



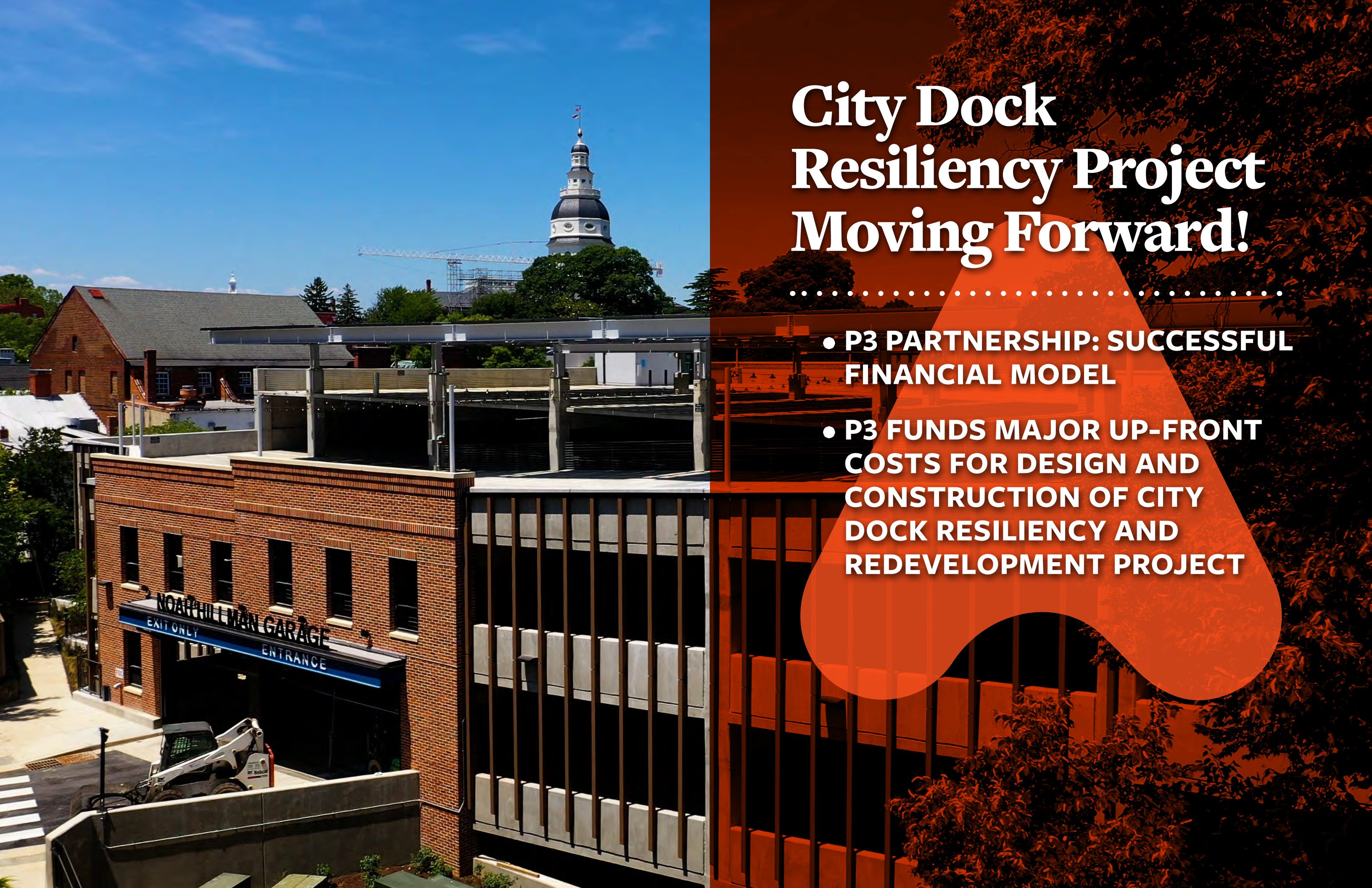
CITY DOCK RESILIENCY PROJECT

CITY COUNCIL WORK SESSION
JUNE 8, 2023



Hillman Garage Open for Business!

.....
JUNE 14, 2023
CITY DOCK PROJECT:
PHASE ONE COMPLETE!



City Dock Resiliency Project Moving Forward!

.....

- **P3 PARTNERSHIP: SUCCESSFUL FINANCIAL MODEL**
- **P3 FUNDS MAJOR UP-FRONT COSTS FOR DESIGN AND CONSTRUCTION OF CITY DOCK RESILIENCY AND REDEVELOPMENT PROJECT**

Funding For City Dock Resiliency Project

TOTAL PROJECT COST:	\$54 M
STATE OF MARYLAND:	\$10 M
FEDERAL EDA:	\$3.2 M
FEDERAL DELEGATION DIRECT SPENDING:	\$3.4 M
CONCESSION PAYMENT/GOBONDS (SUB DEBT):	\$24.5 M
COMPROMISE ST. PHASE ONE TOTAL:	\$22 M
COMPROMISE ST. PHASE TWO TOTAL:	\$7 M
STATE OF MARYLAND COMPROMISE:	\$5.1 M
FLOOD PROJECT FEDERAL GRANT:	\$3.4 M
CITY	\$1.3 M





RESILIENCY APPROACH:

PROTECT DOWNTOWN AND USNA

- TIERED APPROACH FOR LINE OF DEFENSE: FLOOD PROTECTION SYSTEM FROM GATE ZERO TO NEWMAN ST

A. RAISED ELEVATIONS

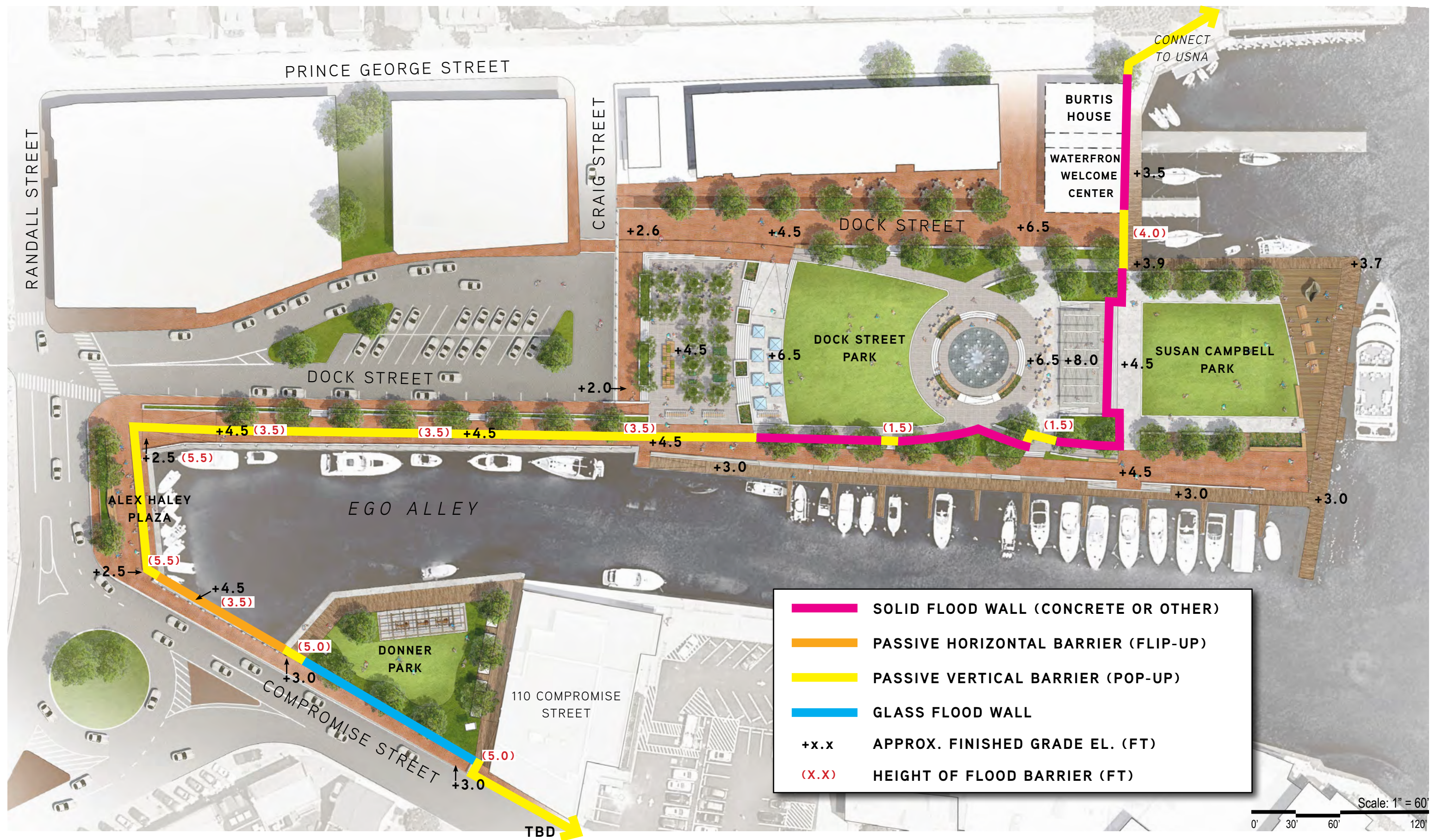
- ELEVATES NEWMAN STREET BULKHEAD TO 4.5'

B. FLOOD DEVICES

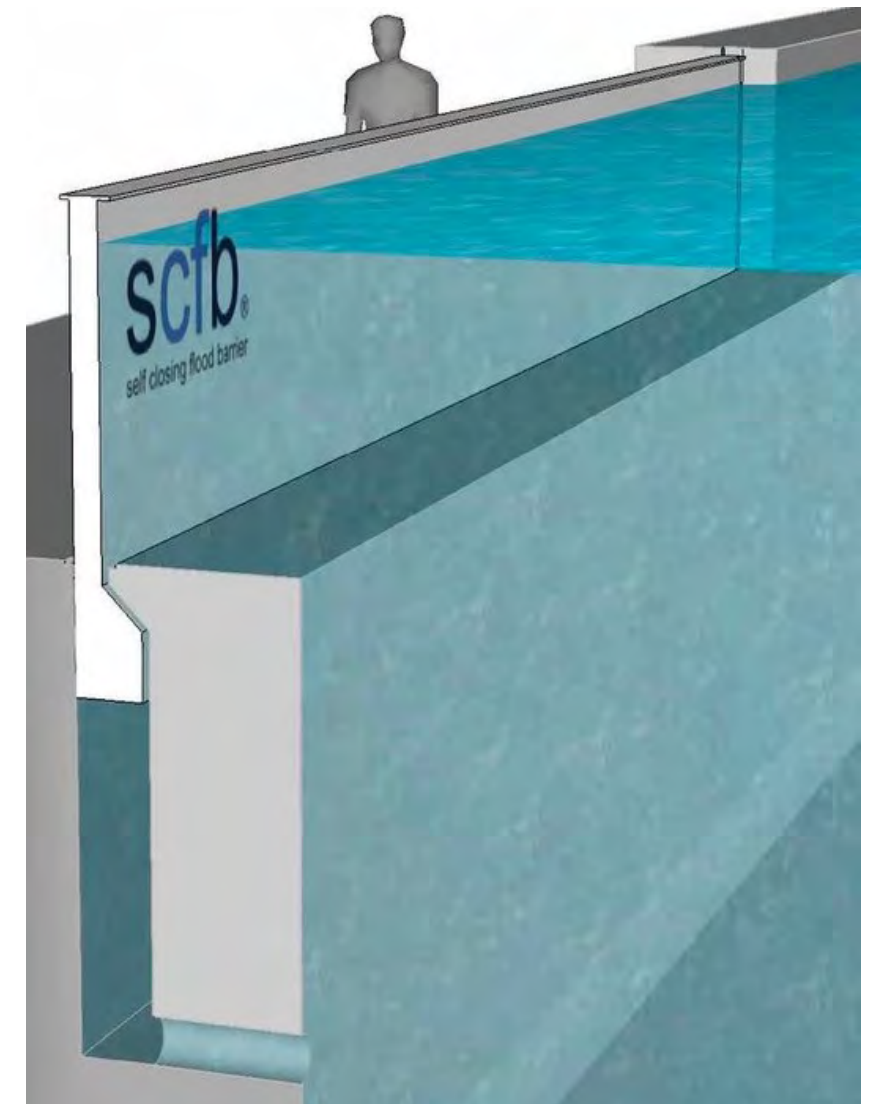
- DEPLOYABLE BARRIER BEHIND BULKHEAD FOR PROTECTION UP TO 8'

C. NATURAL LAND BARRIER

- TERRACED PARK PROVIDES NATURAL LAND BARRIER UP TO 8'
- LAWNS, RAIN GARDENS, SHADE TREES TO MITIGATE FLOODING AND HEAT ISLAND



FLOOD BARRIER PLAN



PASSIVE VERTICAL FLOOD BARRIER



City Dock Action Committee Endorses Active Park Plan!

Planning Commission and HPC Concur with New Direction

.....

**TELLING ANNAPOLIS' STORY:
LEGACY WOVEN INTO THE FABRIC
OF THE NEW PARK DESIGN**

Celebrating Annapolis' Diverse Legacy



Improving the Alex Haley Memorial Experience

Started as a chimney sweep

Ex-slave William Bishop became rich Annapolitan

WILLIAM BISHOP was born a slave in Annapolis in 1802. His mother was a slave and his father was a newly-arrived European immigrant. When William reached his 20th birthday he was given his freedom and for the next several years he supported himself by working as chimney sweep in the Annapolis area. Bishop was not only a hard worker, he was also very frugal with his money. Soon he had saved enough to buy a horse and wagon and to start his own carting business.

At this time there were about 4,000 blacks living in Annapolis and of these less than a thousand were free. Of the free blacks residing in Maryland's capital, only five others besides Bishop were in business for themselves. Most of the other free blacks were unskilled laborers, but some worked as carpenters, cooks or sailors. The introduction of the railroad during the third decade of the 19th century, however, presented William Bishop and his carting business with a golden opportunity.

During the 1830s and 1840s, railroad lines were built south from Baltimore to connect the three cities of Baltimore, Annapolis and Washington. At numerous points along these lines, communities found themselves in the midst of a building boom as facilities to serve both the railroad workers and the railroad passengers were constructed. The business generated by this activity made Bishop's carting operation quite successful.

As his business prospered, Bishop continued to use his money carefully. During the years prior to the Civil War, he invested in Annapolis real estate and by the time the war began, had accumulated 11 properties. In addition to these Annapolis holdings, Bishop also owned property in Albany, N.Y. In 1860, his net worth was calculated at \$12,000. This made William Bishop the richest black in Anne Arundel county and one of the 12 richest men in Annapolis.

Bishop spent most of his life living with his wife and seven children in a large brick house on Church Circle in Annapolis. In every sense of the word, Bishop had lived the American success story. He had begun life as a slave, the lowest place in society, and he had worked his way up to become one of the richest men in central Maryland.

But when it came time for him to send his children to school, there was not a single adequate school in Annapolis that would accept them. For a black child to receive an education of quality, he had to leave Maryland. The youngest of William Bishop's children, also named William, was sent to Pennsylvania to be educated. Young William received a medical degree and went to Liberia as a medical missionary. After serving in Liberia for a few years, Dr. Bishop returned home to Annapolis, where he began a successful practice in partnership with a white doctor, Abraham Claude. The younger Bishop was also instrumental in the founding of the Annapolis Emergency Hospital.

Much of the success of Dr. Bishop must be credited to education that he received, and that was due only to his father's hard work and success. The elder William was born a slave, but he died a wealthy entrepreneur. His was a story that was not often repeated in Maryland, but William Bishop's life is a testament to a combination of hard work, determination and opportunity.

Michael Morgan is a free lance and chairman of the social studies department at Mt. St. Joseph High School.

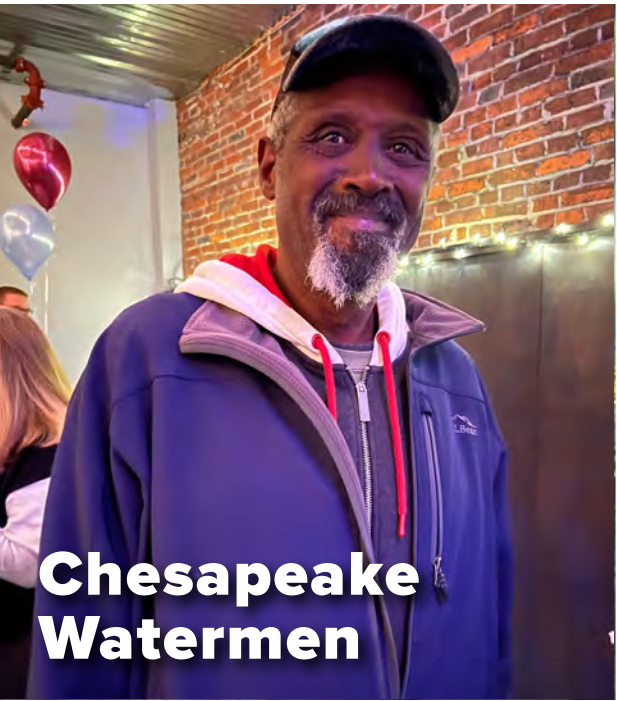
UNESCO Middle Passage Marker

The UNESCO Slave Route Project: Resistance, Liberty, Heritage

Launched in 1994, the international and inter-regional project 'The Slave Route: Resistance, Liberty, Heritage' addresses the history of the slave trade and slavery through the prism of intercultural dialogue, a culture of peace and reconciliation. It thereby endeavours to improve the understanding and transmission of this human tragedy by making better known its deep-seated causes, its consequences for societies today and the cultural interactions born of this history. The project is structured around five key fields of activity: scientific research, development of educational materials, preservation of written archives and oral traditions, promotion of living cultures and contributions by the African diaspora and, lastly, preservation of sites of memory.

The promotion of the memorial heritage related to the slave trade and slavery plays a decisive role not only in educating the general public, and young people in particular, but also in facilitating national reconciliation and social cohesion processes in societies.

The Slave Route project has created a label to encourage the



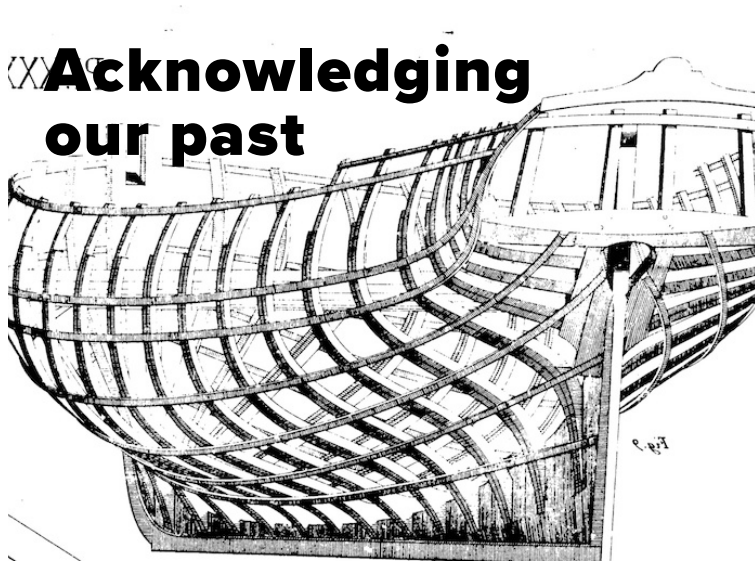
Chesapeake Watermen



Fountain

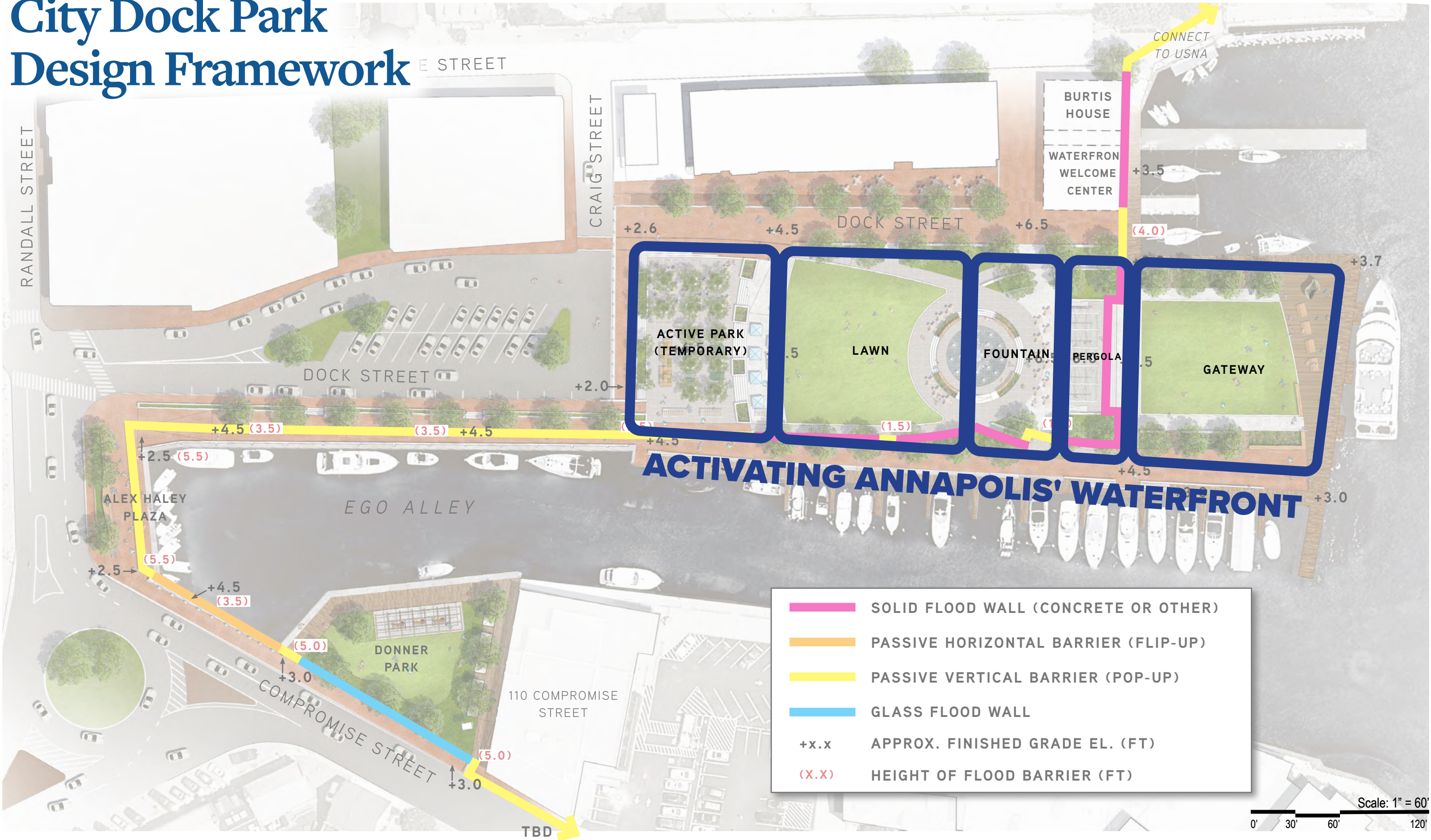


Representing our collective heritage



Acknowledging our past

City Dock Park Design Framework



REVISED PARK ORGANIZATION

Annapolis' Waterfront Revitalized



OVERALL PLAN

World-Class Gateway to Chesapeake Bay: Restoring the Working Waterfront

PRINCE GEORGE STREET

BURTIS
HOUSE

RAIG STREET

FERRY CONNECTION

Activities

- DIRECT COMMUNITY ACCESS TO WATER
- ANNAPOLIS LEGACY EXPERIENCE
- MARITIME AMENITIES
- PADDLE BOARD
- KAYAK
- VISITOR CENTER

DOCK STREET

WATERFRONT
WELCOME
CENTER

DOCK STREET
PARK

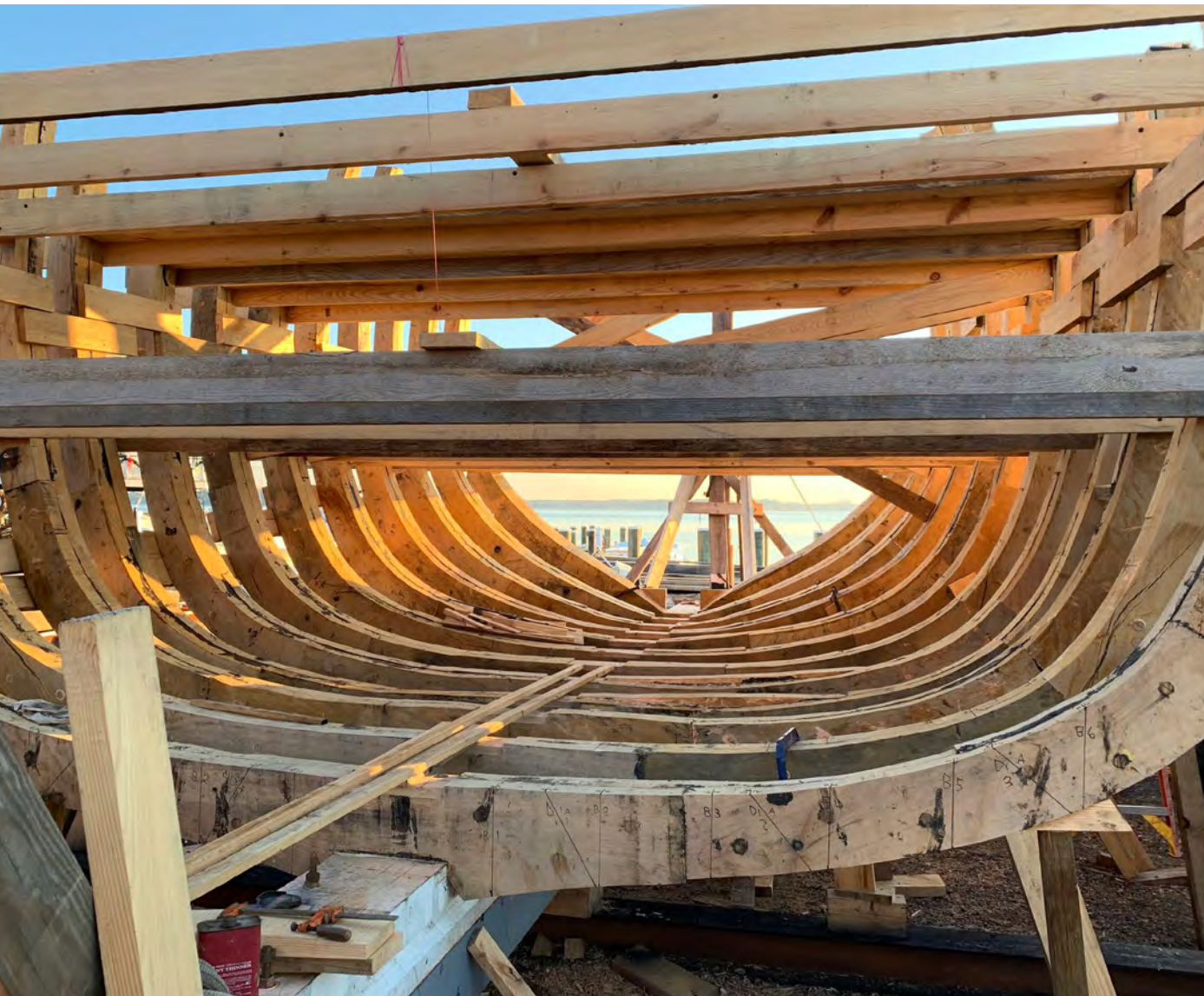
SUSAN
CAMPBELL
PARK



ACTIVATION FOR PARK ALONG PROMENADE



FOUNTAIN EXPERIENCE AT CITY DOCK



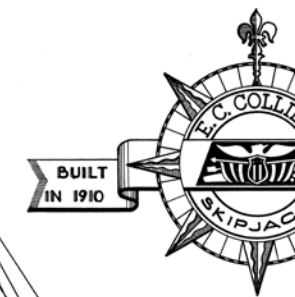
EAU

E.C.

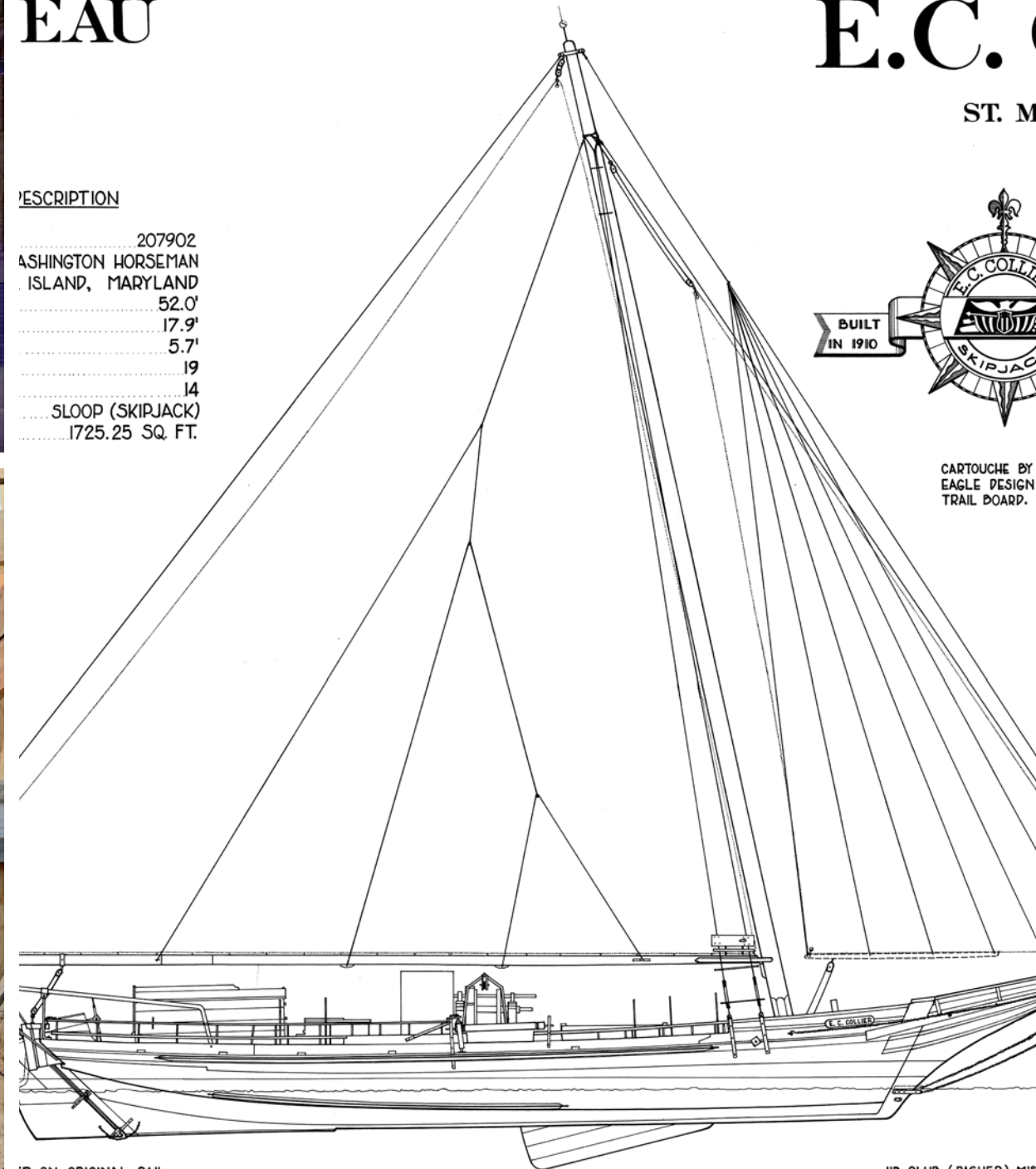
ST. M

DESCRIPTION

207902
WASHINGTON HORSEMAN
ISLAND, MARYLAND
52.0'
17.9'
5.7'
19
14
SLOOP (SKIPJACK)
1725.25 SQ. FT.

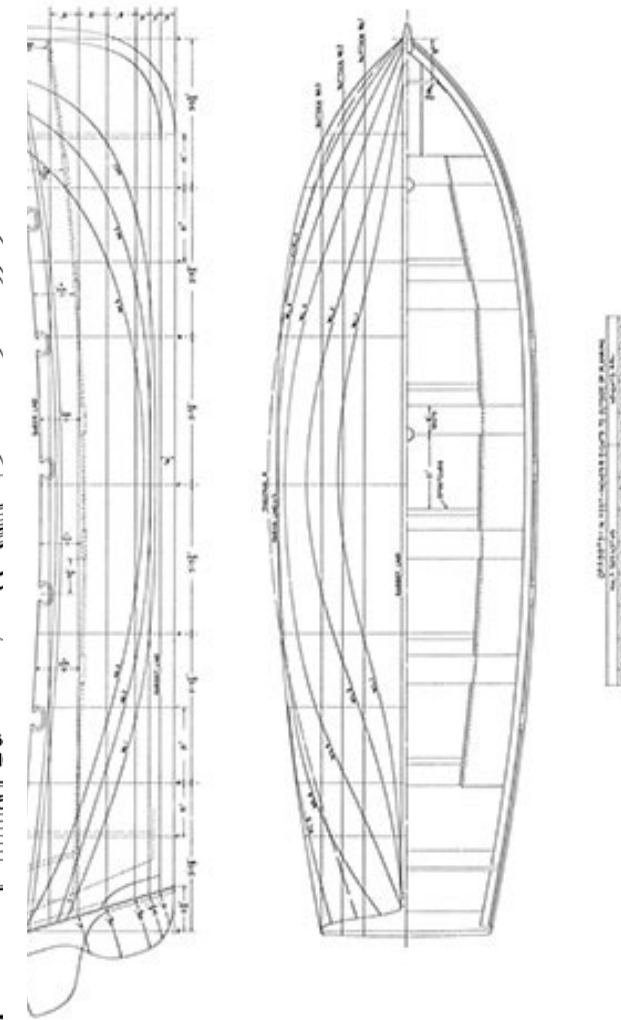
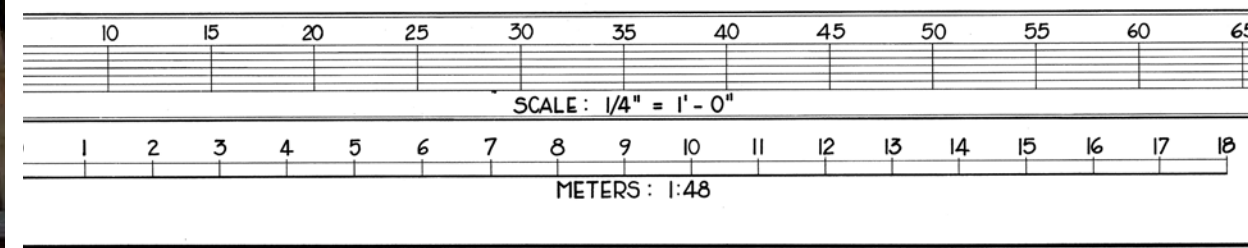


CARTOUCHE BY
EAGLE DESIGN
TRAIL BOARD.



1/4" = 1' - 0"

JIB CLUB (DASHED) MIS
ON HISTORI



PERGOLA: SLAVERSHIP / SKIPJACK



LEGACY FOUNTAIN | PERGOLA



GATEWAY | PROMENADE

Annapolis' Waterfront Revitalized



OVERALL PLAN

Existing Harbormaster Building



Newly Proposed Building



Burtis* Basin with the ferry landing





Historic image of Burtis house and outbuildings

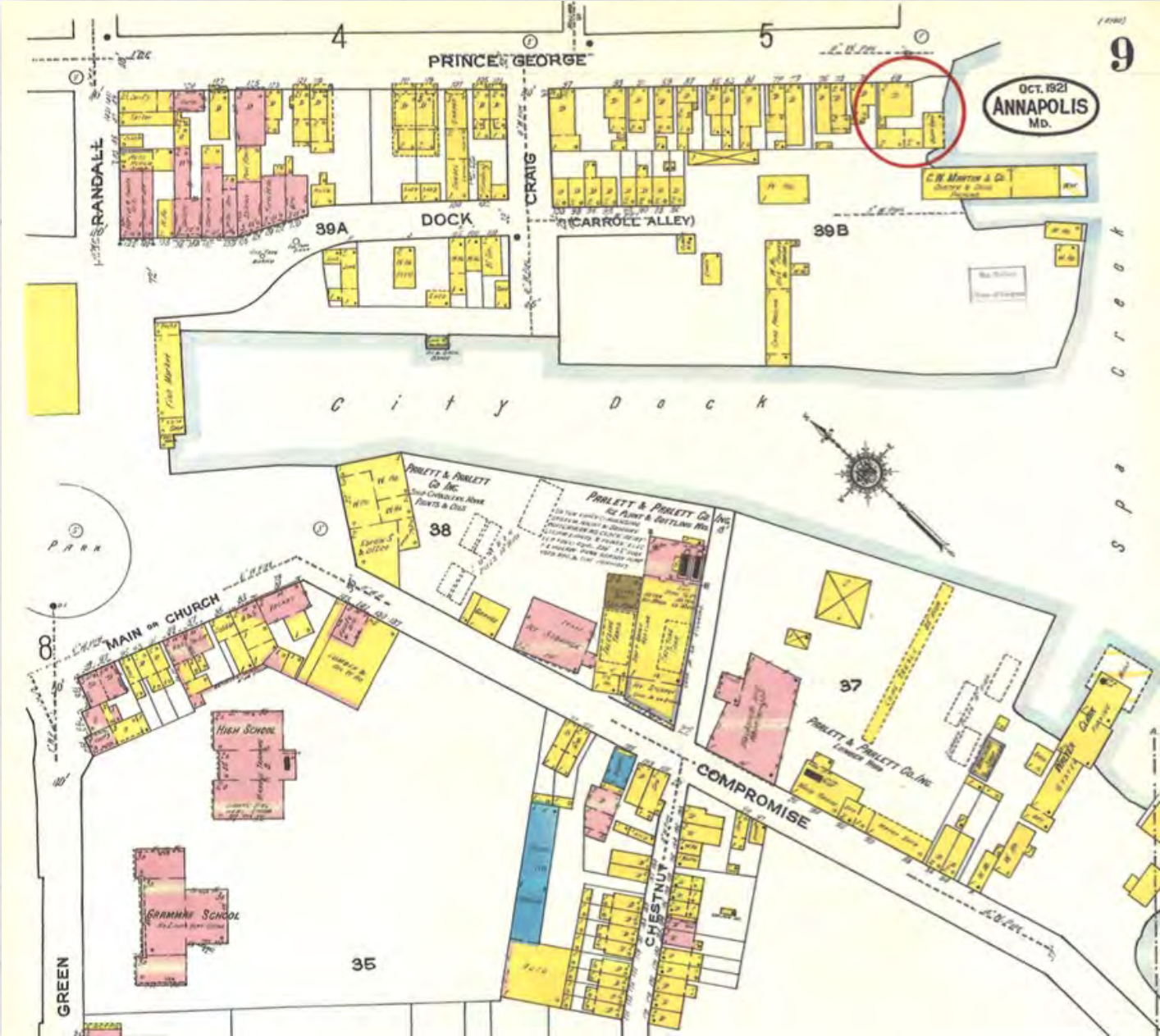


Close up of the Burtis Basin and Hell Point

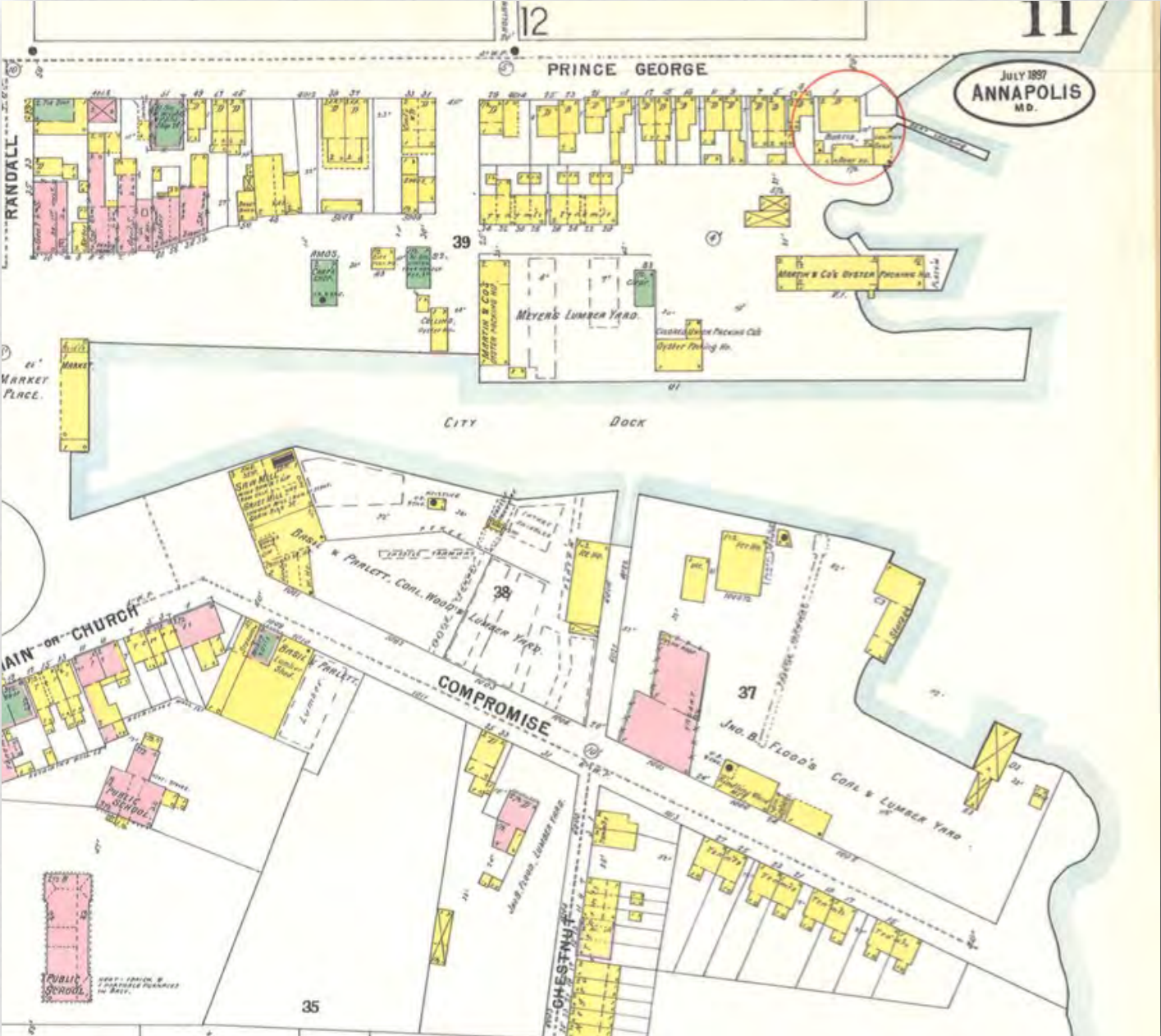


Full Annapolis City Map Published by G. M. Hopkins in 1878.

Sanborn 1921 and 1897

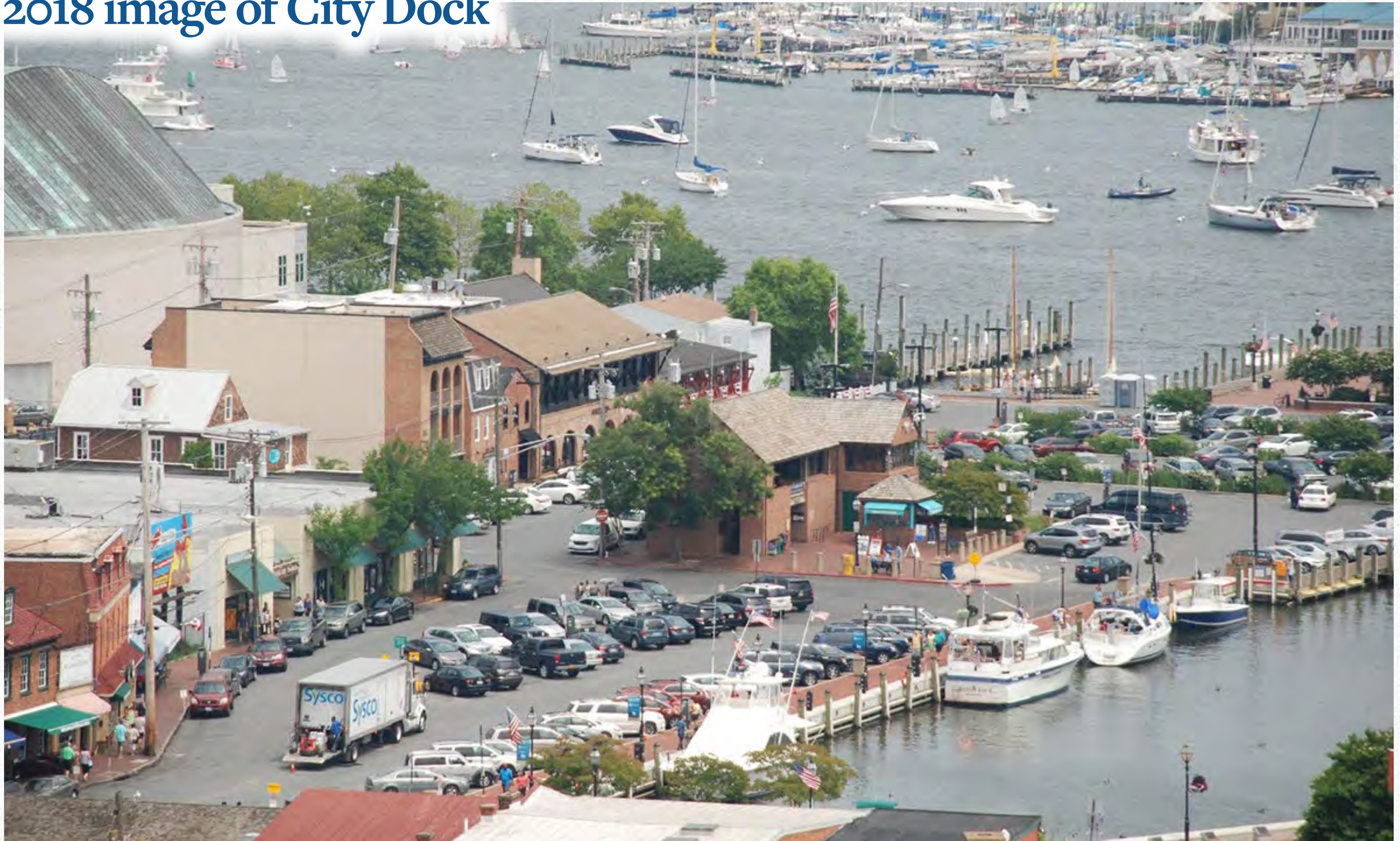


Sanborn 1921.



Sanborn 1897.

2018 image of City Dock



City Dock



World-Class Gateway to Chesapeake Bay: Restoring the Working Waterfront

PRINCE GEORGE STREET

BURTIS
HOUSE

RAIG STREET

FERRY CONNECTION

Activities

- DIRECT COMMUNITY ACCESS TO WATER
- ANNAPOLIS LEGACY EXPERIENCE
- MARITIME AMENITIES
- PADDLE BOARD
- KAYAK
- VISITOR CENTER

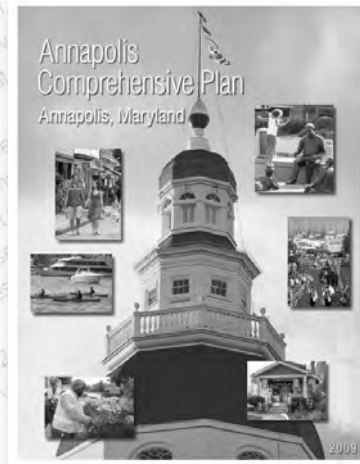
DOCK STREET

WATERFRONT
WELCOME
CENTER

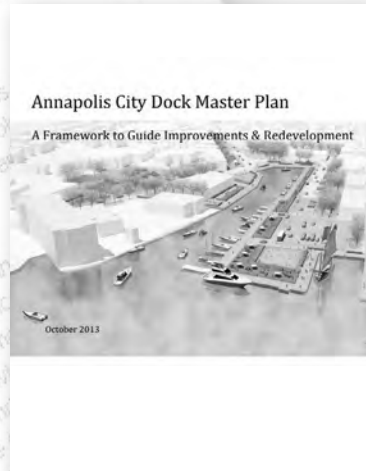
DOCK STREET
PARK

SUSAN
CAMPBELL
PARK

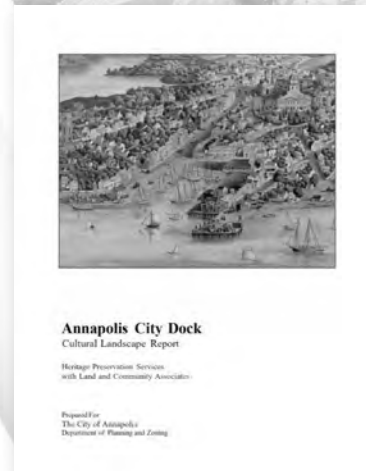
Next Steps



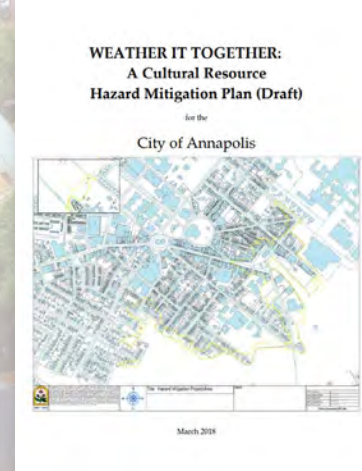
Annapolis Comprehensive Plan
2009



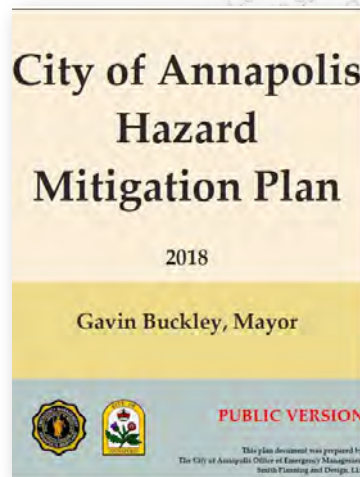
City Dock Master Plan
2013



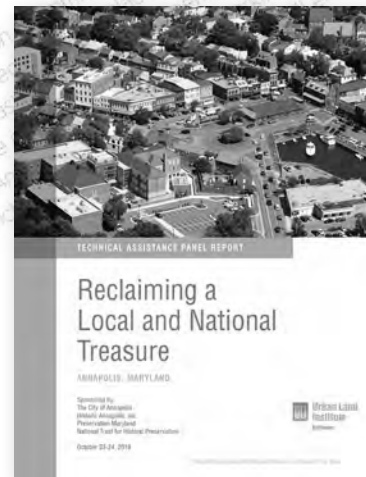
Cultural Landscape Report
2018



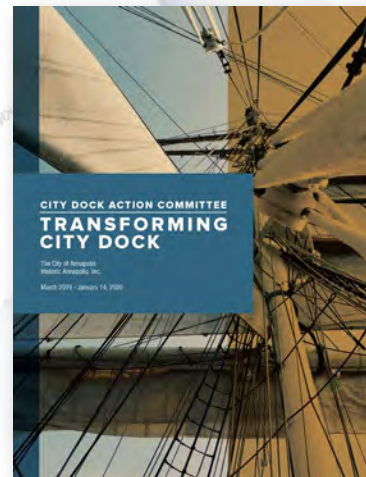
Weather Together
2018



Cultural Resource Hazard Mitigation Plan
2019



ULI "Reclaiming a Local and National Treasure"
2019



CDAC Transforming City Dock
2020



UNSA Resiliency Plan
2022

Annapolis is Leading the Way Nationally!

PREEMINENT HISTORIC COASTAL CITY RESPONDING TO AN IMPENDING THREAT BY ADOPTING A PROACTIVE RESILIENCY STRATEGY.

- BUILT ON PRIOR STUDIES
- PARTNERSHIP WITH USNA-ONGOING COLLABORATION
- UMD/PUBLIC AND PRIVATE RESILIENCY EXPERTS
- BROAD-BASED COMMUNITY CONSENSUS

NEXT STEP: UPDATE OUR LOCAL ORDINANCES TO CONFORM WITH FEMA RECOMMENDATIONS.

Planning Process

- CDAC Consensus Plan
- Implementation Strategy: mobility, parking, garage, resiliency, open space, water access
- Conceptual Design City Dock Park
- Ordinance to allow design of public structures to proceed
- Public input to design process: Planning Commission, HPC, CDAC and Council



City Dock FEMA Flood Requirements

REQUIRED TOTAL ELEVATION	7'
CITY REQUIRED ELEVATION	2'
FEMA ELEVATION	5" ABOVE SEA LEVEL
CURRENT BASE ELEVATION	1.5'-3+
SEA LEVEL	0'

Legend

Height District within Flood Zones

DISTRICT

1

2

3

AE Flood Zone

0

0.04

0.07

0.15

Miles



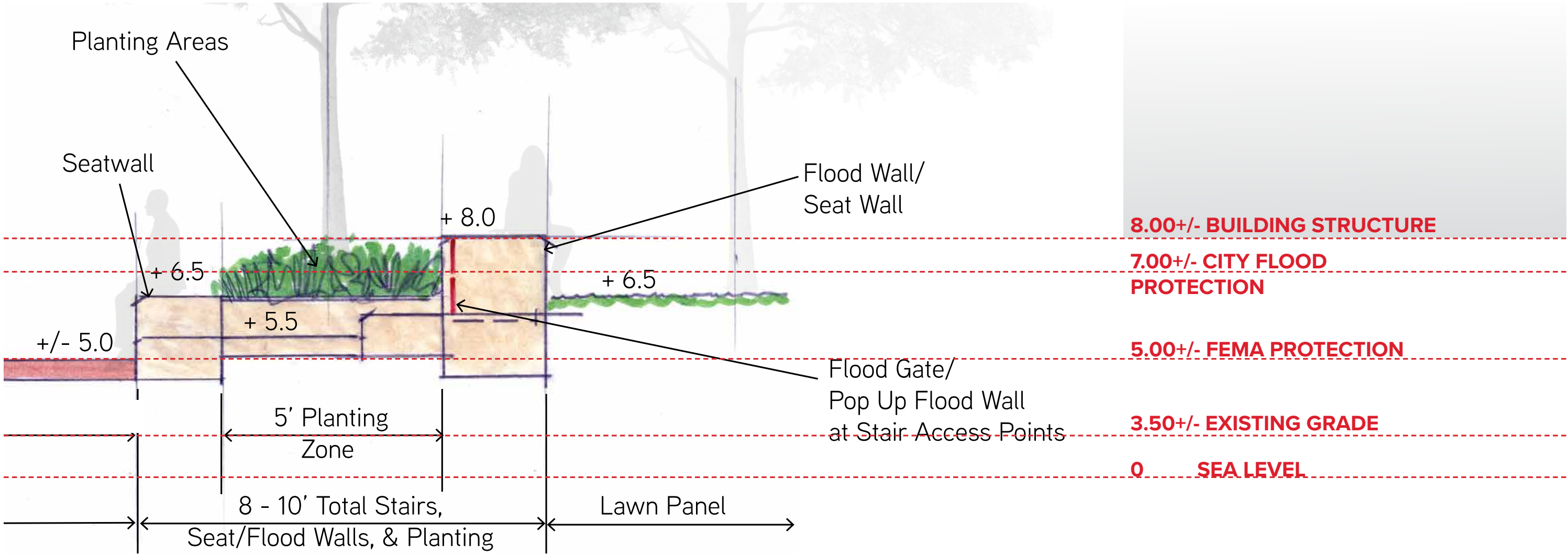
O-15-23 is the Next Step in Implementing City Dock Resiliency Strategy

EXPERT TEAM:

- Assembled Architects, FEMA Experts, Cultural Hazard Mitigation Plan Author, Resiliency Experts, Attorneys

PURPOSE:

- Measure building elevation in City Dock AE flood-zone to align with FEMA and City flood requirements
- Comply with FEMA National Flood Insurance Program
- Unlock critical Federal funding for City Dock



City Dock Resiliency Project Moving Forward with O-15-23

CITY DOCK RESILIENCY PLAN ON SCHEDULE

- **Garage Opens June 14, 2023**
- **Construction to begin Winter 2024**

COHESIVE RESILIENCY EFFORT TIED TO FUNDING

- **Elevated Infrastructure**
- **Elevated New Public Bldgs.**
- **Funding tied to Design of Entire City Dock Resiliency Project**
- **Design to be Completed Fall 2023 to Unlock Significant Federal funding**

NCE GEORGE STREET

CRAIG STREET

DOCK STREET

DOCK STREET PARK

SUSAN CAMPBELL PARK

K STREET

ALLEY

PROMISE STREET

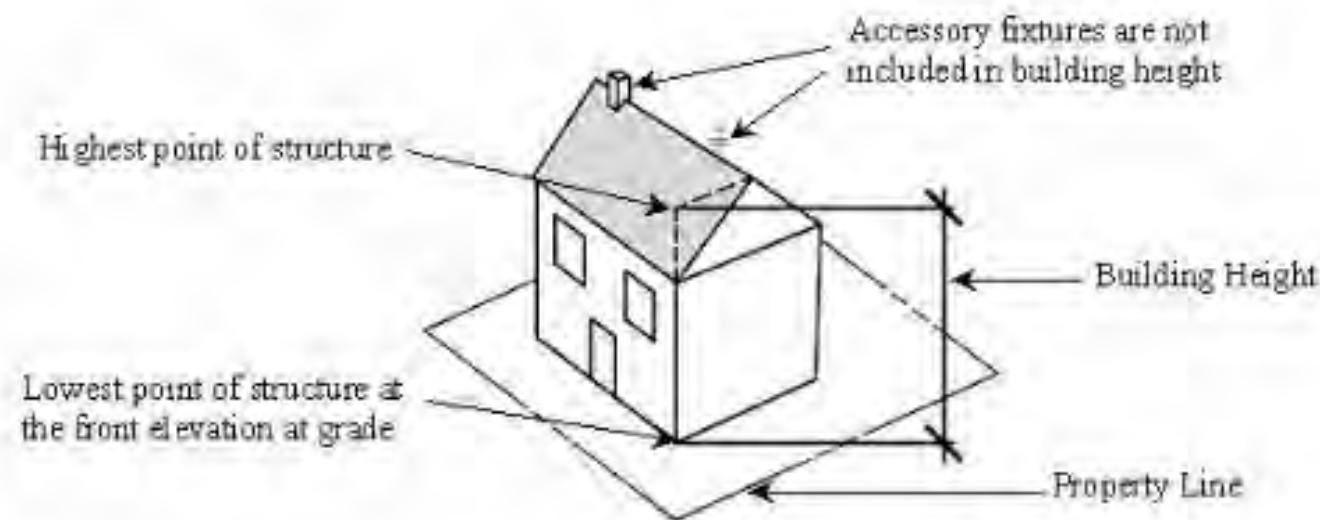
WISE STREET

PROMISE STREET

HEIGHT MEASUREMENT

21.72.010 - Terms.

"Building height" means the vertical distance from the lowest point of a structure at its front elevation at grade to the highest point of the structure, not including accessory fixtures attached to the structure. See illustration.



Refer to [Chapter 21.56](#) for measurement of building height in the historic district.

21.56.170 - Height measurement.

- c. For the purpose of achieving a permanent height limit, the height of a building shall not be allowed to increase because of an increase in the elevation of the front setback line occurring after the effective date of this Zoning Code.

KEY DETAILS OF 0-15-23

9 C. For the purpose of achieving a permanent height limit, the height of a building shall not be
10 allowed to increase because of an increase in the elevation of the front setback line
11 occurring after the effective date of this Zoning Code

12 1. **Exception.** Buildings that must comply with the Federal Emergency
13 Management Agency (FEMA) Floodplain Management elevation requirement for
14 AE flood zones are exempted from subsection C above. The area included is
15 found in the FEMA Zone AE flood hazard map covering Annapolis City Dock.
16 (see FEMA Policy #204-078-1 and FEMA's National Flood Hazard Layer NFHL
17 Viewer at <https://www.fema.gov/flood-maps/national-flood-hazard-layer>).

18 2. **Exception Criteria.** Exempted structures will be measured from the new grade at
19 the front setback line not to exceed the flood protection elevation plus one foot.

FLOOD PROTECTION ELEVATION PLUS ONE FOOD

9 C. For the purpose of achieving a permanent height limit, the height of a building shall not be
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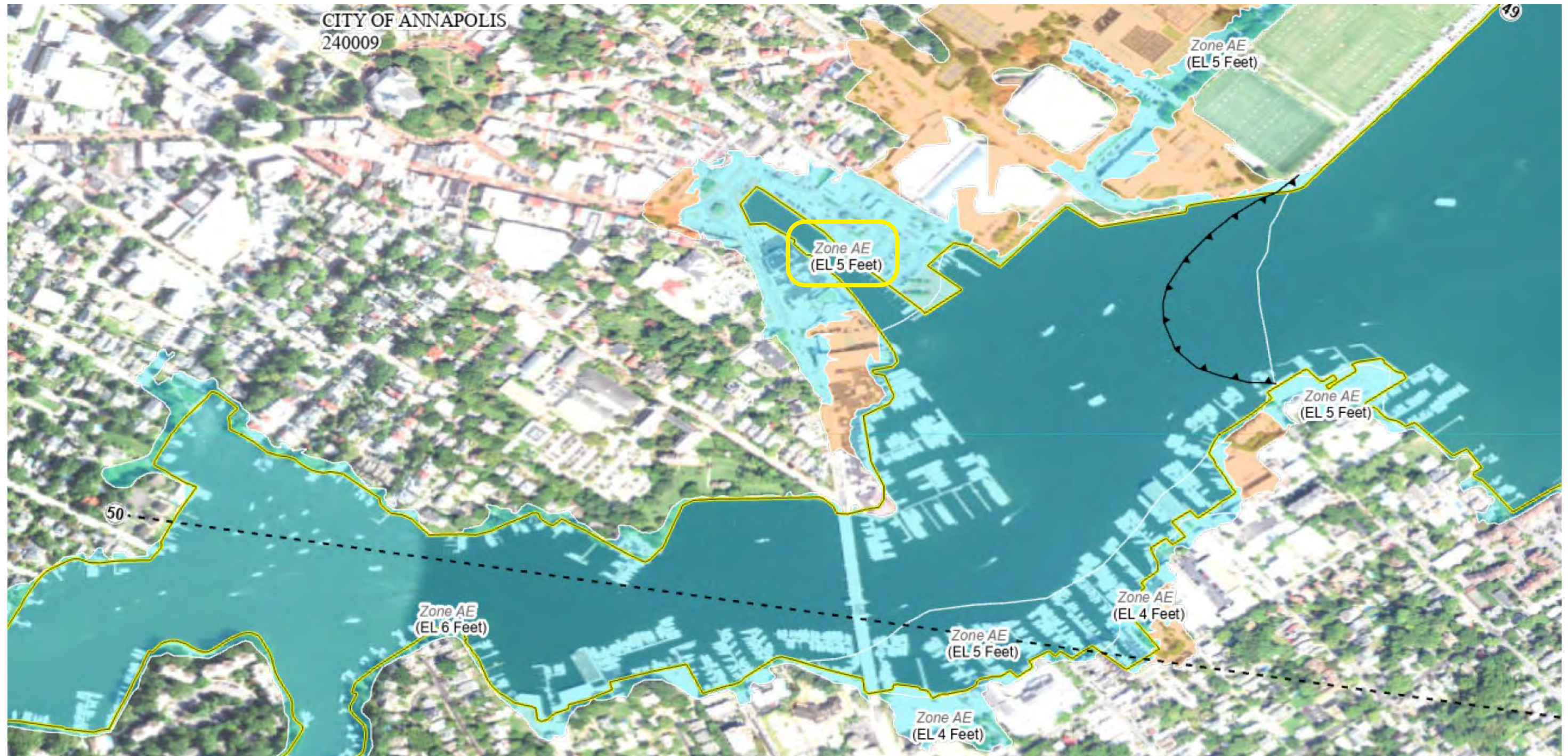
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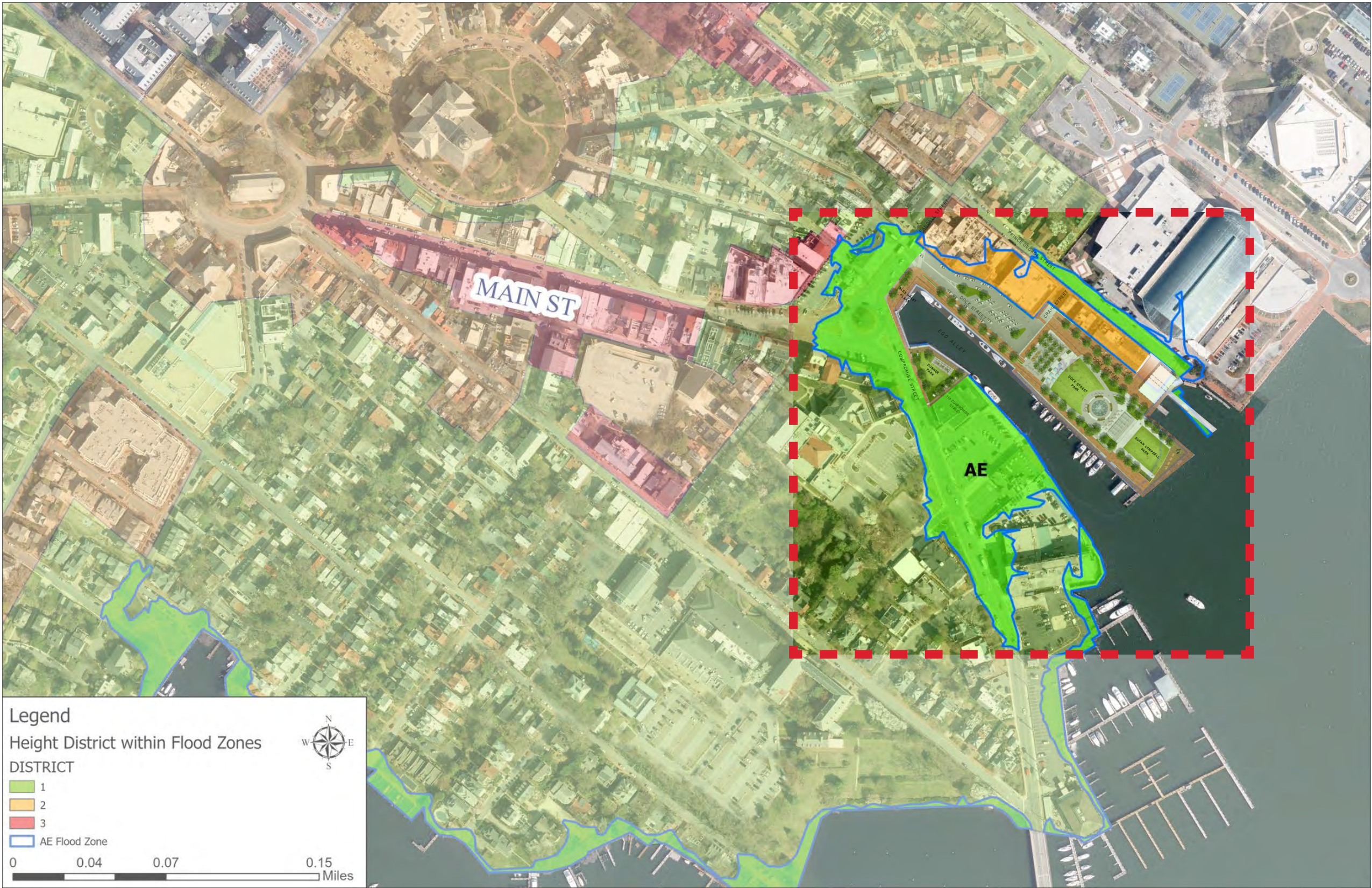
Section 17.11.179 of the Code of Ordinances which guides Building and Construction practices defines **“Flood Protection Elevation”** as “The base flood elevation plus two feet of freeboard. Freeboard is a factor of safety that compensates for uncertainty in factors that could contribute to flood heights 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 17.11.540 (B) (3) (a) of the Code of Ordinances states: “If floodproofing is proposed, structures shall: Be designed to be dry floodproofed such that the building or structure is watertight with walls and floors substantially impermeable to the passage of water to the level of **the flood protection elevation plus one foot”**.

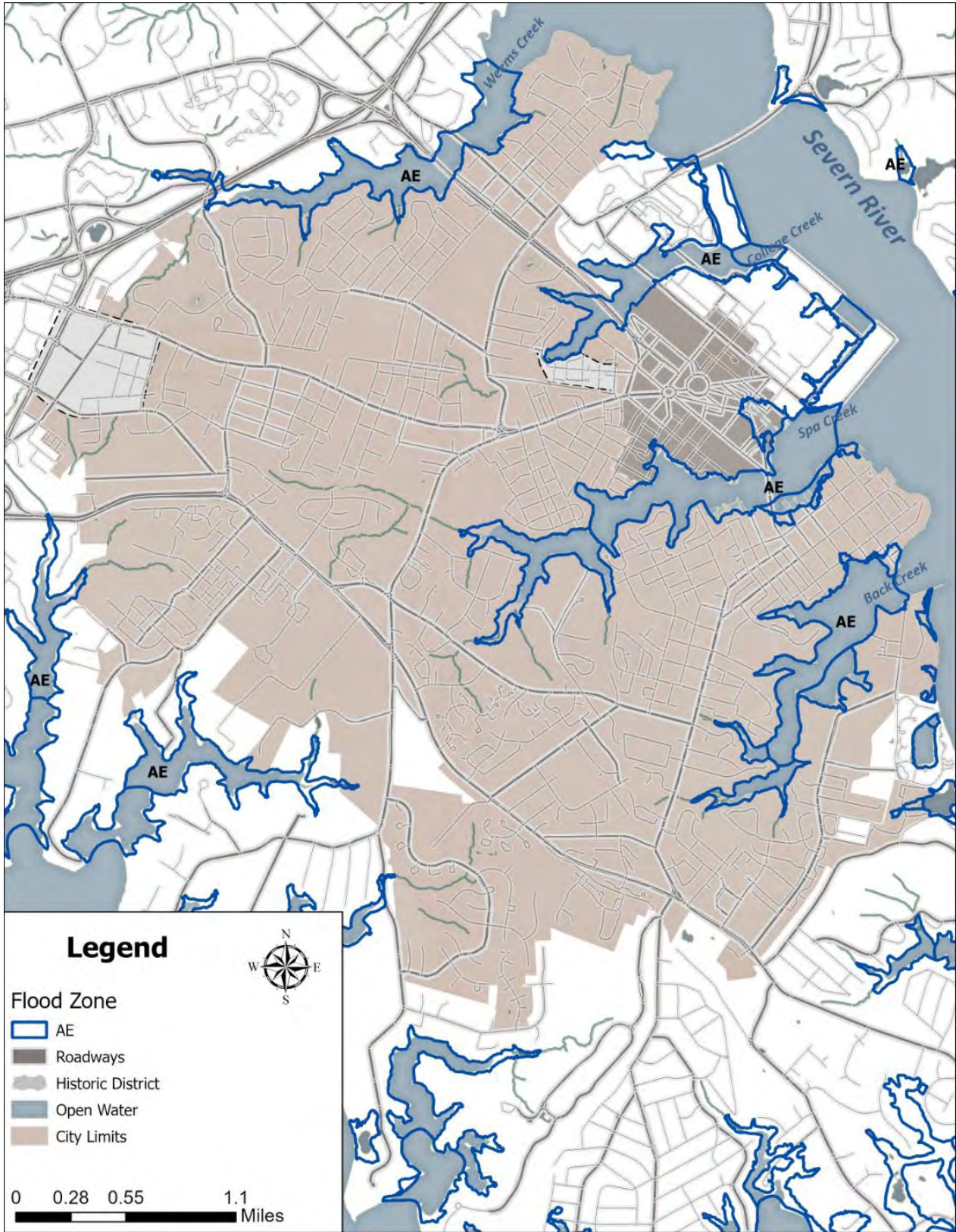
FEMA REQUIREMENTS



CITY DOCK PLAN AREA AND AE FLOOD ZONE



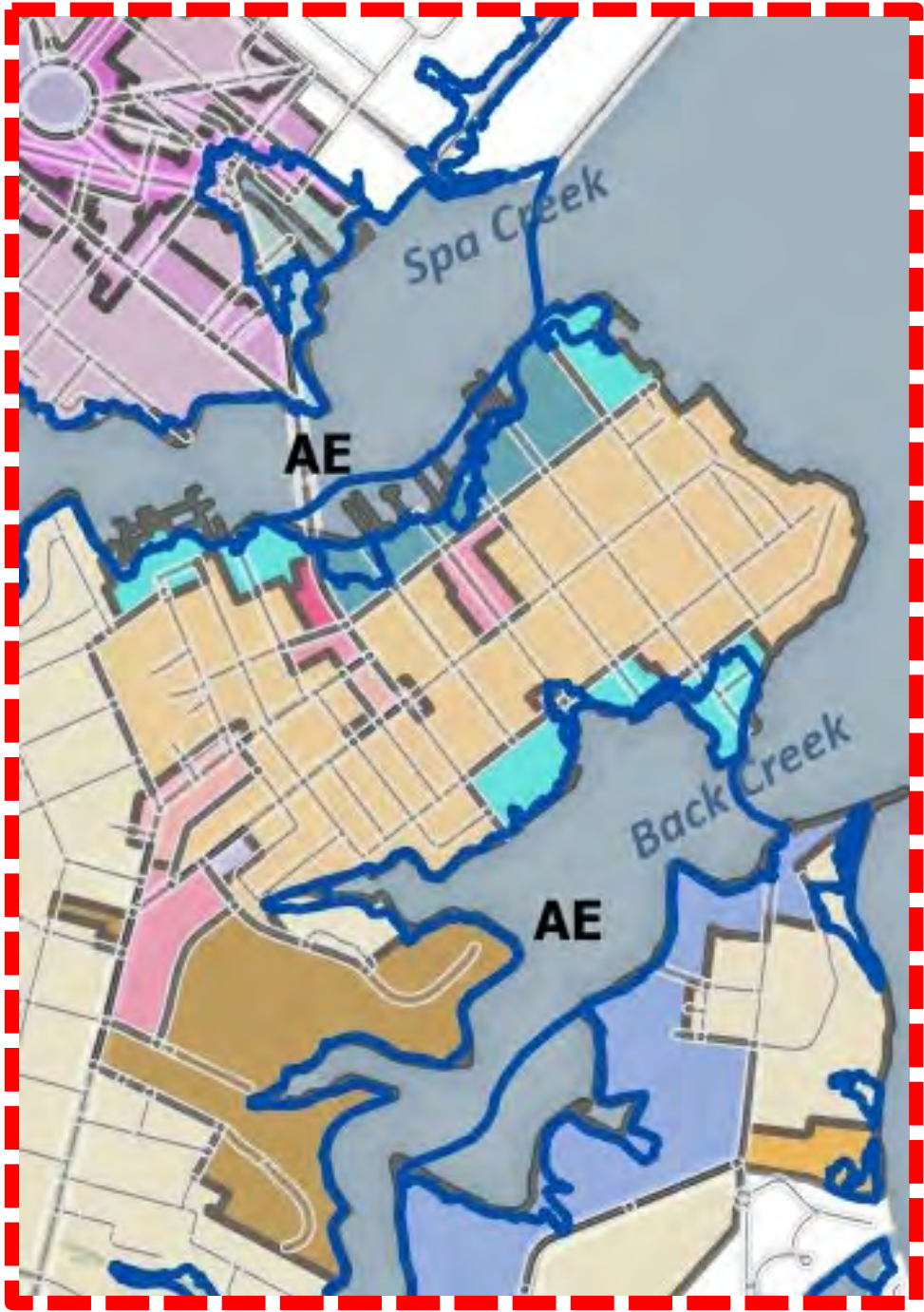
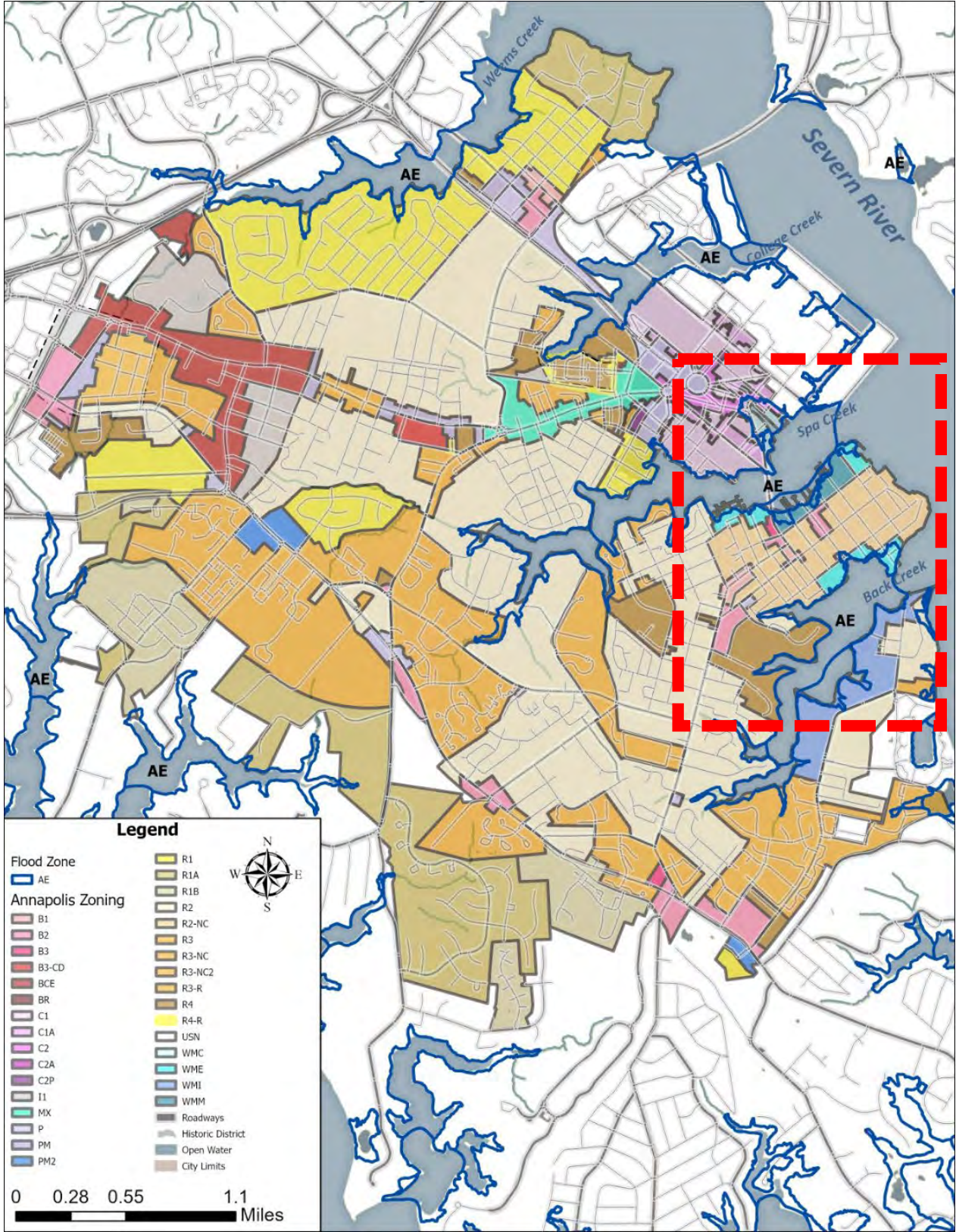
AE FLOOD ZONE CITYWIDE



CITY DOCK PROJECT AREA

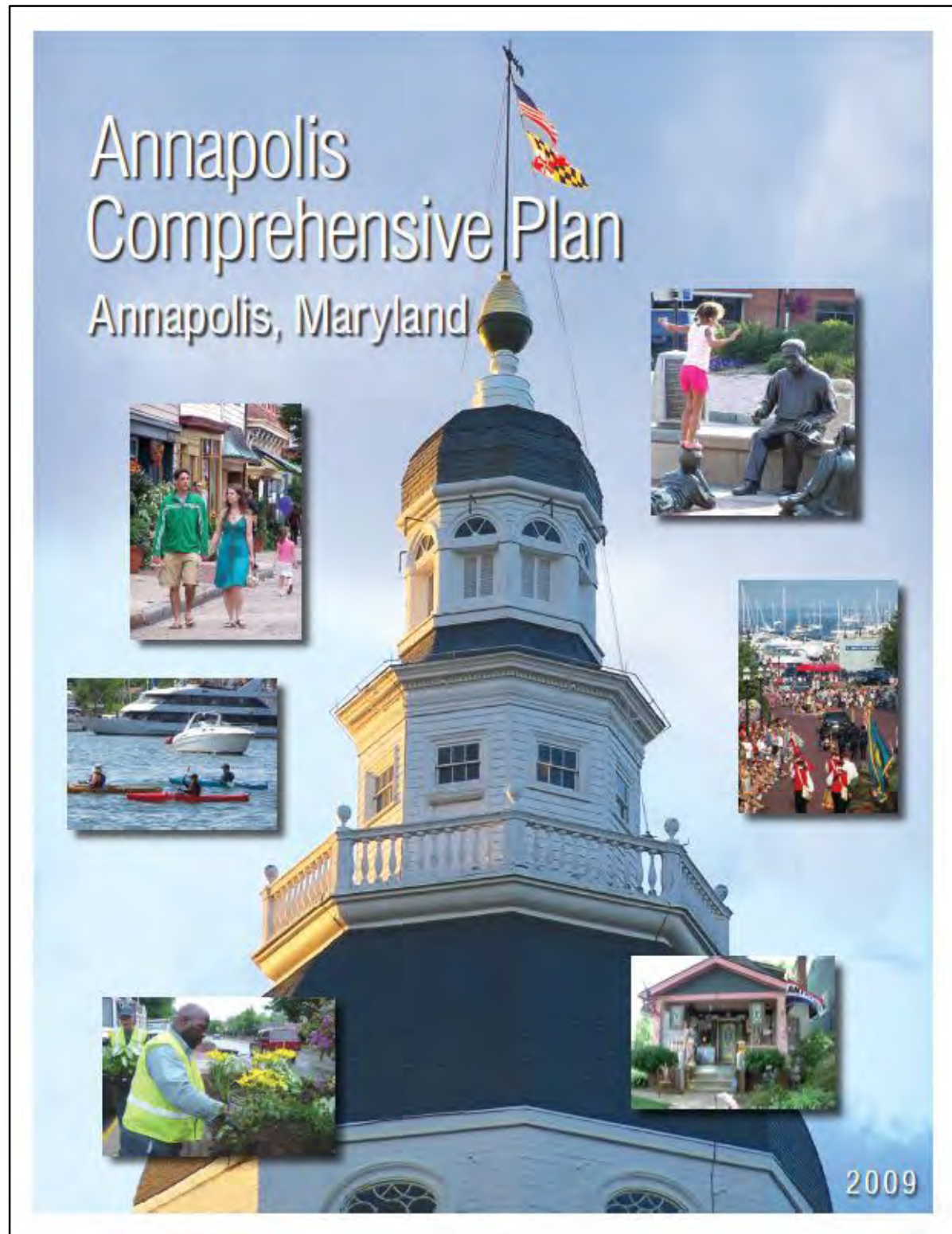


OTHER AE FLOOD ZONES



- Waterfront Maritime Mixed (WMM)
- Waterfront Maritime Eastport (WME)

2009 COMPREHENSIVE PLAN



The 2009 Comprehensive Plan provides several policy recommendations aimed at advancing the resilience and value of the City Dock area and which underscore the intent of the ordinance.

- In Chapter 3, which addresses Land Use and Economic Development, Policy 6 is “Enhance the Public Realm of the City Dock and its Environs.”. This policy recommends that “Given the importance of the City Dock area to Annapolis, a plan for its future must be developed with broad participation by the entire community, as well as downtown residents and businesses.” This recommendation resulted in the formation of the City Dock Action Committee and the resulting 2020 Consensus Plan.
- Also in Chapter 3, Policy 10 is “Evaluate risks from sea level rise in decisions involving land use along the waterfront.” This policy recommends that “The parts of the established downtown which are prone to severe flooding and may be expected to be impacted by sea level rise should be the subject of a study to determine the costs and benefits of public decision-making in mitigating property damage.” This scope was addressed as part of the 2020 Consensus Plan as well as the 2018 Weather It Together: A Cultural Resources Hazard Mitigation Plan, and the 2018 Hazard Mitigation Plan.

2018 WEATHER IT TOGETHER PLAN

WEATHER IT TOGETHER: A Cultural Resource Hazard Mitigation Plan

for the

City of Annapolis



April 2018

The 2018 Weather It Together: A Cultural Resource Hazard Mitigation Plan, provides several recommended projects in Chapter 4: Adaptation in Our Landmark City that align with this ordinance.

- Project 1 is “Tools and Practices for Flood Preparedness and Adaptation” and within the description of this project, the plan acknowledges: *“In light of the ongoing and increasing threat of rising sea levels and storm surges, approaches to mitigate flooding damage must recognize the unique aspects of the historic fabric of the study area, but, at the same time, recognize that certain traditional approaches to historic preservation (such as building elevation) may have to be re-examined in light of the threat of the possible ultimate destruction of these valuable resources.”* The Plan further acknowledges:

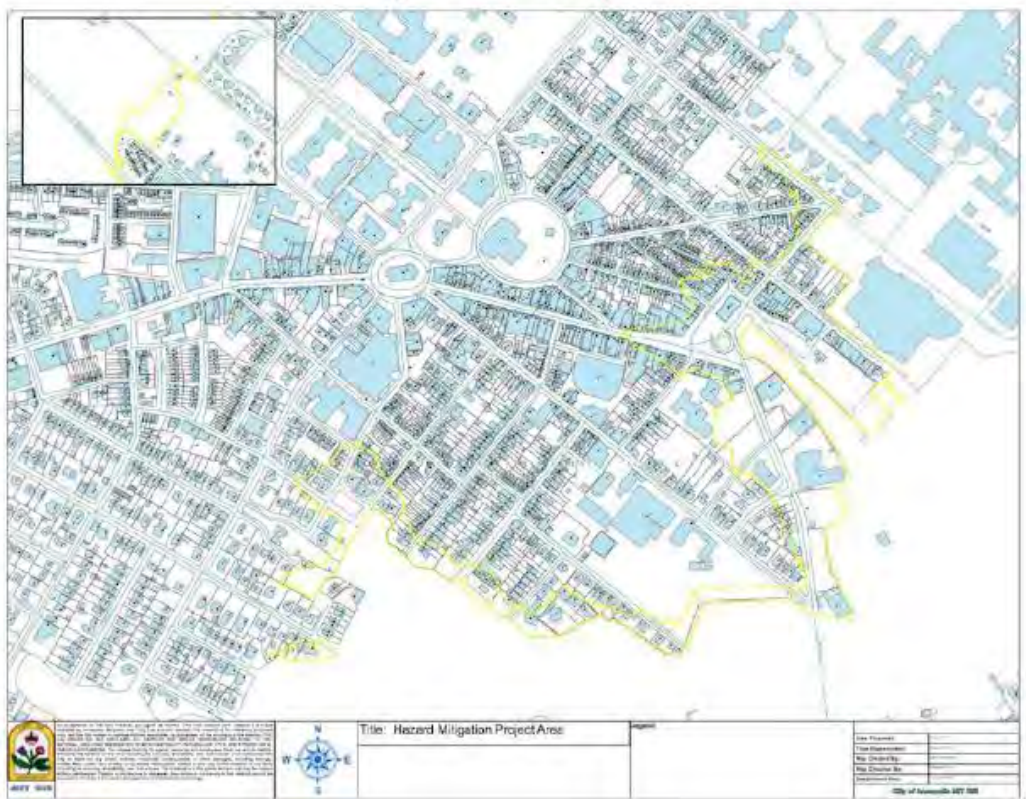
“The issue of elevating historic structures is a challenge. While raising a building changes the historic relationship of the structure to its site, given the tragic losses of the physical heritage that could occur through sea level rise and coastal flooding, it may be the most appropriate preservation direction to take.... Because preservation includes the history of change, the reasons for elevating a building could be part of an interpretative narrative of a property (the Sands House on Prince George Street, for example, was elevated by 14” early in the twentieth century).””

2018 WEATHER IT TOGETHER PLAN

WEATHER IT TOGETHER: A Cultural Resource Hazard Mitigation Plan

for the

City of Annapolis



April 2018

- Project 3 is “Structural Adaptation Measures” and directly addresses the strategy of the City Dock project to raise the public right of way areas and the need for adjacent buildings to adapt to this new elevation. In the description, the Plan acknowledges:

“Raising streets and roads within the public right-of-way is an option. It is an incremental process that can provide a barrier to flood waters, protecting many (not all) structures in the City Dock area of the study area. Access to adjacent properties will be changed and must be addressed in the overall project design and specifications.... The interface between a raised street surface and the adjacent sidewalk and building entry elevations is of prime consideration....”

City of Annapolis Hazard Mitigation Plan

2018

Gavin Buckley, Mayor



PUBLIC VERSION

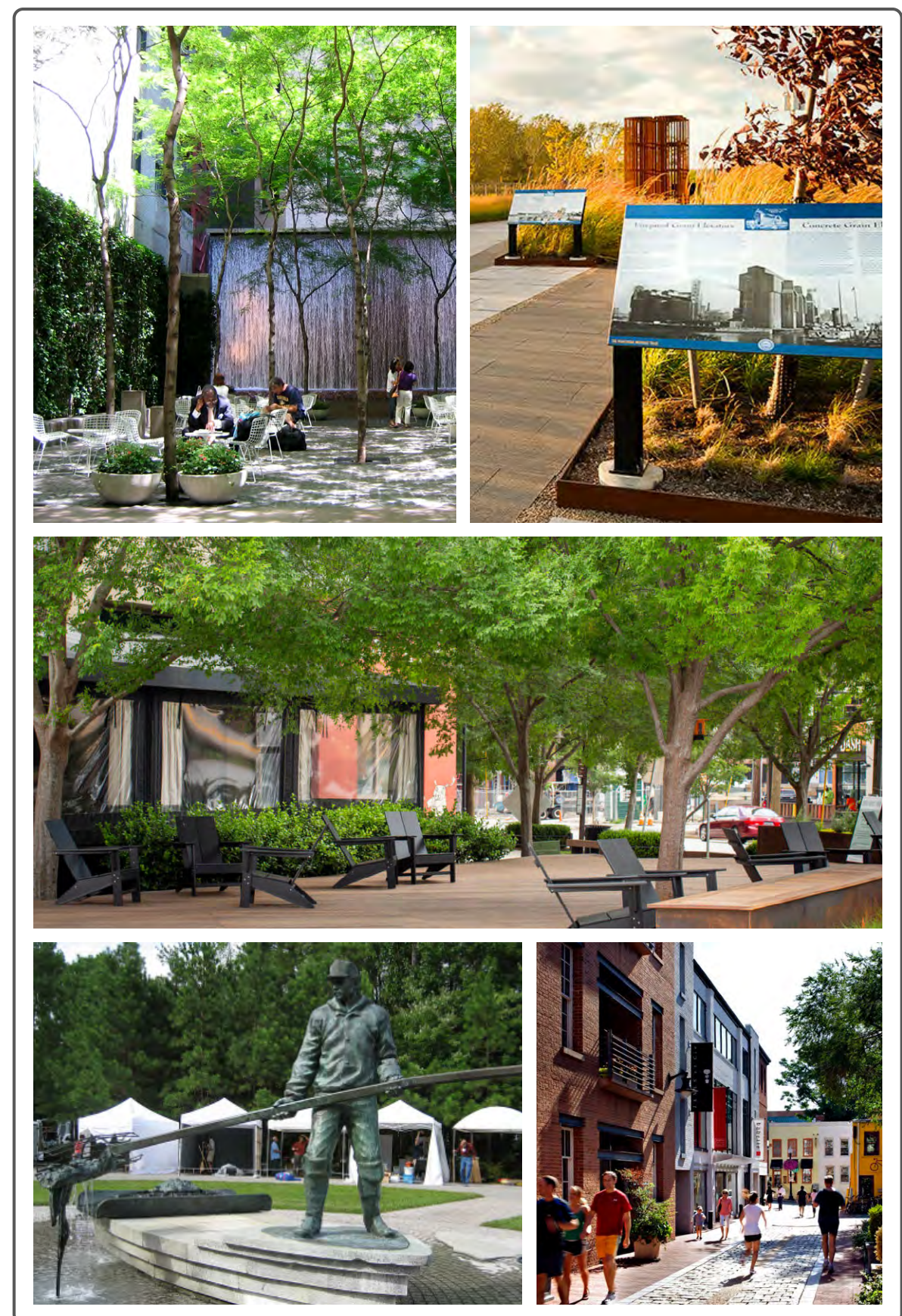
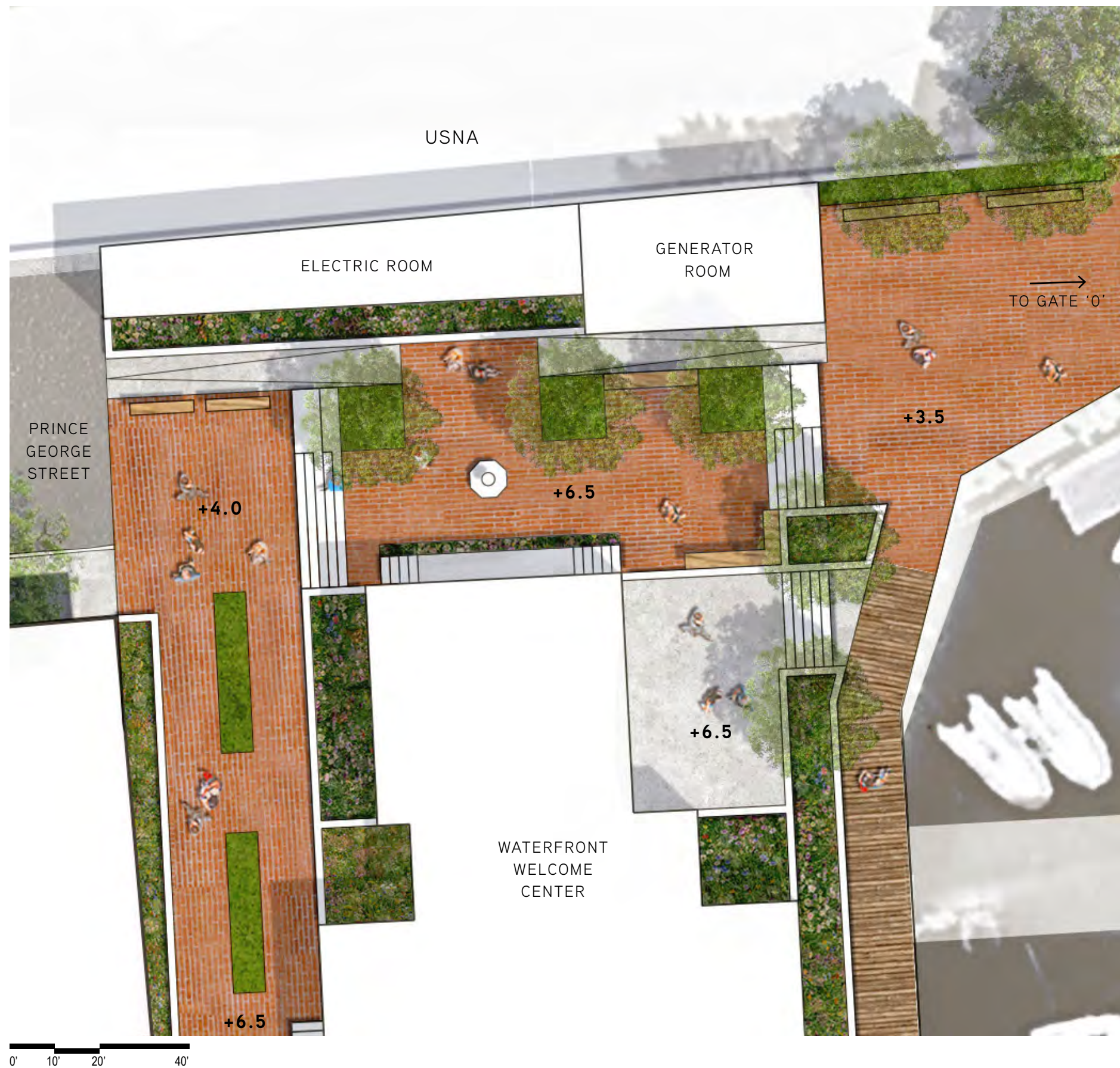
This plan document was prepared by:
The City of Annapolis Office of Emergency Management
Smith Planning and Design, LLC

The 2018 City of Annapolis Hazard Mitigation Plan also provides several recommended projects in Chapter 12: New Mitigation Goals, Objectives, & Projects that align with this ordinance.

- Prevention Goal #1: "Implement and enforce floodplain management ordinance."
- Prevention Goal #2: "Integrate hazard mitigation planning, recommendations, and mitigation strategies into other City planning tools and documents."
- Property Protection Goal #3: "Protect infrastructure and facilities."
- PROJECT B: "Annapolis Flood Mitigation-Drainage Improvements". In the description for this recommended project, the Plan acknowledges that "The Annapolis Flood Mitigation Project seeks to mitigate damages to repeatedly flooded commercial properties via drainage improvements. There are 44 recorded events from 2005-2015 (~4.4 events per year) where MLLW (mean lower low water) was 3 feet or greater. In some cases, multiple flood events occurred within the same year, but were added and entered as one single event. Roughly 39 commercial buildings would benefit from drainage improvements along several streets, including:
Compromise Street; Craig Street; Dock Street; Main Street; Market Space; Newman Street; and Prince George Street.

City Dock Project Moving Forward Recommend Adoption of O-15-23!

THANK YOU FOR ALL YOUR SUPPORT



PRECEDENT IMAGERY

PRINCE GEORGE ST. POCKET PARK

ANNAPOLIS CITY DOCK | SCHEMATIC DESIGN