

**City Dock Master Plan: Required Studies for Implementation
Status Update January 2018**

1. Cultural Landscape Report

General Description	This report would serve as the primary guide to treatment and use of a cultural landscape, and would prescribe the treatment and management of the physical attributes and biotic systems of a landscape, and determine when use contributes to historical significance (National Park Service).
Staff/Dept. Lead	Historic Preservation/Planning and Zoning
Trigger	Enacting changes on Dock Street
Context	“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).
Approval	Historic Preservation Commission, City Council
Study Timing	Study should begin in FY 2015
Cost Estimate	\$30,000
Jan. 2018 Status	Study is underway

2. Economic Maritime Study

General Description	A planning and economic study of the maritime industry
Staff/Dept. Lead	Planning and Zoning, Maritime Advisory Board
Trigger	Making any zoning changes to other maritime districts
Context	“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).
Approval	Planning Commission and City Council
Study Timing	Not specified
Cost Estimate	\$25,000
Jan. 2018 Status	Study is complete, led by P&Z’s Economic Development Manager with assistance from University of Maryland’s PALS program

3. Comprehensive Parking Plan/Study

General Description	Parking study coordinated with Hillman Garage reconstruction
Staff/Dept. Lead	Transportation and Planning and Zoning
Trigger	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.
Context	<p>“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 which identifies and considers:</p> <ul style="list-style-type: none"> o The inventory of parking spaces and loading zones both within the study area and within walking distance. o The parking spaces, loading zones, and parking management practices necessary to support a vibrant economy in the City Dock study area, o Specific programs for relocating parking from within the study area to locations outside the study area and strategies for accommodating the distance to the new locations. The parking relocation programs must meet the needs for success of existing and new businesses. o The economic impacts of those relocation programs, o The impacts of those relocation programs on parking elsewhere in the City, at other parking facilities and on-street in both business and residential areas, o Alternatives to parking that will help City residents and visitors access City Dock without the need for a car, o The costs and expected benefits of those programs, o The provision of periodic evaluation of parking supply and demand in the study area, and o The timing of those programs with respect to the anticipated reconstruction of the Hillman Garage” (pp. 22-23).
Approval	City Council
Study Timing	Not specified but coordinated with Hillman Garage reconstruction
Cost Estimate	\$150,000
Jan. 2018 Status	SP+ has undertaken parking survey and loading zones analysis

4. Study of Optimal Configuration of the Compromise Street, Main Street, and Randall Street Intersection

General Description	Engineering Study informed by Cultural Landscape Report
Staff/Dept. Lead	Public Works
Trigger	Making changes to Hopkins Plaza or the top of Market Slip
Context	<p>“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). “The City will prepare, for City Council approval, a plan for the intersections and crosswalks in the study area which considers the area’s dual role as both a destination and a throughway, gathering space for pedestrians, pedestrian and bicycle access to and through City Dock, wayfinding, bus and truck access, loading, and unloading, and the constraints of the historical context (as determined by the cultural landscape report). This plan will include factors both inside and outside the study area that contribute to the congestion at City Dock such as the existing stoplights on Main and Randall Streets and the Spa Creek drawbridge, and the potential impact of the Plan’s implementation on routes outside the study area. This transportation plan is inextricably linked to the parking plan described on p. 22” (p. 19).</p>
Approval	City Council
Study Timing	Not specified
Cost Estimate	\$200,000
Jan. 2018 Status	Study has not begun. No funding identified.

5. Crosswalk Study

General Description	Traffic Engineering Study
Staff/Dept. Lead	Public Works
Trigger	Enacting changes to crosswalks
Context	<p>“The Plan improves the pedestrian environment throughout the study area. As shown below, crosswalks are located along the lines that link pedestrians from downtown to the water. No longer should pedestrians be hemmed in by bollards and chains and directed to just one location for crossing Randall Street. The proposed signalized intersections at Compromise/Main and Randall Streets and at Dock and Randall Streets would referee the flow of pedestrians and vehicles. In all, three new crossings near the intersection of Randall and Main Streets are added. A prominent crosswalk in front of the Market House is provided and it connects the component elements of the Alex Haley Memorial together—the Compass Rose on the Market House side and the sculpture situated adjacent to the water. 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).</p>
Approval	City Council
Study Timing	Not specified
Cost Estimate	\$25,000
Jan. 2018 Status	Study has not begun. No funding identified.

6. Flooding and Sea Level Rise Study

General Description	An engineering study to assess the best ways to address sea level rise and seasonal flooding
Staff/Dept. Lead	Public Works
Trigger	Making changes to top of Market Slip
Context	<p>“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, including:</p> <ul style="list-style-type: none"> ○ Building a low, configurable seawall as depicted here, ○ Building a seawall at the water’s edge or at the sidewalk’s edge, ○ Raising buildings subject to the 100-year flood above the flood line, ○ Other strategies which may be identified in the course of the study, ○ Allowing buildings to flood, and ○ Avoiding redevelopment and new building construction within the 100-year floodplain, and improve City Dock with larger pedestrian walkways, plazas, green space, and temporary events, including boat shows, concerts, farmers markets and parking, that can be relocated in advance of flooding and do not need flood insurance. <p>The study of strategies for addressing sea level rise will include impacts on the historic fabric and infrastructure, visual impact, economic impact, engineering feasibility, insurability of structures, cost/benefit analysis, impact on the use of space in the City Dock area for other purposes, and relationship to the flood control measures and plans of the United States Naval Academy” (pp. 26-27).</p>
Approval	City Council
Study Timing	Not specified but coordinated with other capital improvements
Cost Estimate	\$100,000
Jan. 2018 Status	The Cultural Hazard Mitigation Plan has been drafted and will be part of the City’s Hazard Mitigation Plan. DPW has analyzed how to prevent nuisance flooding

7. Business Climate Study

General Description	Market/Economic analysis
Staff/Dept. Lead	Economic Development/Planning and Zoning
Trigger	Enacting changes on Dock Street
Context	“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).
Approval	City Council
Study Timing	Study should begin before the City accepts any applications
Cost Estimate	\$50,000
Jan. 2018 Status	P&Z’s Economic Development Manager can begin analysis when details of future development are determined

All studies should include information on the cost and benefits of the plan and the overall impact each element will have on City businesses and residents. Studies should also include feasible timelines for the projects.