

CITY OF ANNAPOLIS  
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TRANSPORTATION BOARD  
CHAIRMAN: ALEX PLINE  
VICE CHAIRMAN: CHRISTOPHER P. AIKEN  
SECRETARY: AMY JONES

Mayor and City Council  
City of Annapolis  
160 Duke of Gloucester St.  
Annapolis, MD 21401

Re: Recommendation for O-26-16 and Amendments

Dear Mr. Mayor and Members of the Council:

The Transportation Board met on July 27, 2016 to discuss O-26-16, "Extending Hours in Parking District 3 and 4" and the four proposed amendments.

***The Board supports O-26-16 and Amendments 1, 2 and 4, but does not support Amendment 3 at the current time.***

**Rationale:**

O-26-16 and Amendments 1, 2 and 4 are consistent with the Board's initial recommendation to extend the hours of certain streets of Residential Parking Districts 3 and 4.

**Amendment 3 states:**

[For Parking District 3] (ii) RESIDENTS OF SINGLE FAMILY DWELLINGS OR SINGLE FAMILY ATTACHED DWELLINGS THAT HAVE ON-SITE, OFF-STREET PARKING THAT MEETS OR EXCEEDS 100% OF THE PARKING SPACES REQUIRED IN SECTION 21.66.130 (TABLE OF OFF-STREET PARKING REQUIREMENTS) ARE ELIGIBLE FOR A PERMIT.

Over the past two decades, the City has adopted a series of zoning amendments to implement the major land use recommendations of the 1985 and 1998 Comprehensive Plans. These have included a mixed use zone to stimulate new development along Inner West Street (2009 Comprehensive Plan, page 16). Since this time, the Arts District has flourished with new commercial, residential and entertainment activity. The promise of this change to mixed use was to allow more urban oriented, intense development and part of the tradeoff for allowing more

intense development was that residential development would be required to provide off street parking in line with market demand. During this time, land use has indeed intensified in this zone and the shining and commercially successful example is the Uptown at Murray Hill development.

Despite the success of an urban oriented development, there are continued requests for parking relief. Many voices in this discussion have claimed this is not a zoning issue, rather strictly a parking statute issue. While this is technically true, land use (zoning) and transportation are not independent issues, but are two sides of the same coin and must be considered holistically. Siloing these is an oft made city planning mistake that results in decisions that are incongruous with both facets.

Amendment 3 would permit all residents of the Uptown at Murray Hill development to obtain as many parking permits in Residential Parking District 3 as allowed by the program, despite two off street parking spots per unit. The Transportation Board has in the past considered similar requests for Residential Parking Program eligibility by the Uptown at Murray Hill residents. In these past discussions, the Board has not endorsed these requests in order to be philosophically consistent with the goals of an urban mixed use zone, primarily locating residences and services closely/intensely to reduce the need for automobiles in daily life. Ostensibly, Uptown at Murray Hill was intended by the City to be “city living” and an expectation of easy parking beyond those assigned spaces is not consistent with this type of development. Additionally, as mentioned in our initial recommendation on O-26-16, existing parking supply is readily available in nearby city garages, perhaps an inconvenience but consistent with this philosophy.

We are concerned that this amendment sets a precedent that reinforces an auto dependent lifestyle for future developments in this mixed use zone. Currently, only the Uptown at Murray Hill development is affected by this amendment (i.e. residential development in an MX zone, in a residential parking district that has 100% of the minimum off street parking), but there are several comparable sized parcels (240 West and the empty lot between the Compass Rose Theater and Car World) that will no doubt be developed in the not too distant future. As these developments happen and parking pressures increase as they have on other parts of West Street, it is not unreasonable to expect that residential parking districts would expand and similar requests be made. Furthermore, in the longer term as Upper West Street develops, there are expected recommendations for additional mixed use zoning from the sector study, which would also be affected by any precedent. Ultimately, Annapolis is urbanizing and these issues will only increase. This amendment sets a bad precedent that is inconsistent with the City’s planning documents.

**Recommendations:**

1. We continue to endorse the original legislation, but if this amendment is to continue, we request additional review by the Planning Commission because as demonstrated above, the zoning and intended character of that zoning are clearly relevant to this issue and within their purview.
2. In lieu of this amendment, we are willing to explore additional options with the Uptown at Murray Hill Residents such as:
  - a. Removing the section of Steele Ave in front of the Uptown at Murray Hill single family houses from Parking District 3 to allow unrestricted parking in front of those residences
  - b. Allow residents in the MX zone to obtain a limited number of temporary visitor passes for Residential Parking District 3

If you have any questions, concerns, or comments, you can reach me at [alex@teampline.org](mailto:alex@teampline.org) or 443-510-7297.

Respectfully submitted,



Alex Pline  
Chair, Transportation Board