



LEGISLATIVE SUMMARY

O-30-23

Special Residential Parking Districts

This summary was prepared by the City of Annapolis Office of Law for use by members of the Annapolis City Council during consideration of the legislation.

BACKGROUND

The City of Annapolis has Special Residential Parking Districts in the historic district, around state and federal land, some commercial areas, and locations where street parking is unusually limited.

The Code allows residents in the special residential parking districts to register with the City to receive parking permits in their neighborhood for themselves, family and guests ([Title 12 § 32.020](#)). Other people who park in the district must pay an hourly fee.

O-30-23 BILL SUMMARY (COMPANION TO O-31-23)

O-30-23 moves the Bloomsbury Square residential development from Residential Parking District No. 1 to No. 4. It moves certain other streets to other districts to comply with oversight agreements with parking contractors SP+ Corporation and Premium Parking.

The ordinance also:

- Removes parking maps from the code and directs that they are placed on the city website where they can be adjusted for improved consumer experience,
- Places the street names in alphabetical order for easier search by residents
- Corrects code descriptions to reflect full street names as well as current street names,
- Conforms explanations ("between..." and "from...") to the same style ("between"),
- Directs the City Manager, in consultation with the city Transportation Director and oversight by the City Council, to set parking hours in residential districts, per the intention of O-28-22 adopted in 2022.
- Eliminates outdated information.



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DISTRICT 1

- Bloomsbury Square and Calvert Street are removed from No. 1 and moved to No. 4;
- Maryland Avenue parking section is redefined as between State Circle and Hanover Street;
- St. John's Street is removed because it's 9-hour parking and not part of the SP+ concession;
- Clarifies that residents who live at the end of District 1 streets that end at Church Circle and have a Church Circle address are eligible for District 1 permits.
- Subtitles are added
- Subsections C & D are reformatted

DISTRICT 2

- Clarifies that residents who live at the end of District 2 streets that end at Church Circle and have a Church Circle address are eligible for District 2 permits;
- Removes Franklin Street (duplicated a section in District 3).
- Subtitles added.
- Subection C is reformatd to include Section D.

DISTRICT 3

- Moves Franklin Street into District 3;
- Adds Cathedral Street between South Street and West Street to District 3; It wasn't officially in a special parking district previously;
- Subtitles added.
- Subsection B is reformatted: the original paragraph becomes paragraph 1 & Subsection F becomes paragraph 2.
- Alphabetized streets in Subsection D



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DISTRICT 4

- Bloomsbury Square is added;
- Northwest parking section is redefined as there is no residential parking on Northwest between Calvert Street and Church Circle;
- The north side parking on West Street is redefined as between Jefferson Place and West Washington.

Transportation Board

The Transportation Board must review these revisions and issue recommendations based on criteria laid out in Title [12 § 32.050 - § 32.060](#).

After the City receives a recommendation from the Transportation Board, the City Council will hold a public hearing on the bill. The measure will also be considered by the Council's Transportation Committee. The Council has 60 days after receiving the Transportation Board's recommendations to vote.