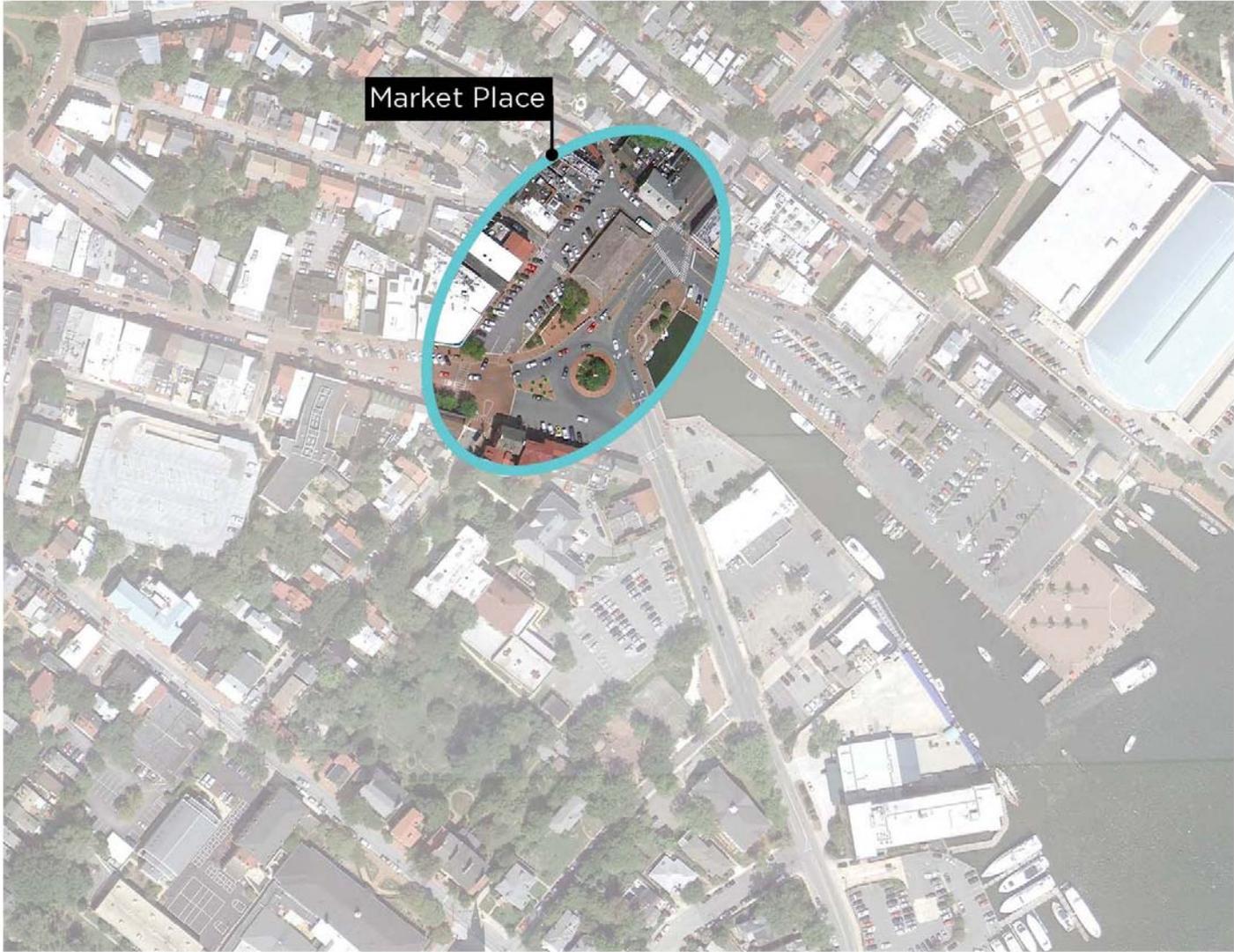
Studies Required for Implementation

Parking Management

- Comprehensive Parking Plan/Study
- “There needs to be a comprehensive parking plan that addresses the current and future parking needs for the area. Before permanently removing ten percent or more of the City-owned parking spaces or formal or informal loading zone spaces in the City Dock study area, the City of Annapolis will develop and present to City Council for approval a parking management plan (pp. 22-23)



Flexible Open Space



High Quality Pedestrian-Oriented and Walkable Open Space

Parks and Open Spaces:

Much of City Dock is public, but, with few isolated exceptions, it is not yet a public space. The Plan makes a firm commitment to improve conditions for people by creating new spaces and an improved pedestrian environment, not through bold gestures, but through small deliberate changes that help tie City Dock together. This is a central organizing principle of this Plan.

Traffic Engineering

- Study of Optimal Configuration of the Compromise Street, Main Street, and Randall Street Intersection
- “Improving traffic flow at City Dock remains a challenge due to its dual nature: during the week cars drive through City Dock. On weekends visitors coming to City Dock are added to that traffic, creating a more congested environment. Changes that may improve one will impact the other. Improved traffic operations are not the only benefit of a new intersection; the main public benefit is the balance it brings to the flow of cars and pedestrians year-round while allowing useable public space at Market House and the Alex Haley Memorial” (p. 18).
- Crosswalk Study
- “However, before the location or number of crosswalks is altered permanently, there should be an analysis of how the changes would affect pedestrian movement, especially gathering spaces and how people travel to and from the City Dock area. There should also be an analysis of how crosswalks impact traffic patterns” (p. 20).



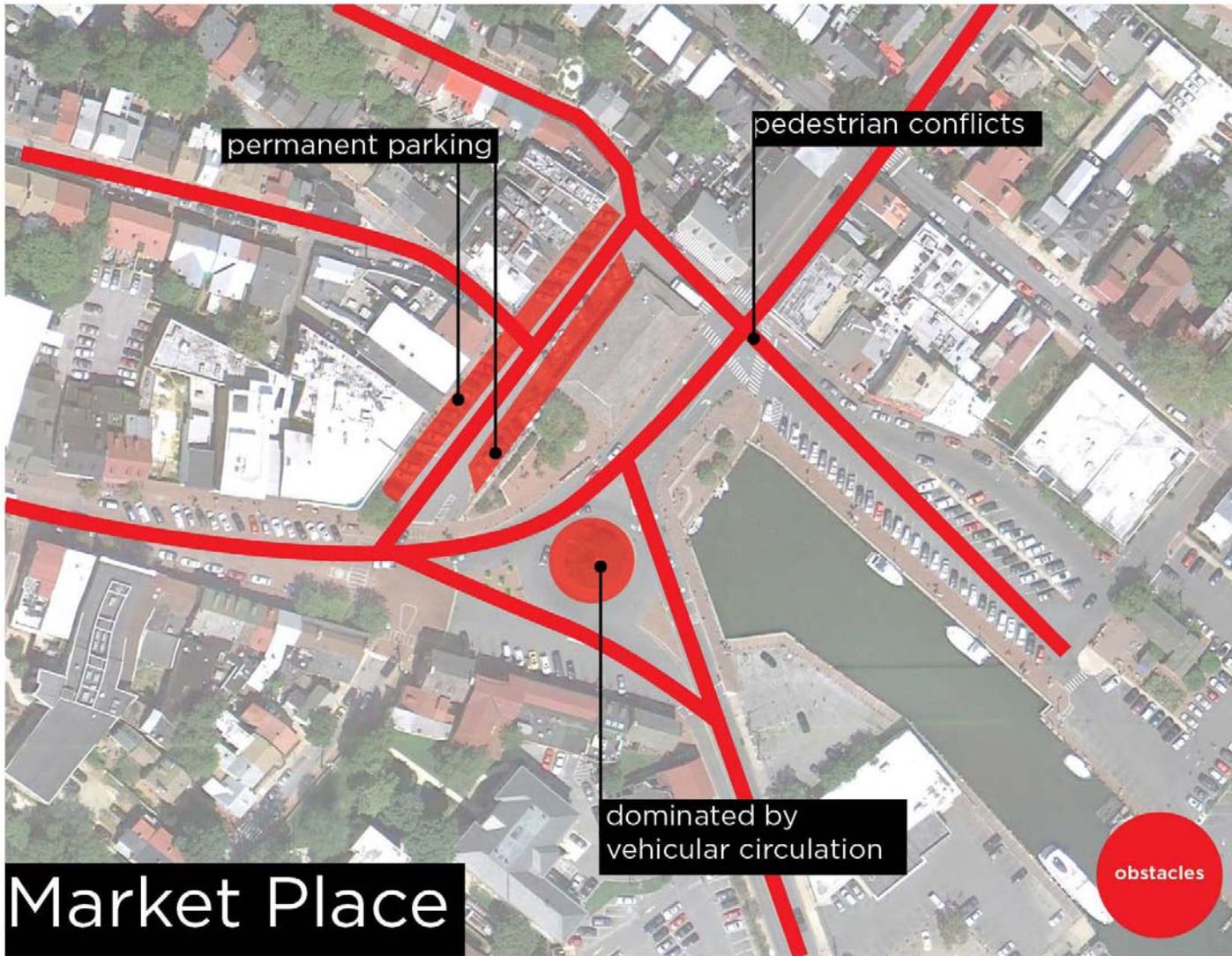
framing the space

Market Place

Toward Balance in Transportation

Main Street/Randall Street/Compromise Street





permanent parking

pedestrian conflicts

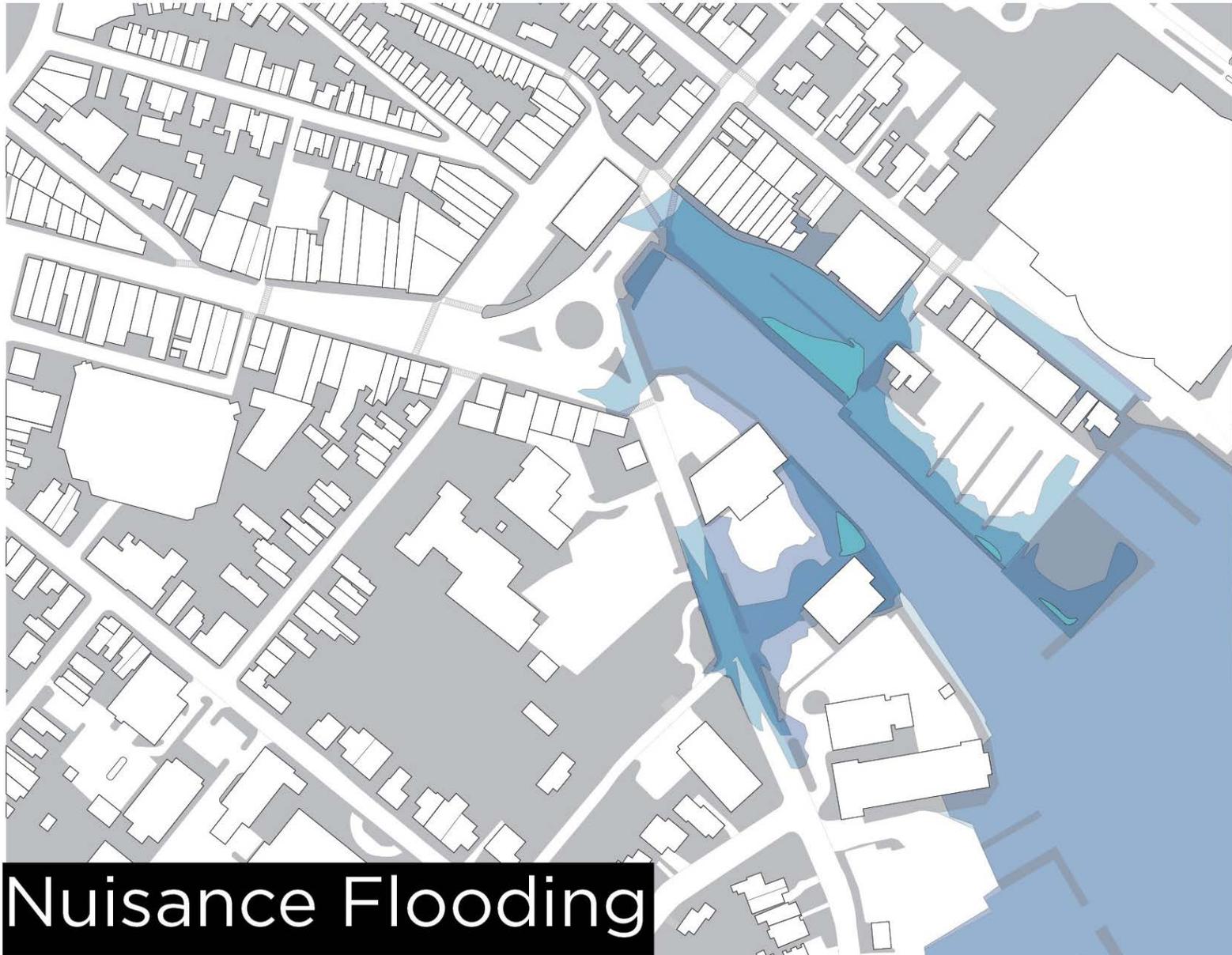
dominated by
vehicular circulation

obstacles

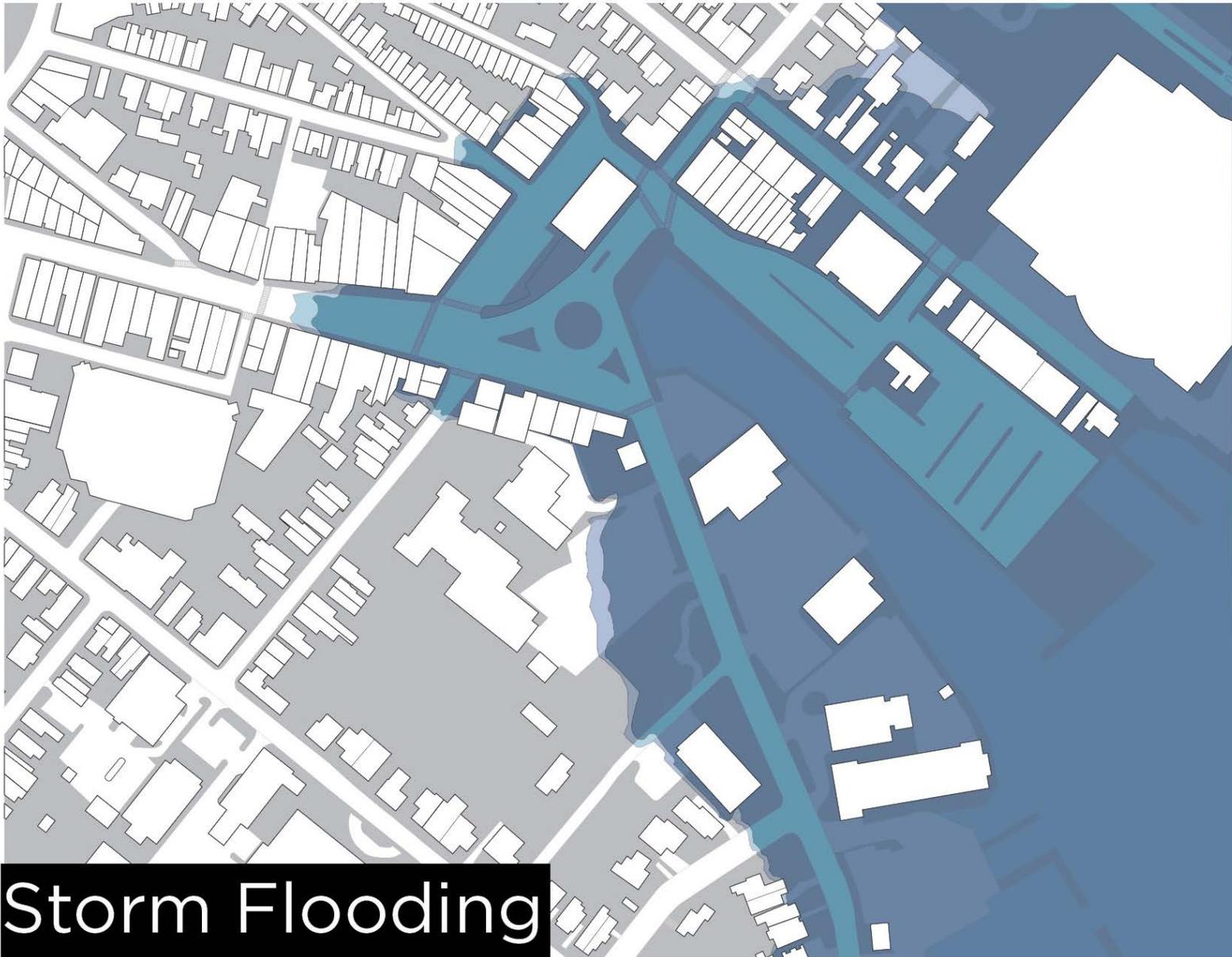
Market Place

Greening and Sustainability

A central element of the Plan is flood protection. The City has begun to evaluate steps to mitigate flooding on City Dock. Recurring flooding is caused by tidal fluctuations and relatively low elevations ranging from 2.0 feet to about 4.5 feet around City Dock. Storm drains back up during high tide events and stormwater flows out on onto Compromise and Newman Streets and into low lying areas on City Dock. More serious flooding occurs when there are high tides and storm surges associated with severe weather events. Sea level rise is compounding the problem.



Nuisance Flooding



Storm Flooding

Studies Required for Implementation

Capital Planning and Phasing

- Flooding and Sea Level Rise Study
- “Over the long term however, the historic built environment of City Dock and the City’s infrastructure under Dock, Compromise and Randall streets, and Market Space are threatened by sea level rise. In conjunction with the development of a Hazard Mitigation Plan to protect historic resources within the 100-year flood plain that is currently underway, the City will explore and present to the City Council for consideration several strategies for addressing the 100-year flood and sea level rise, (pp.26-27).

Public Art – Nurturing the Uniqueness of Place

A City can declare what is possible, perhaps best through its public art. Possibility has the power to transform in the here and now; it does not require a long wait. A man once said, “My daughter loves to declare what is possible; she will be a great pianist, she says. And in every moment she fills our house with the sound of her music, her possibility is alive. And so I know, it is her future that shapes her today. She is alive in her possibility.” The same is true for Annapolis when it declares what is possible for City Dock.

The job of public art is to provide for the preservation and interpretation of culture and to reveal the great possibilities of a place.

Studies Required for Implementation

Management of City Dock

- Business Climate Study
- “The proposed changes to building footprints in the opportunity sites will have impacts on the business climate in the area. This Plan envisions those changes will be positive, but they are not without risk. The restructuring of the built environment must not take place until the City has assessed to City Council’s satisfaction how the development will affect existing businesses, including the Annapolis Boat Shows, and the ability of the area to support new businesses given the constraints of space, parking, and transportation” (p. 13).

Thank you

Pete Gutwald

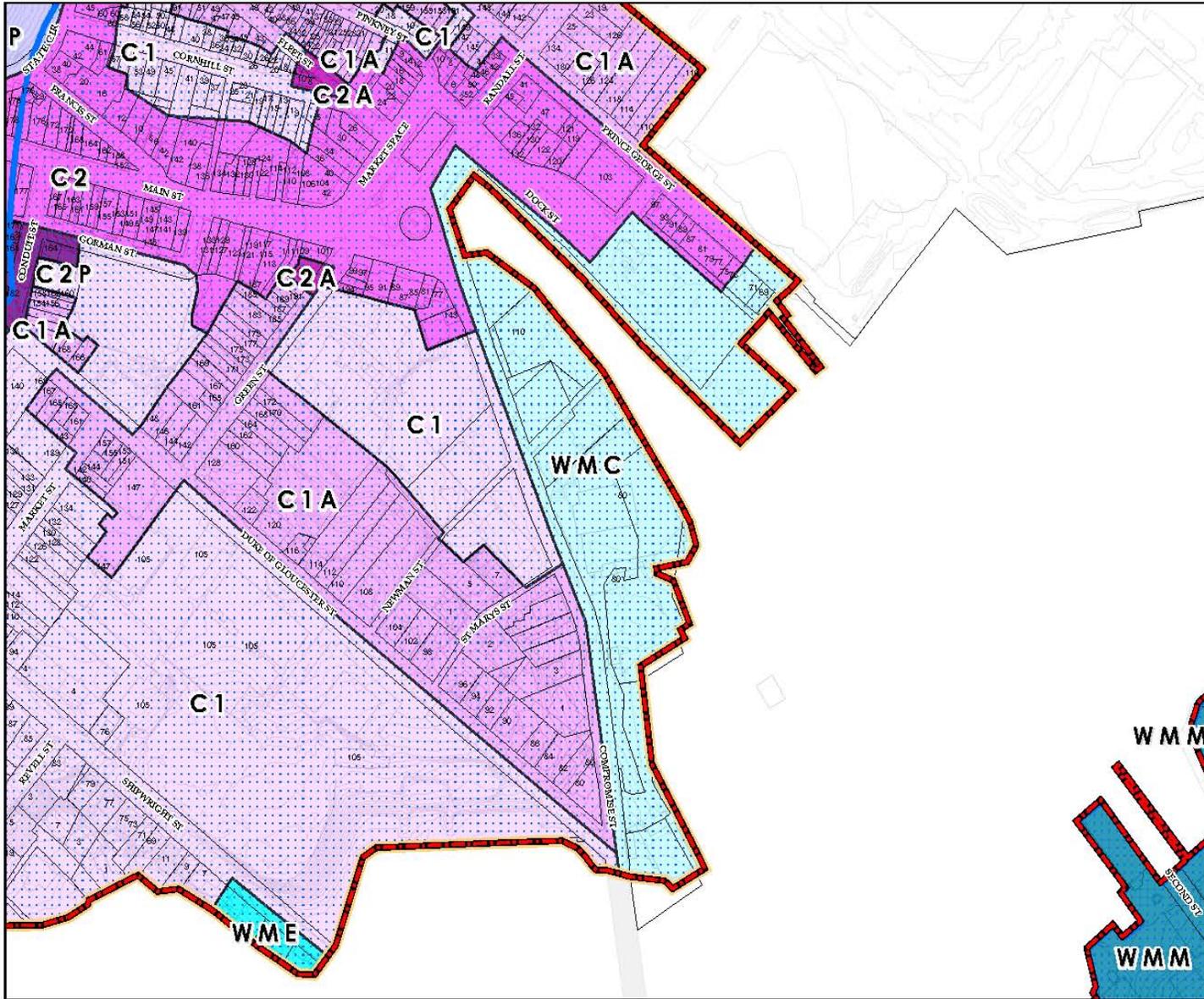
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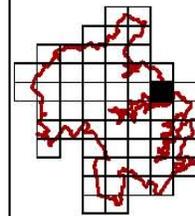
Other Implementation Steps: The Map Amendment

- Phase I rezoned 6 parcels on Compromise Street, changing them from Waterfront Maritime Conservation to Waterfront City Dock.
- Phase II rezoned parcels on Dock Street
- Created two subdistricts--WCD-OS and WCD-MX.



MAP 24

16	17	
23	24	25
30	31	32



- City Boundary
- Historical District
- OCD District
- Critical Area Boundary

Note: The Critical Area boundary is approximate and included only for reference. Please refer to the Official Critical Area maps.

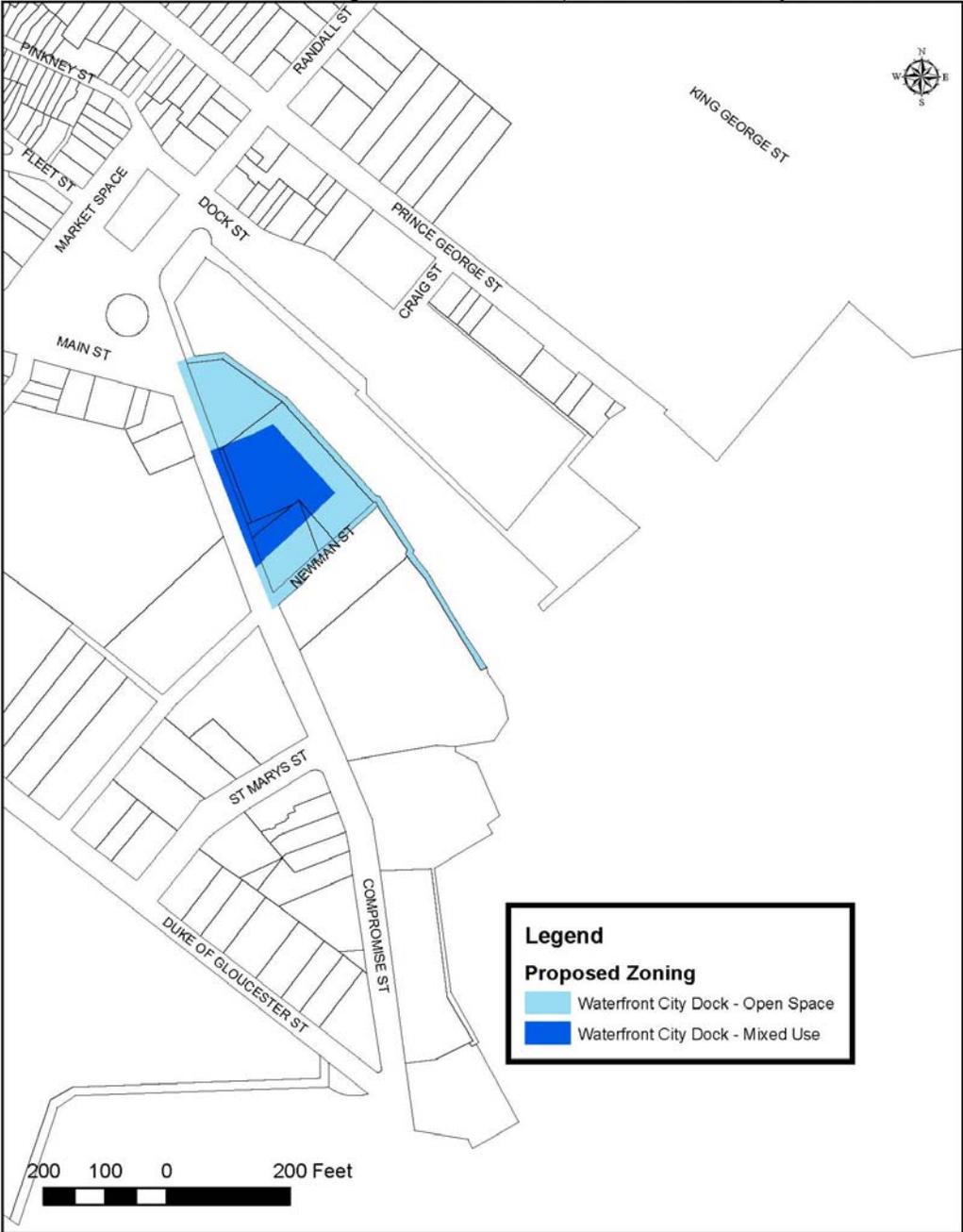


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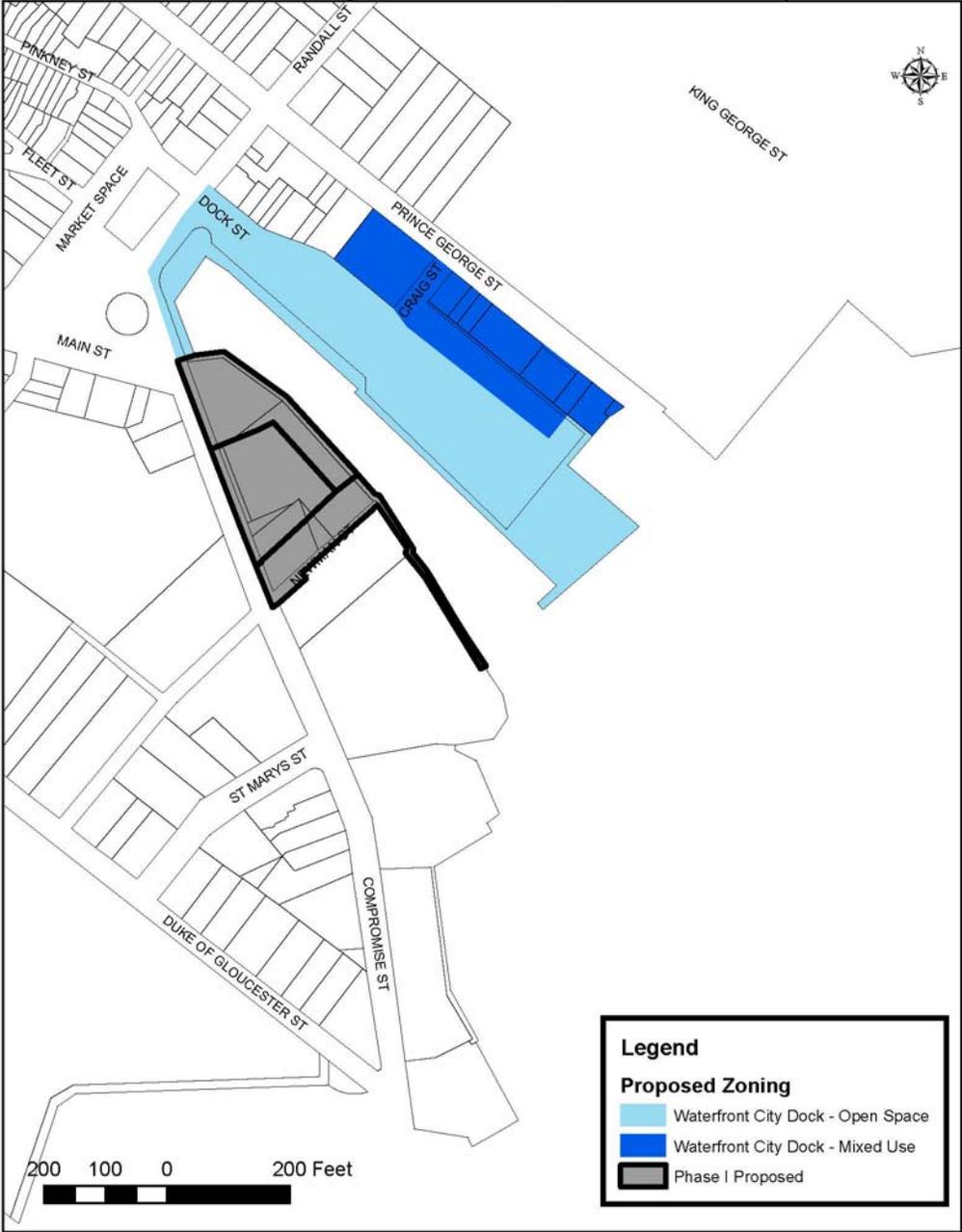
City of Annapolis, Maryland Comprehensive Zoning

Created : December 2005
 Adopted :

Waterfront City Dock Zone, Phase I Proposed



Waterfront City Dock Zone, Phase II Proposed



The Text Amendments

- Established uses, bulk regulations and parking in a new zoning district, the Waterfront City Dock.
- Changed how height is measured in the historic district for properties in the floodplain (historic district has large number of existing buildings in floodplain)
- Created a new type of planned development—the waterfront planned development

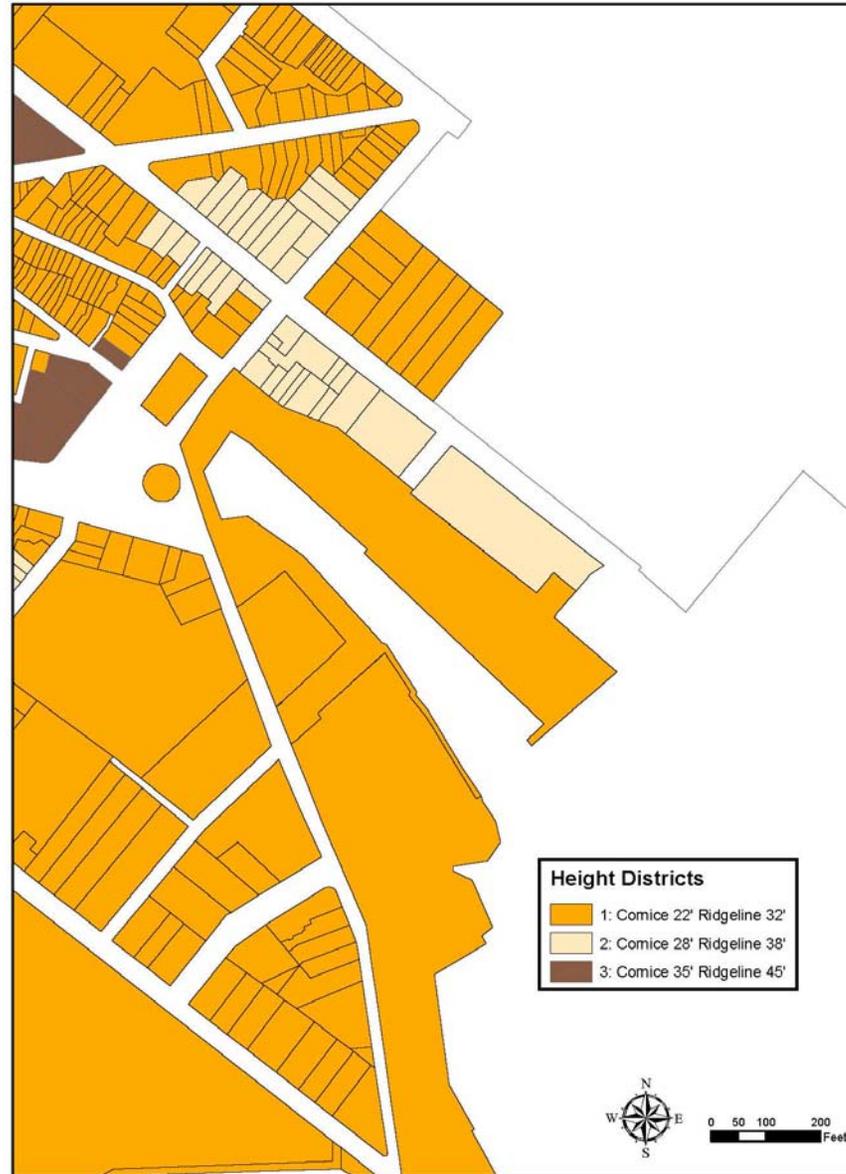
Proposed Changes to Height, 1

Change from special height district one to special height district two

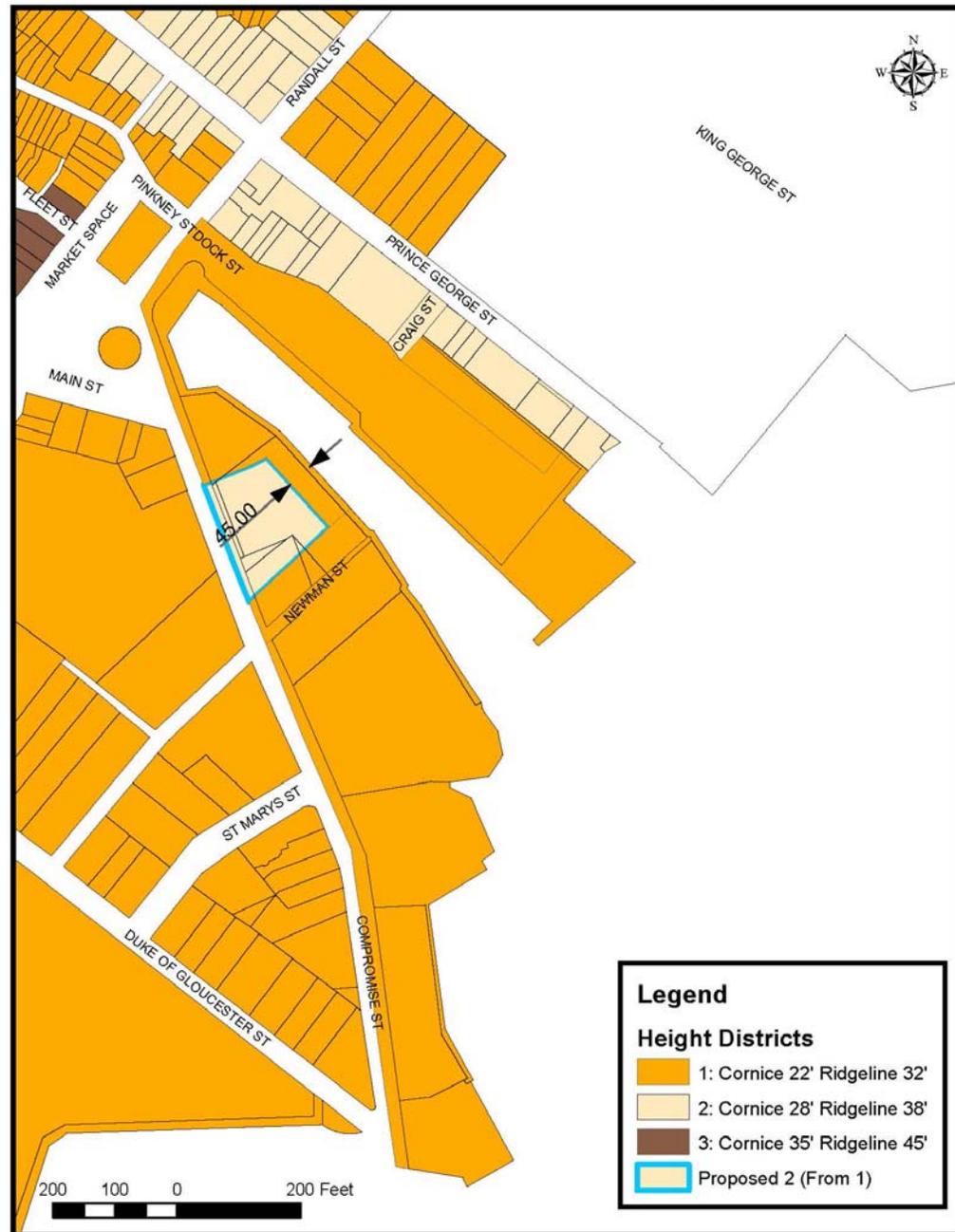
Currently, there are three height districts:

- SHD 1: 22'/32'
- SHD 2: 28'/38'
- SHD 3: 35'/45'

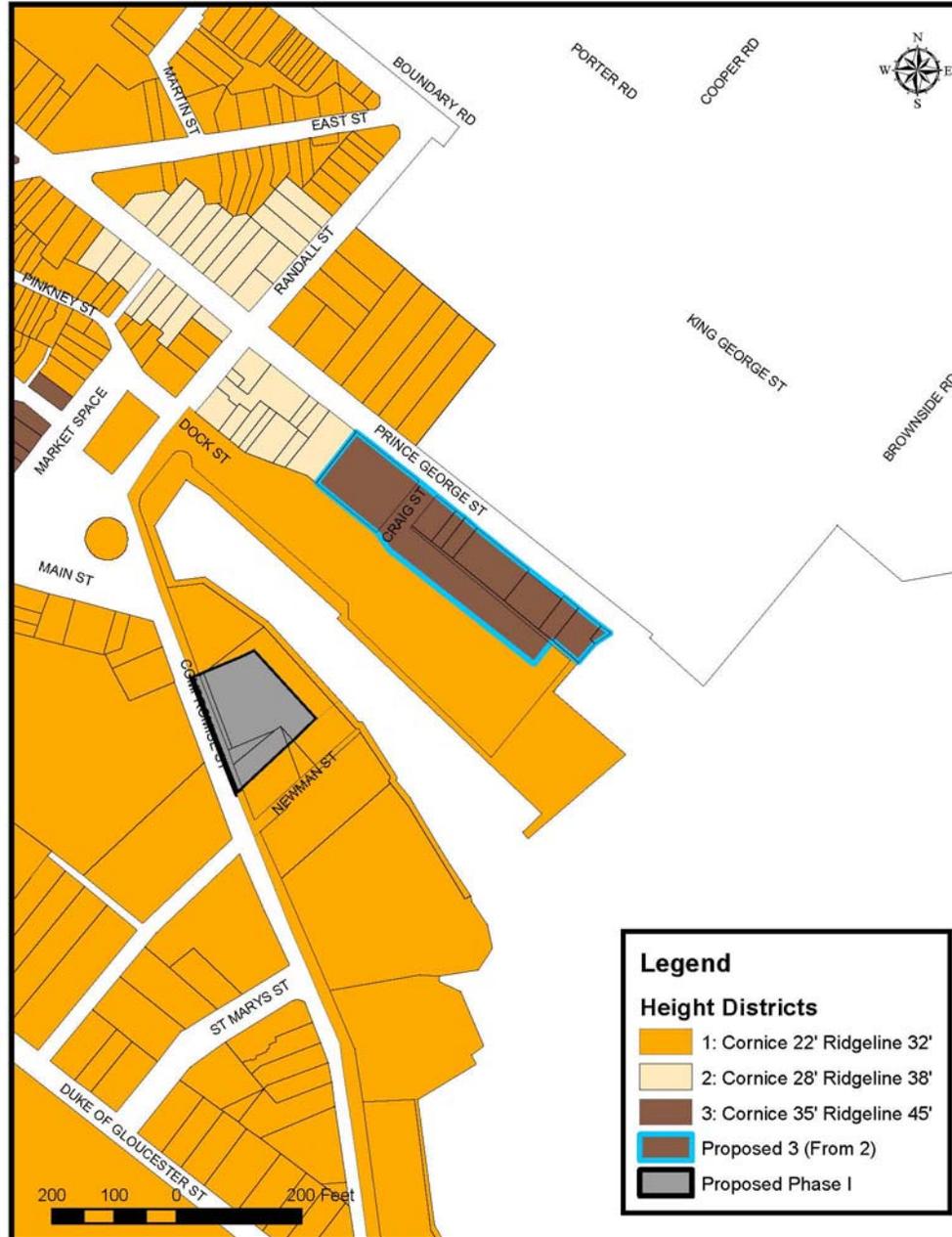
Historic District Special Height Districts at City Dock, Existing



Historic District Special Height Districts at City Dock, Phase I Proposed



Historic District Special Height Districts at City Dock, Phase II Proposed



Proposed Changes to Height, 2

- Second, change in how height is measured in Historic District (for properties in the floodplain)
- Builders currently and in the future will have to meet City Building Code for flood protection. Builders have to meet FEMA standards to obtain flood insurance.



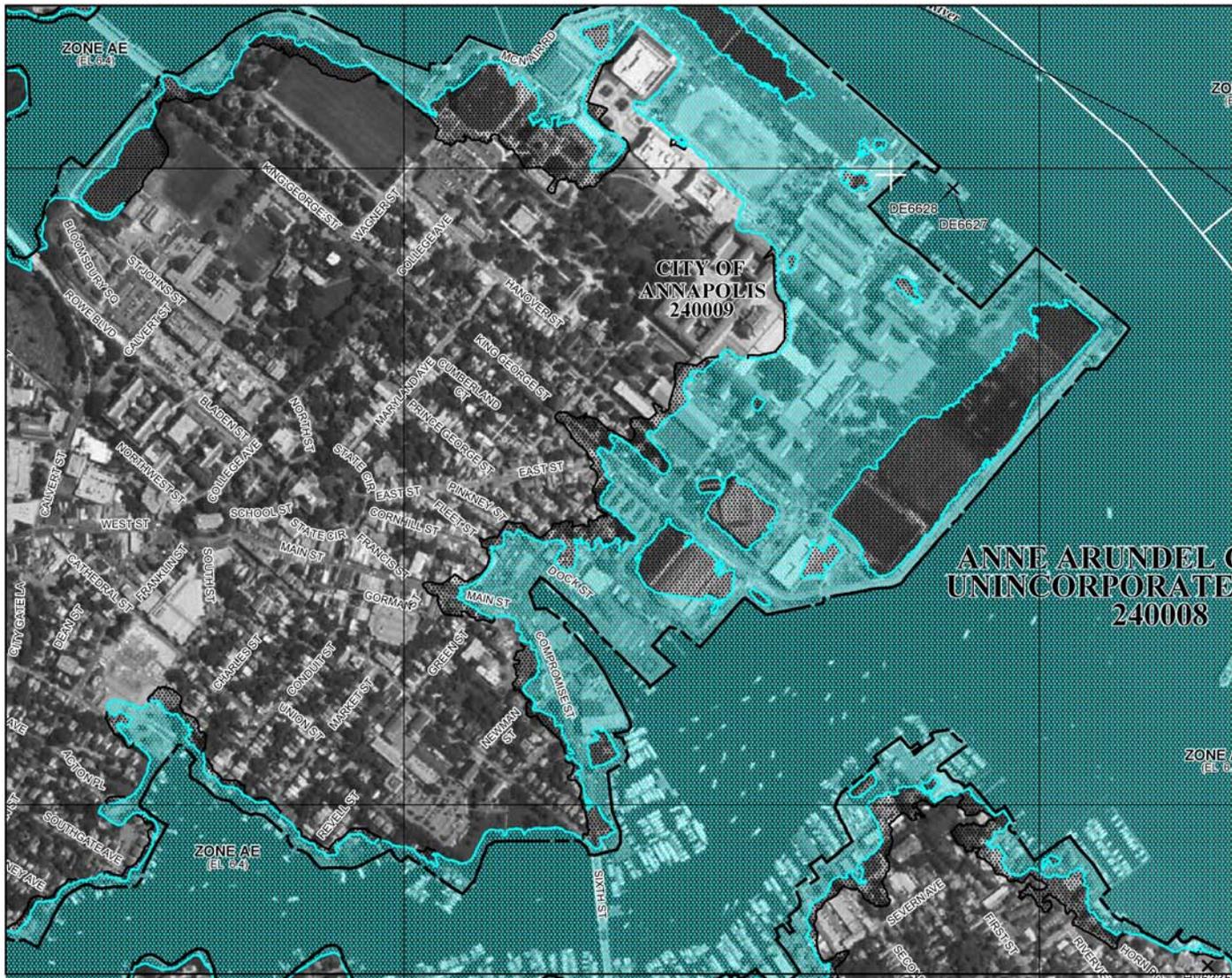
Definitions

“Base flood.” According to FEMA, this is the name for the flood “having a one percent chance of being equaled or exceeded in any given year. This is the regulatory standard also referred to as the ‘100-year flood.’ The base flood is the national standard used by the National Flood Insurance Program (NFIP) and all Federal agencies for the purposes of requiring the purchase of flood insurance and regulating new development.”

“Base Flood Elevations” (BFEs) are typically shown on Flood Insurance Rate Maps (FIRM). This is the computed elevation to which floodwater is anticipated to rise during the base flood.

“Flood protection elevation” is defined in City Code Section 17.11.179 as “the base flood elevation plus two feet of freeboard.”

“Freeboard” is “a factor of safety that compensates for uncertainty in factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, obstructed bridge openings, debris and ice jams, climate change, and the hydrologic effect of urbanization in a watershed” (Section 17.11.179).



NFIP PANEL 0251E

FIRM
FLOOD INSURANCE RATE MAP

ANNE ARUNDEL COUNTY,
MARYLAND
AND INCORPORATED AREAS

PANEL 251 OF 395
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ANNAPOLIS, CITY OF	240009	0251	E
ANNE ARUNDEL COUNTY	240008	0251	E

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
24003C0251E

EFFECTIVE DATE
OCTOBER 16, 2012

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using FIRM On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Calculating Height

According to the most recent FIRM for Annapolis, the base flood elevation is 6.4 feet. Adding two feet of freeboard means that the flood protection elevation around City Dock is 8.4 feet.

If the grade was a uniform four feet above sea level, the new technique for measuring height would be calculated as follows:

(Flood protection elevation) – (site elevation) = X, where X is additional height above grade

4 Feet at Sea Level

$$(8.4') - (4') = 4.4'$$

Examples

Special Height District One Limits = 22' and 32'

$22' + 4.4' = 26.4'$ from grade to cornice

$32' + 4.4' = 36.4'$ from grade to ridgeline

Note: the first 4.4 feet could not be habitable space.

Special Height District Two Limits = 28' and 38'

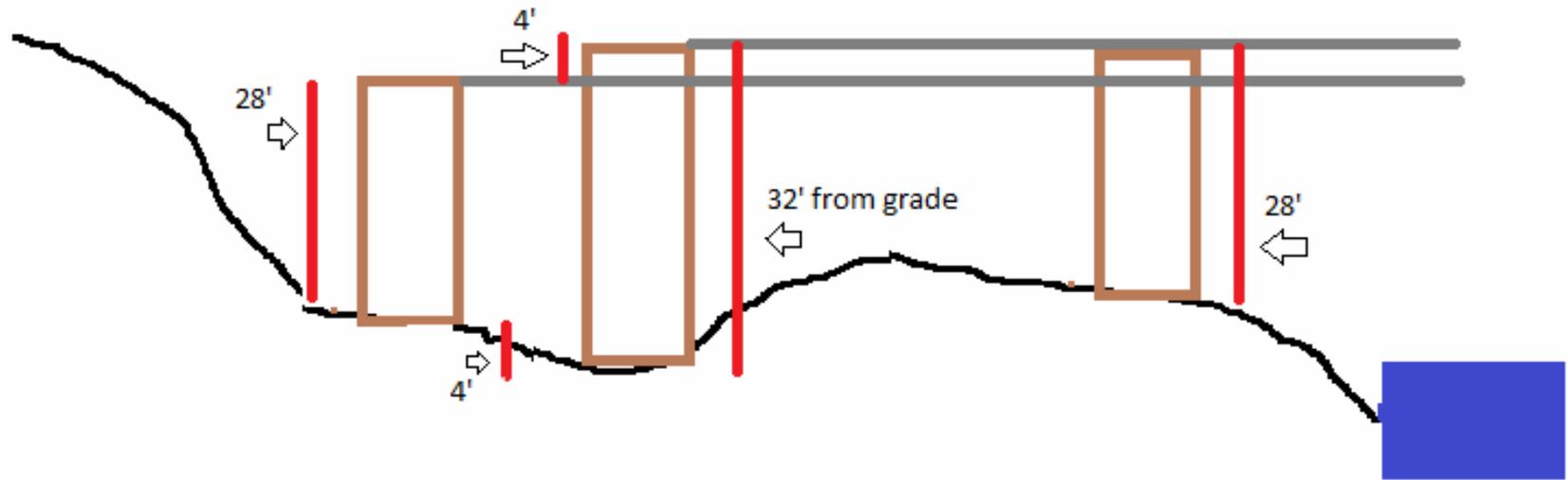
$28' + 4.4' = 32.4'$ from grade to cornice

$38' + 4.4' = 42.4'$ from grade to ridgeline

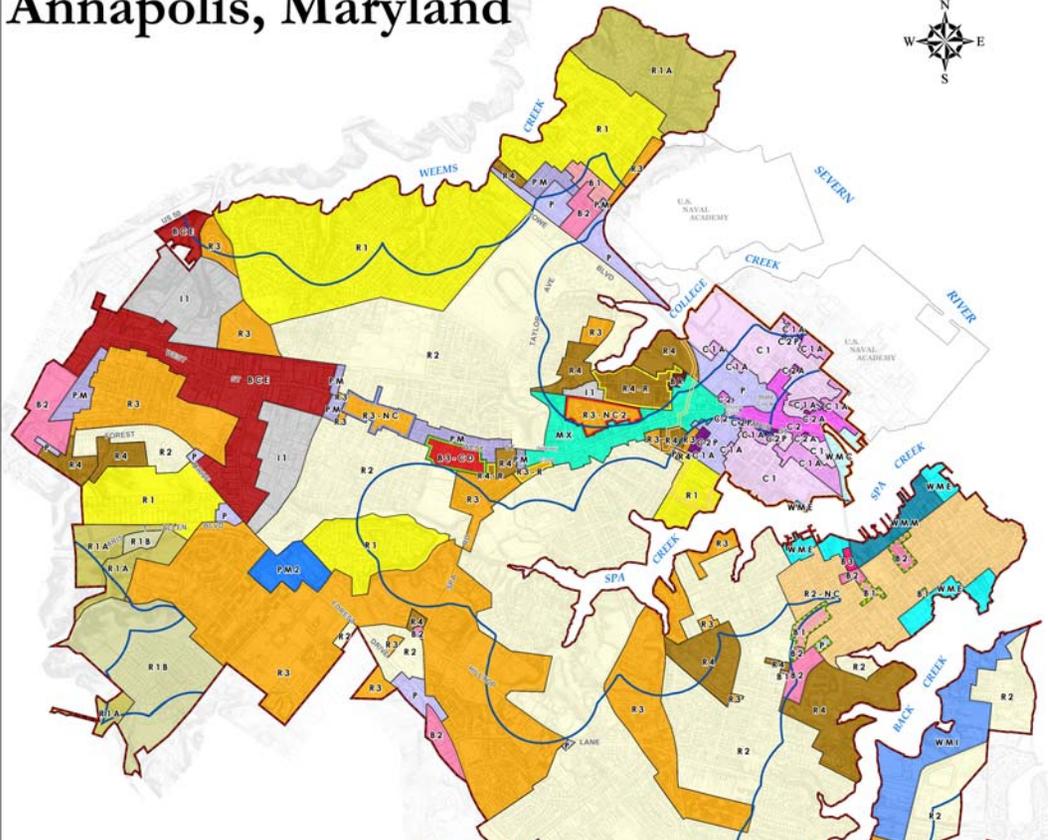
Note: the first 4.4 feet could not be habitable space.

Billboards

City-Wide elimination of billboards within seven years (or eight if financial hardship can be shown) is proposed

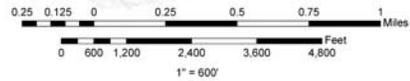


City of Annapolis, Maryland



COMPREHENSIVE ZONING MAP

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



Disclaimer: These maps are based on data collected between 2002-2005. These maps are certified for zoning purposes. All other information is for reference purposes only.
 NOTE: The Critical Area Boundary is approximate and included only for reference. Please refer to the Official Critical Area Maps.



Created On: December 2005
 Effective as of January 1, 2006