



City of Annapolis

## DEPARTMENT OF PLANNING AND ZONING

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March <sup>23</sup>~~16~~, 2022

### MEMORANDUM

**To:** Planning Commission

**From:** Mike Mallinoff, Acting Director of Planning & Zoning *M.D.M.*

**Re:** Ordinance O-9-22: Off-Street Parking Requirements – Food Establishments for the purpose of eliminating off-street parking requirements for bars, taverns, delicatessens, restaurants, and social clubs; and generally relating to off-street parking requirements. ZTA2022-002

**Attachments:**

1. O-9-22 First Reader
2. Map of food service establishments
3. Inventory of food service establishments
4. Inventory of Clubs, Lodges & Meeting Halls, and Non-Commercial Social Clubs
5. Map of Waterfront Maritime Zones
6. Map of existing off-street parking

### SUMMARY

The purpose of this ordinance is to eliminate the off street parking requirement for bars, taverns, delicatessens, and restaurants, and to reduce the requirement for clubs, lodges, and meeting halls and non-commercial social clubs as currently specified in City Code Chapter 21.66, Parking and Loading Regulations.

The primary implication of the legislation is that the nominal need for parking associated with a particular business would shift to the business itself to determine, which would then need to address that need either through off-street parking on-site, off-street parking off-site, or through available street parking.

## ANALYSIS

The legislation would apply to approximately 159 food service businesses, which includes 124 active restaurants, 14 active delis, 5 active ice cream shops, and 16 coffee shops and 31 clubs, lodges meeting halls and non-commercial social clubs. While the locations are scattered across all wards, an overwhelming concentration of them exists in Ward One which would be minimally impacted by the legislation due to available parking structures (the Hillman Garage reconstruction notwithstanding) and street parking.

The legislation will not eliminate the nominal need for parking associated with food service establishments. Businesses will still need to estimate the amount of available parking needed to satisfy their clients to ensure profitability. These needs will vary dramatically according to food service type, location, and clientele. Businesses are generally capable of making these decisions to satisfy their parking needs and budgeting the cost to address them. Thus, there is a legitimate case to be made for off-street parking regulated through dynamic market needs that may vary from business to business, and neighborhood to neighborhood, rather than more rigid code requirements, which are only minimally tailored to local circumstance.

However, to fully transition to a purely market-based approach to parking, as O-9-22 implies, the cost of parking to the business, should it be needed, must be roughly equal whether it is provided off-street or on-street. This is to say, businesses seeking to maximize their profit will always look to minimize costs, and should on-street parking or shared parking off-site be a less expensive way to provide parking rather than constructing a dedicated on-site parking area, this option will be preferred.

Chapter 21.66 – Parking and Loading Regulations currently provides several options for shared or alternative parking standards including:

- Under section 21.66.030, shared on-site parking spaces
- Under section 21.66.040, alternative parking requirement different from the requirements based on a parking study
- Under Section 21.66.060 provides a provision for off-site shared parking arrangements to meet the current requirements.

The City Code provides no such provision for on-street parking, for the obvious reason that this type of “shared” parking is within the public right of way and would be shared with many more people thus making it impossible to create the type of site-specific covenant or easement typically required for other shared parking arrangements.

The general problem in Annapolis with relying on street-parking to satisfy parking needs of businesses is that this type of parking is generally free which makes it extremely popular among

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those who need to park a vehicle. In areas of Annapolis where commercial and residential properties mix, or are in close proximity to one another, such as Downtown, Inner West Street, and Eastport, the free on-street parking quickly becomes a finite commodity as business patrons and residents jockey for access to the limited supply of free parking. In Annapolis, as in other cities, the only means of addressing this conflict is the creation of ample shared parking in the form of a garage or surface lot, or a regulated parking district that includes metered street parking and residential parking permits (RPP). These solutions have proven successful in Downtown and Inner West Street, and were recommended for Eastport in the 2016 Eastport Transportation Study to address growing parking conflicts.

Annapolis currently has very few mixed-use areas where commercial and residential properties mix to an extent where street parking conflicts would arise should existing requirements be eliminated as O-9-22 proposes. One potential place of conflict is in the area around the commercially zoned properties of Eastport where we should expect conflicts to arise should the legislation be adopted, and with no other shared parking solutions implemented.

An additional area of concern is the maritime districts. The zoning regulations first established in 1987 and recently updated in 2021 are based on recommendations following a yearlong Maritime Task Force. The Task Force culminated with a document, "Strengthening the Industry: The Maritime Task Force Strategy", which was adopted by City Council resolution in October 2021. The zoning ordinance updating the four Waterfront Maritime Zones, O-25-21, was adopted by City Council in November 2021. This is relevant to the current legislation because there was a strong consensus on the Maritime Task Force, and reflected in zoning update, to preserve and strengthen the concentration of maritime uses that exist in the City today, and that new restaurants would quickly replace maritime uses should they be more permitted in the maritime zones. The zoning update therefore included strict guidance on where larger restaurants are permitted, and deliberately provided no provisions that relax the permitting for restaurants. O-9-22 would simplify the permitting for restaurants in the Waterfront Maritime Zones by eliminating the parking requirement, which is a major constraint to sites where space is limited. Current City Code allows for restaurants in each of the Waterfront Maritime Zones provided certain requirements are met.

We would expect that the pace at which restaurants replace existing maritime uses will accelerate particularly on properties in the Waterfront Maritime Eastport (WME) and Waterfront Maritime Mixed (WMM) Zones.

### **Other Considerations – Short Term**

The COVID-19 Pandemic has proven that there is a strong demand for outdoor dining in Annapolis and this has not only helped small businesses in the City to survive but also enlivened the public realm. Through the City's Recovery Zone program which began in June 2020, food service establishments in the City were given temporary permits to utilize their required off-

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street parking areas for outdoor dining. With COVID-19 in retreat, many of these popular outdoor dining areas will become parking again. O-9-22 will provide a permanent mechanism for permitting many of the outdoor dining areas installed on off-street parking areas during the Pandemic to continue or even expand. Should O-9-22 be adopted, we anticipate an immediate effort to formalize all existing outdoor dining sited on off-street parking areas, and an acceleration of additional outdoor dining options on off-street parking areas in all wards. In the same area of Eastport referenced earlier, we would expect to see a more dramatic increase in parking conflicts compared to other areas of the city given the confluence of popular existing outdoor dining, unregulated street parking, and limited off-street parking options.

However, whereas the temporary outdoor dining during the peak of the Pandemic was replacing indoor seating, future outdoor seating would effectively expand the occupancy of many restaurants and thereby trigger a need to reevaluate other code requirements related to building, health, safety, and fire. A reevaluation of these code requirements might result in the need for additional restrooms, alterations for fire access, or relocated American Disabilities Act (ADA) accommodations such as ADA-compliant parking. Additionally, capital facilities fees typically assessed by the City to food service establishments based on their number of seats would need to be recalculated if the seating count has changed. O-9-22 as written does not address these concerns.

Another short-term consideration is that many food service establishments were initially permitted through "special exception" per current zoning code requirements. Any food service business currently operating under a special exception approval would need to amend their special exception in order to permanently establish outdoor dining in the parking lot, or if their seating count changes, regardless of whether it is inside or outside. Chapter 21.26 of the City Code establishes the process for approving and amending special exceptions. The intent of a special exception, as stated in Chapter 21.26, is defined as follows: "In general, special exception uses may be compatible with the purposes of the zoning district in which they are to be located, but may have the potential to result in adverse impacts upon the immediate neighborhood. The process for review of special exception applications is designed to address such adverse impacts and minimize them where possible. A special exception requires a careful review of its location, design, configuration and special impact to determine, against specific standards, the desirability of permitting its establishment on a particular site." In various cases, the special exception permit approved for an existing food service establishment was based on parking concerns. Given that O-9-22 would eliminate the parking requirement for all food service establishments, we anticipate that in some cases, the original concerns that required a special exception permit and which led to a compromise solution would remain and would require a reevaluation. O-9-22 as written does not address this concern.

**Other Considerations – Long Term**

The allocation of off-street parking areas in Annapolis, as guided by Chapter 21.66 of the City Code which stipulates the City's parking requirements, is effectively a reflection of the City's approach to land use and how it values its land. An interpretation of the current City Code as it pertains to parking therefore suggests that off-street parking is deemed an adequate use of land although it provides no tax base, often has adverse impacts to the City's natural assets through untreated stormwater runoff, and often discourages alternative modes of transportation such as transit, walking, or biking.

Should O-9-22 be adopted, there is potential for the land currently dedicated to off-street parking to be put to different uses in the long term that could have tremendous environmental, economic, and social benefit to the City. However, an earlier point in this analysis warrants repeating: the legislation will not eliminate the nominal need for parking associated with food service establishments. Therefore, any alternative use of existing off-street parking areas will still need to accommodate parking in other ways. Again, the continued need for parking will accelerate conflicts in places where commercial and residential properties are closely situated without further regulation of street parking or additional shared parking provisions. These conflicts can be further mitigated through a significant increase in investment to alternative modes of transportation, which would encourage more restaurant patrons to arrive without a need for parking. Although the City's current parking revenues do partially fund Annapolis Transit, this level of investment has not proven adequate to changing transportation behavior in the city away from auto-oriented travel. O-9-22 as written does not provide a mechanism for shifting the investment that currently goes to constructing off-street parking areas to alternatives modes of transportation.

**CODE COMPLIANCE AND RECOMMENDATION**

Chapter 21.34 Zoning Text Amendments establishes the process for enacting amendments to the zoning code. It requires, in accordance with section 21.32.010 Purpose and authority that amendments shall be in accordance with the following:

For the purpose of promoting the public health, safety, morals and general welfare, and conserving the value of property throughout the city, the city council, from time to time, in the manner set forth in this chapter, may amend the regulations imposed in the districts created by this title; provided, that in all amendatory ordinances adopted under the authority of this chapter, due allowance shall be made for existing conditions, the conservation of property values, the direction of building development to the best advantages of the entire city and the uses to which property is devoted at the time of the adoption of the amendatory ordinance.

The 2009 Comprehensive Plan provides numerous principles in Chapter 4, Transportation, aimed at shifting the City's emphasis on auto-oriented development:

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- Principle 1: Transportation plays a critical role in the achievement of personal and community goals.
- Principle 2: Transportation offers a significant opportunity to move toward a “Green” Annapolis.
- Principle 3: Transportation systems both lead and follow important changes in our city’s land uses.
- Principle 4: Transportation investment and operating priorities in Annapolis must shift to transit, pedestrians, and bicycles first, automobiles second.
- Principle 5: Parking is key to transport system operation and funding.

The identified objectives for Principle 5 are: reduced environmental and land costs associated with auto use and storage within the city; Parking pricing and availability is managed by the City in a manner that maximizes the potential for people to choose non-auto alternatives; Parking revenues contribute to improvements in transit services and infrastructure.

The 2016 Eastport Transportation Study which aimed to advance the recommendations of the 2009 Comprehensive Plan provided the following recommendation:

*Assuming that Eastport and Downtown Annapolis continue to be desirable destinations and continue to grow, demand to drive to the area will only increase with time. Given that curbside parking is finite, there will ultimately be a need to manage this space, with preference given to residents and business owners/staff/patrons. Managing curbside space means allocating it to certain activities and charging for its use. Additionally, managing of curbside space should ideally be performed holistically – in other words, all of Eastport should be managed, because any unmanaged (free) block will quickly fill up to 100% capacity at all times.*

*Areas like Eastport, with a mix of commercial and residential and with a high demand for parking generally utilize a system that combines metered spaces and Residential Permit Parking (RPP) to manage and allocate curbside space. Metered spaces serve the commercial needs, while RPP permits are for residents. Other localities that have RPP include Washington, DC where the cost of RPP is \$35 per year per car, while in College Park the cost is \$10 per year. RPP blocks would be all block faces that have residential housing. Initially, the primary need for RPP would be east of State Street; adjacent blocks would be unmanaged but could apply for RPP on as-needed basis. Metered spacing would be relegated to commercial block faces, with the price-per-hour time-dependent and potentially free overnight. Commercial only blocks represent potential for 140 to 160 metered spaces.*

*Because the demand to access Eastport would still exist with metered and/or RPP, it is recommended that fees from RPP and from meters be used increase the frequency, service span, and stop amenities of Annapolis Transit bus service within Eastport, as well as improve pedestrian and bike facilities. Additionally, fees can be applied toward parking enforcement.*

*Other curbside parking recommendations include:*

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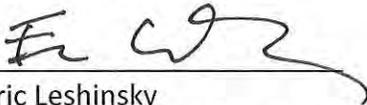
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- *Designate select curbside spots for 24-48 hour parking (e.g. overnight boat excursions), where a business owner can purchase the permit to buy long-term curbside access.*
- *Institute Visitor Parking Permit (VPP) program in conjunction with RPP, where RPP sticker holders also receive a complementary VPP sticker for the year and the ability to obtain additional monthly VPP passes. VPP allows residents without driveways to have visitors at non-metered spaces.*
- *Add Wayfinding signs for existing off-street public/overflow parking facilities.*

Based on the above recommendations and the analysis herein, the staff recommends the proposed O-9-22 be APPROVED with the following conditions:

- The legislation include a mechanism for regulating street parking in the Eastport area through metered parking and residential parking permits north of Sixth Street;
- The legislation include a mechanism for committing new revenue from parking fees to specific improvements to the City's transit system, and bike and pedestrian infrastructure that could have a measurable improvement on transportation mode share in the city.
- The legislation exclude the Waterfront Maritime Zones from its application.

Report Prepared by:



Eric Leshinsky

Chief of Comprehensive Planning

1 **..Title**

2 **Off-Street Parking Requirements – Food Establishments** – For the purpose of eliminating off-  
3 street parking requirements for bars, taverns, delicatessens, restaurants, and social clubs; and  
4 generally relating to off-street parking requirements.

5 **..Body**

6 **CITY COUNCIL OF THE**  
7 **City of Annapolis**

8  
9 **Ordinance 9-22**

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11 **Introduced by: Alderman Schandelmeier**  
12 **Co-sponsored by: Alderwoman O’Neill**

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14 **Referred to**  
15 **Planning Commission**  
16 **Rules and City Government Committee**  
17 **180 Day Rule: \_\_\_\_\_**

18  
19 **AN ORDINANCE** concerning

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21 **Off-Street Parking Requirements – Food Establishments**

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23 **FOR** the purpose of eliminating off-street parking requirements for bars, taverns, delicatessens,  
24 restaurants, and social clubs; and generally relating to off-street parking requirements.

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26 **BY** repealing and reenacting with amendments the following portions of the Code of the City  
27 of Annapolis, 2022 Edition  
28 21.66.130

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31 **SECTION I: BE IT ESTABLISHED AND ORDAINED BY THE ANNAPOLIS CITY**  
32 **COUNCIL** that the Code of the City of Annapolis shall be amended to read as follows:

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34 **Title 21 – PLANNING AND ZONING**  
35 **Chapter 21.66 PARKING AND LOADING REGULATIONS**

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37 **Section 21.66.130 Table of off-street parking requirements.**

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39 **Important—**The notes at the end of the table are as much a part of the law as the table itself.  
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Use	Standard	Additional Provisions
Amusement establishments, indoor.	Number of spaces to be determined through the use and site development plan approval process. Guidelines for determining the appropriate number of parking spaces are:	
	Amusement Arcades: one vehicle parking space per four amusement machines, plus one bicycle parking space per machine.	
	Pools and rinks: Spaces sufficient to serve 30 percent of the capacity in persons of the facility.	
	<del>Additional spaces for auxiliary uses such as bars, and restaurants: one space per 300 hundred square feet.</del>	
Animal hospitals, including veterinarian offices	Two spaces per employee.	
Apartment hotels	One space per dwelling unit or lodging room.	
Lodging rooms located in apartment hotels	One space per three rooms.	
Bakeries	One space per 200 square feet.	
Banks and financial institutions	One space per 300 square feet.	
Bars and taverns	<del>Spaces equal to 30 percent of the capacity in persons.</del> NONE REQUIRED.	
<b>Bed and Breakfast Homes</b>		
C1 and C1A districts	None required.	Bed and breakfast homes without off-street parking must purchase City garage parking passes for guests.
R-2 Neighborhood Conservation district.	One or two guest rooms: one space.	
R-3-Neighborhood Conservation 2 district	Three guest rooms: three-spaces.	
	Four guest rooms: four spaces.	
	Five guest rooms: five spaces.	
R-3-Neighborhood Conservation district	One space per guest room, one space for owner and one space per nonresidential employee.	

Boat showrooms	Two spaces per employee.	
Building material sales	One space per two employees, plus one space for each 300 square feet of gross floor area in excess of 4,000 square feet	
Clubs, lodges and meeting halls.	Spaces sufficient to serve 30 percent of the capacity in persons of the facility, <del>plus one space per lodging room, if provided.</del>	
Conference facilities	Spaces sufficient to serve 30 percent of the capacity in persons of the facility.	
Contractors', architects' and engineers' offices, shops and yards	I-1 district: one space per two employees.	
	Other districts: one space per employee.	
Day care, family	One space per nonresidential employee.	
Day care centers, group	One space per five children.	
Delicatessens	See Restaurants.	
<b>Dwellings</b>		
Dwellings, multi-family	C1, C2P, P, PM2 districts: one space per dwelling unit.	
	BCE district: 1.8 spaces per dwelling unit.	
	Other districts 1.5 spaces per dwelling unit.	
Dwellings, multi-family containing six or fewer dwelling units	One space per dwelling unit.	This use is permitted subject to standards in the R3-Neighborhood Conservation district.
Dwellings, single-family attached	Two spaces per dwelling unit.	
Dwellings, single-family detached	R1B District: Two spaces per dwelling unit.	
	Other districts: One space per dwelling unit.	
Dwellings, two-family	One space per dwelling unit.	
Dwellings above the ground floor of nonresidential uses	One space per dwelling unit.	
Dwellings for watchmen	One space per dwelling unit.	
<b>Educational Facilities and Schools</b>		

Colleges, private	One space per six students	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
Fraternities, sororities and dormitories	One parking space for each three active members or dormitory residents, plus one space for the manager.	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
Gymnasiums, stadiums and grandstands	One space per eight seats.	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
School, nursery or elementary	One space per two employees.	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
Schools, middle, or high	One space per two employees, plus one space per <del>ten</del> 20 (nonboarding) students.	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
School auditoriums	One space per eight seats.	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
Schools, commercial, trade, vocational, music, dance, or art	BCE district: one space per employee.	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
	Other districts: one space per two employees, plus one space per five students.	
<b>Health and Medical Institutions</b>		

Hospitals and sanitariums	One space per two beds, plus one space per two employees, plus one space per doctor assigned to the staff.	
Institutions for the care of the aged.	0.75 spaces per unit.	
Institutions for the care or treatment of alcoholics, drug addicts and the mentally ill	0.75 spaces per unit.	
Rest homes and nursing homes	One space per four beds, plus one space for every two employees, plus one space per doctor assigned to the staff.	
Governmental and government-related uses.	Number of spaces to be determined through the use and site design plan approval process.	
Greenhouses and nurseries	I-1 district: one space per employee.	
	Other districts: two spaces per employee.	
Home occupations	One space per nonresidential employee.	
Hotels	One space per three lodging rooms, plus additional parking for auxiliary/accessory uses.	For conference room facilities to be used by persons other than guests of the hotel: parking spaces equal to 30 percent of the maximum capacity in persons of the facilities.
Inns	One space per lodging room, plus one space for the owner/manager, plus one space per employee.	On-site parking may be substituted with a contract with a valet service or a parking garage.
Laboratories, including medical, dental, research and testing	Two spaces-per employee.	
Manufacturing, packaging, and processing and similar uses	One space per two employees plus one space per 300 square feet of accessory retail.	
<b>Maritime Uses</b>		
Fabrication and repair	One space per two employees.	
General maritime	One space per 300 square feet.	
In-water boat storage (leased slips)	One space per two slips.	Where removal of boats from in-water boat slips occurs during the period of November 15th through April 15th, the dry, on-land storage of boats may take place in parking spaces
Slips used for boat display and repair of boats.	Parking shall be calculated pursuant to their respective uses.	

		otherwise allocated to wet slips provided the corresponding wet slips shall not be used for the storage or parking of boats for the period of time in which on-land boat storage occurs in the required parking spaces.
Maritime retail	One space per 300 square feet.	
Maritime service organizations	One space per 800 square feet.	
Maritime services	One space per two employees.	
Mooring slips or dock, public	One space per boat.	
Retail sales in waterfront districts of non maritime-related goods	One space per 200 square feet.	
On-land boat storage	One space per two employees.	
Seafood industrial	One space per two employees.	
Motels	One space per dwelling unit or lodging ROOMS room, plus one space for the owner or manager.	
<b>Motor Vehicle and Automobile Uses</b>		
Car wash	One space per three employees, one space for the owner or manager, and vehicle stacking spaces, equal to five times the maximum capacity of the use.	
Motor vehicle rental	Two spaces per employee.	
Motor vehicle sales	One space per 200 square feet retail/showroom area, plus one space per 300 square feet of office.	
Motor vehicle storage, repair and service facilities	BCE and B3-CD districts: one space per employee.	
	I-1 district: one space per 200 square feet.	
	Other districts: one space per two employees, plus one space for the owner or manager.	
Service stations, including fuel sales	One space per two employees, plus one space for the owner or manager.	
Museums and art galleries	C1 and P districts: one space per 800 square feet.	
	Other districts: one space per 400 square feet.	

Offices, business and professional, and nonprofit, educational, cultural, or civic	One space per 300 square feet	
Offices, medical	One space per 200 square feet.	
Office or studio of a professional person	One space per 400 square feet of office or studio area.	
Philanthropic and charitable institutions, civic nonprofit organizations, and social and fraternal organizations.	C1, C2P and P districts: one space per two employees.	
	Other districts: one space per employee.	
	All districts: plus additional spaces as determined through the use and site design plan approval process.	
Physical health facilities including health clubs, gymnasiums, and weight control centers	One space per two employees, plus one space per 100 square feet exclusive of space devoted to courts (such as tennis or racquetball), plus four-parking spaces per court.	
Planned developments	Parking spaces shall be provided on the basis of the required spaces for each use.	
Printing and publishing establishments	One space per three employees.	
Recreational buildings and community centers, noncommercial	Spaces sufficient to serve 30 percent of capacity in persons of the facility.	
Religious institutions, including churches, chapels, mosques, temples, and synagogues.	PM2 district: one space per four seats.	
	Other districts: one space per six seats.	
<b>Restaurants and Delicatessens</b>		
B1 District	<del>Spaces equal in number to fifteen percent of the seating and standing capacity in persons.</del> NONE REQUIRED.	<del>Standing capacity is computed as one person per seven square feet in front of all counter and service areas. Seating capacity is computed as the number of seats provided.</del>
Other zoning districts	<del>Spaces equal in number to thirty percent of the seating and standing capacity in persons.</del> NONE REQUIRED.	<del>Standing capacity is computed as one person per seven square feet in front of all counter and service areas. Seating capacity is computed as the number of seats provided.</del>

Restaurants with delivery service	<del>One additional parking space per delivery vehicle owned or leased by the business owner and stored on site during closing hours, plus one space per two delivery vehicles which are not owned or leased by the business owner, but utilized for the delivery service.</del> NONE REQUIRED.	<del>Spaces shall be based on the maximum number of delivery vehicles used by the business.</del>
Social clubs, noncommercial	One space per lodging room (if provided) plus spaces sufficient to serve <del>thirty</del> <u>15</u> percent of the capacity in persons of the facility.	
<b>Retail Uses</b>		
Department stores	One space per two hundred square feet.	Parking spaces in shopping centers shall be provided on the basis of the parking requirement for individual uses.
Food stores	One space per two-hundred square feet	Parking spaces in shopping centers shall be provided on the basis of the parking requirement for individual uses.
Retail goods stores	One space per two hundred square feet	Parking spaces in shopping centers shall be provided on the basis of the parking requirement for individual uses.
Personal fitness studios	One space per two employees, plus one space per five students.	Standards based on the number of students shall be based on the maximum number of students attending classes on the premises at any one time during any twenty-four-hour period.
Specialty convenience retail goods stores	One space per two hundred feet	Parking spaces in shopping centers shall be provided on the basis of the parking requirement for individual uses.
Supermarkets	One space per two hundred square feet	Parking spaces in shopping centers shall be provided on the basis of the parking requirement for individual uses.
Theaters, indoor	MX district: 30 percent of the maximum seating capacity.	

	Other districts: one space per six seats up to 400 seats, plus one space for each four seats above 400.	
Undertaking establishments and funeral parlors	Eight spaces per chapel or parlor, plus one space per funeral vehicle.	
Veterinarian offices	Two spaces per employee.	
Warehousing, storage and distribution facilities, including moving and storage establishments	One space per three employees.	
Barns, stables and kennels for the sheltering, breeding, hiring, or selling of an animal and for storage of crops raised on the premises	Number of spaces to be determined through the use and site development plan approval process.	
Camps, nonprofit, including dormitories, cabins, and structures for administrative, maintenance, and custodial activities	Number of spaces to be determined through the use and site development plan approval process.	
Farming or nurseries, including truck gardening, grazing of livestock, and other similar activities if the use does not change the stability of the land	Number of spaces to be determined through the use and site development plan approval process.	
Golf courses	Number of spaces to be determined through the use and site development plan approval process.	
Structures for administrative and custodial uses of the principal use of the site if building coverage, including parking, does not exceed twenty percent of the site and the structures are not located in the natural drainage system	Number of spaces to be determined through the use and site development plan approval process.	
Number of spaces to be determined through the use and site development plan approval process.	Number of spaces to be determined through the use and site development plan approval process.	

Structures, temporary, for boating, swimming, fishing, hunting, golf courses, ice skating, nature study, picnic areas, play areas, stables, and stands for the sale of products raised on the premises	Number of spaces to be determined through the use and site development plan approval process.	
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**Table Notes:**

1. *Calculation Rules.*
  - A. Unless stated otherwise in the table, when the standard is given in square feet the standard means the number of parking spaces per square footage of gross floor area. See definition of floor area in Division VI for areas to be included in the calculation.
  - B. When the number of off-street parking spaces required by the table results in a fraction, any fraction of one-half or less may be disregarded, while a fraction over one-half is counted as one parking space.
  - C. Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing, or both, on the premises at any one time.
2. *Drive-In Businesses.* Stacking spaces, equal in number to five times the maximum capacity of a drive-in business, for automobiles awaiting entrance into the drive-in business, shall be provided.
3. *Use Not Included in the Table.* Alternative parking and loading standards may be proposed for uses not included in the table, pursuant to Section 21.66.040.
4. *C2 and C2A Districts.* Off-street parking facilities are not required in the C2 or C2A districts except that uses containing twenty thousand feet or more of floor area must provide twenty parking spaces, plus one space for each additional five hundred square feet of floor area.
5. *MX District.* Unless alternative parking standards are approved by the Department of Planning and Zoning pursuant to Section 21.66.040, commercial uses not specifically enumerated in the Table of Off-Street Parking Requirements shall provide one parking space for each three hundred square feet of gross floor area.
6. *WMC District.* Off-street parking facilities are not required in the WMC District except that (1) uses containing fifteen thousand feet or more of floor area must provide fifteen-parking spaces, plus one space for each additional five hundred square feet of floor area, and (2) parking shall be provided for exterior maritime uses as set forth in Section 21.66.130.

**SECTION II: AND BE IT FURTHER ESTABLISHED AND ORDAINED BY THE ANNAPOLIS CITY COUNCIL** that this ordinance shall take effect from the date of its passage.

**Explanation:**

UPPERCASE indicates matter added to existing law.  
~~Strikethrough~~ indicates matter stricken from existing law.  
Underlining indicates amendments.



## INVENTORY OF RESTAURANTS, DELICATESSANS, COFFEE SHOPS & ICE CREAM STORES

Miss Shirley's Cafe	1 PARK PL #5	RESTAURANTS-STANDARD
Carpaccio	1 PARK PL 10	RESTAURANTS-STANDARD
FADO IRISH PUB	1 PARK PL 7	RESTAURANTS-STANDARD
Buddy's Crabs and Ribs	100 MAIN ST 2ND FLOOR	RESTAURANTS-STANDARD
The Boathouse Grill	100 Westgate Circle	RESTAURANTS-STANDARD
SAMMY'S Italian Pizza Kitchen	1007A BAY RIDGE AVE	RESTAURANTS-FAST FOOD
NAM BROS LLC	1015 BAY RIDGE AVE	RESTAURANTS-STANDARD
CHINA WOK	1017 BAY RIDGE AVE	RESTAURANTS-FAST FOOD
Carlsons Thai Kitchen	1022 WEST ST	RESTAURANTS-STANDARD
Rockin Roll Cajun Seafood	103B-105 MAIN ST	RESTAURANTS-STANDARD
ANNAPOLIS SMOKE HOUSE	107 HILLSMERE DR 107	RESTAURANTS-STANDARD
THE CANTON	11 RIDGELY AVENUE	RESTAURANTS-STANDARD
THE CHOPTANK	110 COMPROMISE ST	RESTAURANTS-STANDARD
DOMINOES PIZZA	110 HILLSMERE DR	RESTAURANTS-FAST FOOD
O'BRIENS OYSTER BAR	111 MAIN ST	RESTAURANTS-STANDARD
GAME ON	114 WEST ST	RESTAURANTS-STANDARD
PAPA JOHN'S PIZZA #196	115 HILLSMERE DR	RESTAURANTS-FAST FOOD
Grump's Cafe	117 HILLSMERE DR	RESTAURANTS-STANDARD
Ninja Cafe	118 DOCK ST	RESTAURANTS-FAST FOOD
HARBOR GRILL t/a LATITUDE 35	12 DOCK ST	RESTAURANTS-STANDARD
Moe's Southwest Grill	122 DOCK ST	RESTAURANTS-FAST FOOD
ANNAPOLIS SEAFOOD MARKET	1300 FOREST DR	RESTAURANTS-FAST FOOD
EL RINCON LATINO	1313 FOREST DR	RESTAURANTS-STANDARD
ARMADILLOS	132 DOCK ST	RESTAURANTS-STANDARD
Dock Street Bar & Grill	136 DOCK ST	RESTAURANTS-STANDARD
tba	137 PRINCE GEORGE ST	RESTAURANTS-STANDARD
TARIN THAI CUISINE	138 MAIN ST	RESTAURANTS-STANDARD
Curate Annapolis, LLC	141 WEST ST 102	RESTAURANTS-STANDARD
LITTLE ITALY	1411 FOREST DR	RESTAURANTS-STANDARD
MISSION BBQ DOWNTOWN ANNAPOLIS	142 DOCK ST	RESTAURANTS-STANDARD
Pit Boys	1515 FOREST DR	RESTAURANTS-STANDARD
Acme Bar and Grill	163 MAIN ST	RESTAURANTS-STANDARD
PRESERVE	164 MAIN ST	RESTAURANTS-STANDARD
CHICK AND RUTH'S DELI	165 MAIN ST	RESTAURANTS-STANDARD
LEMONGRASS RESTAURANT	167 West St	RESTAURANTS-STANDARD
Metropolitan	169-175 WEST STREET	RESTAURANTS-STANDARD

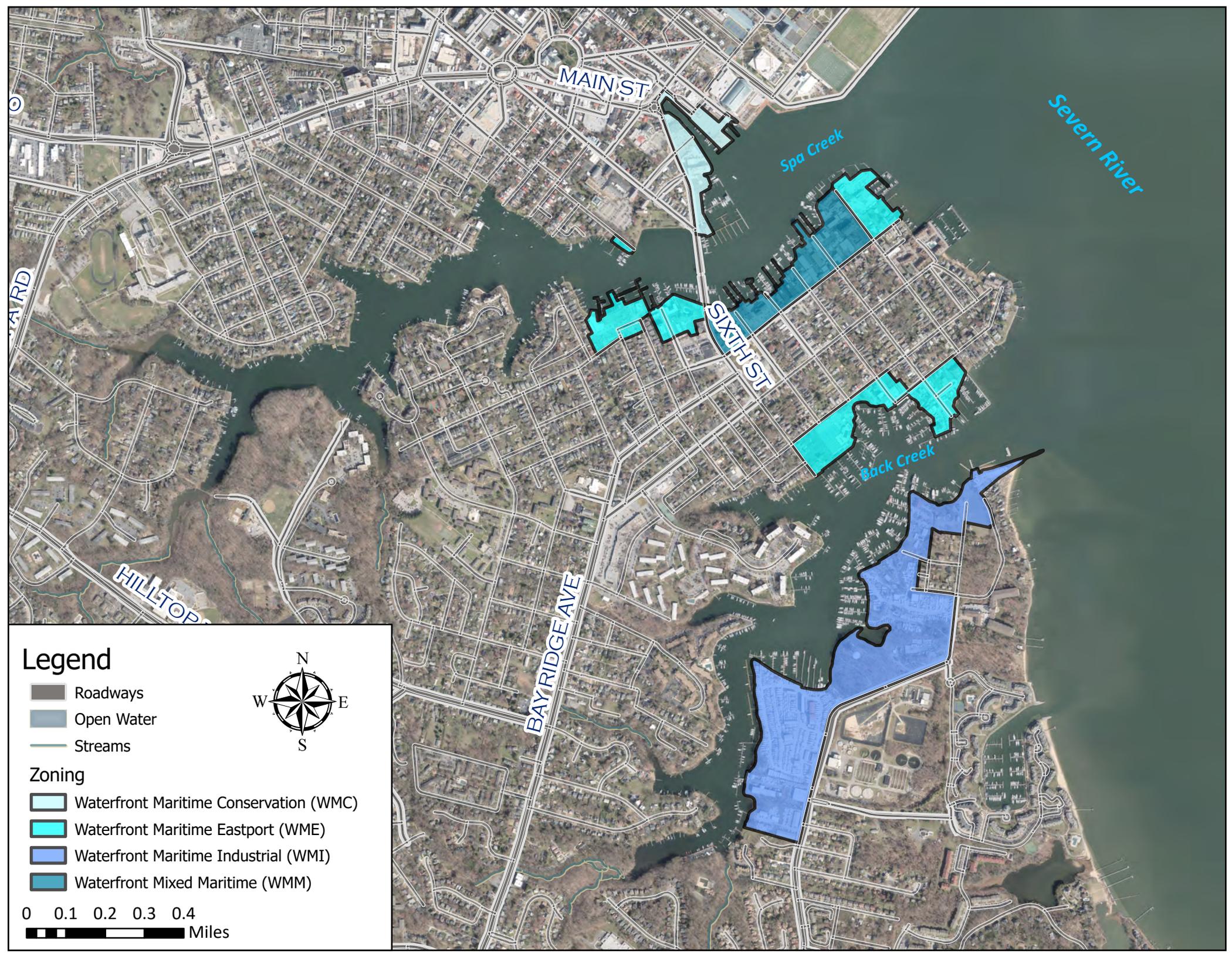
FLAMANT RESTAURANT	17 ANNAPOLIS ST	RESTAURANTS-STANDARD
OSTERIA	177 MAIN ST	RESTAURANTS-STANDARD
FOX'S DEN	179 MAIN ST	RESTAURANTS-STANDARD
GHIBELLINA	18 CHURCH CIR	RESTAURANTS-STANDARD
TACO BELL	1803 WEST ST	RESTAURANTS-FAST FOOD
CAFE NORMANDIE	185 MAIN ST	RESTAURANTS-STANDARD
RED RED WINE BAR	189 B MAIN ST	RESTAURANTS-STANDARD
NANO ASIAN DINING	189 MAIN ST	RESTAURANTS-FAST FOOD
TAQUERIA Y PUPSUERIA EL PORTALITO	1900 FAIRFAX RD 12	RESTAURANTS-STANDARD
Pizza Boli's	1900 FAIRFAX RD 6	RESTAURANTS-FAST FOOD
GOLDEN DRAGON	1900 FAIRFAX RD 7	RESTAURANTS-FAST FOOD
Cluck U Chicken	1900 FOREST DR, SUITE 5	RESTAURANTS-FAST FOOD
LIMA'S OF ANNAPOLIS	1901 WEST ST 102	RESTAURANTS-STANDARD
EL PAN CAFE	1908 FOREST DR 1D & 1E	RESTAURANTS-STANDARD
Carl's Cafe and Catering	1908 FOREST DR, SUITE D	RESTAURANTS-STANDARD
MARIO'S	1912 FOREST DR 1A	RESTAURANTS-STANDARD
Castle Bay Restaurant	193 MAIN ST	RESTAURANTS-STANDARD
DRY 85	193 MAIN STREET B	RESTAURANTS-STANDARD
MCDONALD'S	1941 WEST ST	RESTAURANTS-FAST FOOD
CHRIS' CHARCOAL PIT	1946 WEST STREET	RESTAURANTS-STANDARD
WENDY'S	1949 WEST STREET	RESTAURANTS-FAST FOOD
JOSS CAFE & SUSHI BAR	195-197 MAIN STREET	RESTAURANTS-STANDARD
BURGER KING	1952 WEST ST	RESTAURANTS-FAST FOOD
tba	1957 WEST ST	RESTAURANTS-STANDARD
SAILOR OYSTER BAR	196-198 WEST ST	RESTAURANTS-STANDARD
TEQUILA SUNRISE	1975 WEST ST	RESTAURANTS-STANDARD
KENTUCKY FRIED CHICKEN	1978 WEST STREET	RESTAURANTS-FAST FOOD
MIDDLETON'S TAVERN	2 MARKET SPACE	RESTAURANTS-STANDARD
FEDERAL HOUSE Restaurant	20-24 MARKET SPACE	RESTAURANTS-STANDARD
Vida Taco Bar	200 MAIN ST	RESTAURANTS-STANDARD
DUNKIN DONUTS	2004 WEST ST	RESTAURANTS-FAST FOOD
BAGELS AND....	2019 WEST ST	RESTAURANTS-FAST FOOD
LIGHTHOUSE	202 WEST ST	RESTAURANTS-STANDARD
RIXIE PIZZA & SANDWICH SHOP	2023 WEST ST	RESTAURANTS-FAST FOOD
CHICK FIL A	2025 SOMERVILLE RD	RESTAURANTS-FAST FOOD
DANGEROUSLY DELICIOUS PIES	212-214 WEST ST	RESTAURANTS-STANDARD
SIN FRONTERAS CAFE	2129 FOREST DR	RESTAURANTS-STANDARD
MI LINDO CANCUN LLC	2134 FOREST DR	RESTAURANTS-STANDARD
Subway	228 MAIN ST	RESTAURANTS-STANDARD
Reuben's Restaurant	247 WEST ST	RESTAURANTS-FAST FOOD
MARKET HOUSE	25 MARKET SPACE	RESTAURANTS-FAST FOOD

EVELYN'S PLACE	26 ANNAPOLIS ST	RESTAURANTS-STANDARD
MARKET SPS, LLC	26 MARKET SPACE	RESTAURANTS-STANDARD
The Chart House	300 SECOND ST	RESTAURANTS-STANDARD
RUTH'S CHRIS STEAK HOUSE	301 SEVERN AVE	RESTAURANTS-STANDARD
O'LEARY'S SEAFOOD	310 THIRD ST	RESTAURANTS-STANDARD
RAMS HEAD TAVERN	33 WEST ST	RESTAURANTS-STANDARD
CHIPOTLE MEXICAN GRILL	36 MARKET SPACE	RESTAURANTS-STANDARD
Luna Blu	36 WEST ST	RESTAURANTS-FAST FOOD
Stan & Joe's	37 WEST ST	RESTAURANTS-STANDARD
Dunkin Donuts	38 WEST STREET	RESTAURANTS-FAST FOOD
DAVIS'S PUB	400 CHESTER AVE	RESTAURANTS-STANDARD
Blackwall Hitch Restaurant	400 SIXTH ST	RESTAURANTS-STANDARD
Boat Yard Bar & Grill	400-408 FOURTH ST	RESTAURANTS-STANDARD
LEWNES STEAK HOUSE	401-403 FOURTH ST	RESTAURANTS-STANDARD
BRANDON BARTLETT	41 RANDALL ST	RESTAURANTS-STANDARD
Boatyard Market	410 FOURTH ST	RESTAURANTS-FAST FOOD
CARROLLS CREEK CAFE	410 SEVERN AVE	RESTAURANTS-STANDARD
FORWARD BREWING LLC	418 FOURTH ST	RESTAURANTS-STANDARD
JRS SUBWAY INC (SUBWAY)	420 CHINQUAPIN ROUND RD	RESTAURANTS-FAST FOOD
EL TORO BRAVO INC	44/50 WEST STREET	RESTAURANTS-STANDARD
THE BIG CHEESE	47 RANDALL ST	RESTAURANTS-STANDARD
Potato Valley Cafe	47 STATE CIR	RESTAURANTS-FAST FOOD
49 WEST COFFEE HOUSE	49 WEST ST	RESTAURANTS-STANDARD
Ledo Pizza and Pasta	505 S CHERRY GROVE AVE B	RESTAURANTS-FAST FOOD
SHIKA SUSHI AND RAMEN	509 S CHERRY GROVE AVE D	RESTAURANTS-STANDARD
SOUL	509 S CHERRY GROVE AVE E	RESTAURANTS-STANDARD
TSUNAMI	51 WEST ST	RESTAURANTS-STANDARD
Davis' Pub	526 FOURTH ST	RESTAURANTS-STANDARD
RAR BREW	609 MELVIN AVE	RESTAURANTS-STANDARD
Bella Italia Pizzeria & Restaurant	609 TAYLOR AVE B	RESTAURANTS-FAST FOOD
NAVAL BAGELS	609-A TAYLOR AVE	RESTAURANTS-FAST FOOD
GALWAY BAY	61-63 MARYLAND AVE	RESTAURANTS-STANDARD
HARRY BROWNE'S	66 STATE CIR	RESTAURANTS-STANDARD
LEVEL LOUNGE, LLC	69 WEST ST	RESTAURANTS-STANDARD
Reynolds Tea Room & Sly Fox Pub	7 CHURCH CIR	RESTAURANTS-STANDARD
Edible Arrangements	7 OLD SOLOMONS ISLAND RD	RESTAURANTS-FAST FOOD
LEVEL LOUNGE, LLC	77 WEST ST	RESTAURANTS-STANDARD
MCGARVEY'S Oyster Bar & Saloon	8-10 MARKET SPACE	RESTAURANTS-STANDARD
MANGIA	81 MAIN ST	RESTAURANTS-FAST FOOD
HRK Group Inc. t/a Subway	895 BAY RIDGE RD	RESTAURANTS-STANDARD
VIN 909	909 BAY RIDGE AVE	RESTAURANTS-STANDARD

THE MAIN INGREDIENT	914 BAY RIDGE RD	RESTAURANTS-STANDARD
PAULS HOMEWOOD CAFE	919 WEST ST	RESTAURANTS-STANDARD
ADAMS RIBS	921 CHESAPEAKE AVE C	RESTAURANTS-STANDARD
EASTPORT KITCHEN	923 CHESAPEAKE AVE	RESTAURANTS-STANDARD
ROCCO'S PIZZERIA	954 BAY RIDGE RD	RESTAURANTS-STANDARD
JACK FORTUNE RESTAURANT	960 BAY RIDGE RD	RESTAURANTS-STANDARD
ALWAYS ICE CREAM	116 ANNAPOLIS ST	ICE CREAM STORES
STORM BROTHERS	130 DOCK ST	ICE CREAM STORES
Tutti Frutti Yogurt	133 MAIN ST	ICE CREAM STORES
Bruster's Real Ice Cream	1409 FOREST DRIVE	ICE CREAM STORES
ANNAPOLIS ICE CREAM COMPANY	196 MAIN ST	ICE CREAM STORES
PARK DELI	1 PARK PL #1	DELICATESSEN
PIPS DOCK STREET DOGS	118 DOCK STREET	DELICATESSEN
TAQUERIA JUQUILITA	126 HILLSMERE DR	DELICATESSEN
Jimmy John's Gourmet Sandwiches	139 MAIN ST	DELICATESSEN
Cabrito Mexican Grill	1407 FOREST DR	DELICATESSEN
FRESH HEALTHY CAFE	1419 FOREST DR	DELICATESSEN
THE CORNER BAKERY CAFE	2140 FOREST DR	DELICATESSEN
Bakers & Co	435 BURNSIDE ST	DELICATESSEN
MEARS MARINA SNACK BAR	519 CHESTER AVE	DELICATESSEN
Leeward Market	601 SECOND ST	DELICATESSEN
PORT ANNAPOLIS MARINA	7082 BEMBE BEACH RD	DELICATESSEN
BACK CREEK CAFE & BOAT SUPPLY	7310 EDGEWOOD RD	DELICATESSEN
JUICE SHOP	82 Maryland Avenue	DELICATESSAN
SOFIS CREPES	97 PRINCE GEORGE ST	DELICATESSEN
BEAN RUSH CAFE	112 ANNAPOLIS ST A	COFFEE SHOPS
STARBUCKS CORPORATION	122 MAIN ST	COFFEE SHOPS
BITTY & BEAU'S COFFEE	124 DOCK ST	COFFEE SHOPS
POINDEXTER COFFEE AND CAFE	126 WEST ST	COFFEE SHOPS
MARYLAND INN COFEE HOUSE	16 CHURCH CIR	COFFEE SHOPS
Jo Jo's Cupcakes/Mason's Lobster	188 MAIN ST	COFFEE SHOPS
Dunkin Donuts	1900 FAIRFAX RD 11	COFFEE SHOPS
Starbucks	1901 WEST ST	COFFEE SHOPS
THE RED BEAN	220 MAIN STREET	COFFEE SHOPS
Cafe Ole	33-1/2 WEST ST	COFFEE SHOPS
OLD FOX LLC	35 MARYLAND AVE	COFFEE SHOPS
RUTABAGA CRAFT JUICERY, LLC	4 RIDGELY AVENUE	COFFEE SHOPS
Hard Bean Cafe	801 CHASE ST 104	COFFEE SHOPS
Cafe Pronto/CEREMONY COFFEE	90 RUSSELL ST 4, 5, & 6	COFFEE SHOPS
MARITIME COFFEE TIME BAY RIDGE	934 BAY RIDGE RD	COFFEE SHOPS
STARBUCKS	970 BAY VILLAGE	COFFEE SHOPS

## INVENTORY OF CLUBS, LODGES & MEETING HALLS AND NON-COMMERCIAL SOCIAL CLUBS

ANNAPOLIS WALK RECREATION AREA	1701 BELLE DR	RECREATION/SOCIAL CLUBS
ISLAMIC SOCIETY OF ANNAPOLIS	1908L FOREST DR	CLUBS/LODGES W/FOOD
MOUNT OLIVE COMMUNITY LIFE CENTER	2 HICKS AVE	RECREATION/SOCIAL CLUBS
VINTAGE 55/MARION GILL GALLERY	55 WEST ST	CLUBS/LODGES W/O FOOD
MOYER RECREATION CENTER	HILLTOP LN	RECREATION/SOCIAL CLUBS
FLEET RESERVE CLUB	100 COMPROMISE ST	CLUBS/LODGES W/FOOD
AYC FAMILY ACTIVITY & SAILING CENTER	314 SIXTH ST & 510 SEVERN AVE	CLUBS/LODGES W/FOOD
ANNAPOLIS YACHT CLUB	2 COMPROMISE ST	YACHT CLUB W/FOOD
EASTPORT TERRACE REC CENT	1014 PRESIDENT ST	RECREATION/SOCIAL CLUBS
BOYS & GIRLS CLUB OF ANNAPOLIS	121 SOUTH VILLA AVE	RECREATION/SOCIAL CLUBS
HERITAGE POOL & COMMUNITY ASSN	1319 HAWKINS LN	CLUBS/LODGES/MEETING HALL
ROBINWOOD REC CENTER	1469 TYLER AVE	RECREATION/SOCIAL CLUBS
AMCYC POOL	16 CHESAPEAKE AVE	RECREATION/SOCIAL CLUBS
MASONIC TEMPLE	162 CONDUIT ST	RECREATION/SOCIAL CLUBS
ANNAP. WALK RECREATION CENTER	1701 BELLE DR	RECREATION/SOCIAL CLUBS
AMERICAN LEGION POST 141	1707 FOREST DR	CLUBS/LODGES/MEETING HALL
BYWATER RECREATION CENTER	1903 COPELAND ST	RECREATION/SOCIAL CLUBS
Mount Olive Community Life Center	2 HICKS AVE	RECREATION/SOCIAL CLUBS
J ALBERT ADAMS CENTER	245 CLAY ST	RECREATION/SOCIAL CLUBS
USNA ALUMNI ASSOCIATION	247 KING GEORGE ST	CLUBS/LODGES/MEETING HALL
Severn Sailing Association	311-315 First Street	CLUBS/LODGES/MEETING HALL
ANNAPOLIS REC AND PARKS	273 HILLTOP LN	RECREATION/SOCIAL CLUBS
SEAFARERS YACHT CLUB	301 CHESTER AVE	CLUBS/LODGES/MEETING HALL
PEERLESS RENS CLUB	406 CHESTER AVE	CLUBS/LODGES W/FOOD
NAVY MARINE CORPS STADIUM	511 TAYLOR AVE	RECREATION/SOCIAL CLUBS
SAFE HARBOR SEVERN RIVER YACHT CLUB	519 CHESTER AVE	CLUBS/LODGES W/ FOOD
EASTPORT DEMOCRATIC CLUB	525 STATE ST	CLUBS/LODGES W/FOOD
ANNAPOLIS MARTIME MUSEUM	7300 EDGEWOOD RD	RECREATION/SOCIAL CLUBS
ANNAPOLITAN CLUB	81 FRANKLIN ST	CLUBS/LODGES/MEETING HALL
ANCIENT CITY ELKS LODGE	91 NORTHWEST ST	CLUBS/LODGES/MEETING HALL
STANTON CENTER	92 W WASHINGTON ST	RECREATION/SOCIAL CLUBS



MAIN ST

Spa Creek

Severn River

SIXTH ST

Back Creek

HILLTOP

BAYRIDGE AVE

SPA RD

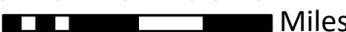
### Legend

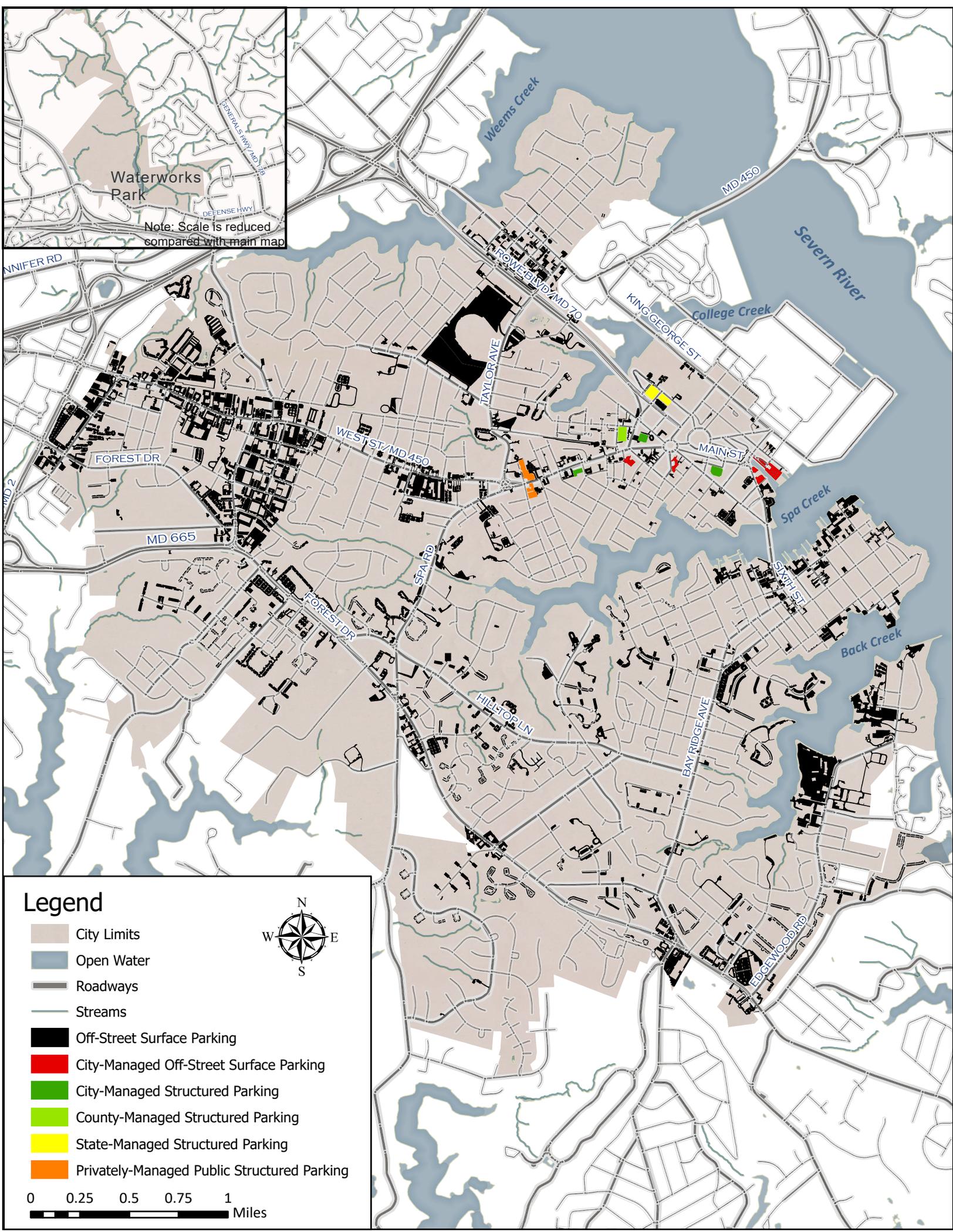
-  Roadways
-  Open Water
-  Streams



### Zoning

-  Waterfront Maritime Conservation (WMC)
-  Waterfront Maritime Eastport (WME)
-  Waterfront Maritime Industrial (WMI)
-  Waterfront Mixed Maritime (WMM)

0 0.1 0.2 0.3 0.4  
 Miles



Waterworks Park

Note: Scale is reduced compared with main map

### Legend



- City Limits
- Open Water
- Roadways
- Streams
- Off-Street Surface Parking
- City-Managed Off-Street Surface Parking
- City-Managed Structured Parking
- County-Managed Structured Parking
- State-Managed Structured Parking
- Privately-Managed Public Structured Parking

