

Annapolis 2060 -  
Inspiration and Ideas  
A Catalog of  
Alternative Futures

CITIZEN FEEDBACK

Sponsored by Envisioning Annapolis and the  
Institute for the Future @ Anne Arundel  
Community College  
April 19, 2008

Results of citizen feedback to four charrettes produced by  
architectural teams from Catholic University of America,  
Morgan State University, University of Maryland College  
Park, and Virginia Tech sponsored by EnVISIONing  
Annapolis.



By  
Institute for the Future @ Anne Arundel Community College  
May 12, 2008

## Executive Summary

### Ideas for Annapolis 2060... A Catalog of Alternative Futures CITIZEN FEEDBACK: Envisioning Annapolis - April 19, 2008

- Overview

*Goal:* to formulate fresh ideas for the future of Annapolis, Maryland – visionary scenarios of Annapolis in 2060.

*Team Participants:* Catholic University of America, Morgan State University, University of Maryland College Park, and Virginia Tech including architects, consultants, professors and students of architecture.

During the week of March 15-19, 2008, EnVISIONing Annapolis (<http://www.envisioningannapolis.net/>) sponsored the 2060 Annapolis Design Charrette: an intense investigation, creative conceptualization, and design of future scenarios.

The charrette project concluded on April 19 with a citizens' feedback session at the Maryland Hall for the Creative Arts in Annapolis sponsored by EnVISIONing Annapolis and the Institute for the Future @ Anne Arundel Community College ([www.aacc.edu/future](http://www.aacc.edu/future)). During a one-hour plenary session and ensuing breakout sessions, enthusiastic participants engaged their task dynamically, not judgmentally. The results of the April 19<sup>th</sup> session follow.

- Review of ideas

Responses from over 60 citizen-attendees were grouped for each charrette based on four feedback categories:

- *Preferable Ideas for 2060*
- *Ideas To Enhance the Charrettes*
- *Creative Ideas*
- *Envisioning Daily Life.*

In addition, respondents were asked to identify their top two ideas.

Following is an alphabetical list of top issues:

- Annapolis on Foot... Pedestrian oriented issues
- Automobiles, parking and dealing with traffic...
- City of neighborhoods, communities and identities...
- Commerce/ tourism
- Concern for history...
- Environment and energy ...
- General approach... overall perspective on some aspect of the City
- General response/follow up
- Getting together... collective space
- Housing and housing- related issues
- Increase involvement – getting more people active in the future of Annapolis
- Integrated ideas... ideas that pull together two or more perspectives or thoughts
- Land Use – land or structural suggestions
- Other – additional comments
- Riding the Rails... specifically linked to rail travel
- Social-cultural considerations
- Transportation... from here to there, in and out of the City
- Water and the waterfront– a City heritage and resource

- Summary

The participants' specific ideas are cataloged in the following document and intended to stimulate further thinking and action. The project's goal is to stimulate dynamic thinking, not to judge or compete.

	Page
<b>Table of Contents</b>	
Executive Summary	1
An Overview of the Process...	3
Top Ideas... Respondents' Favorites	5
Catholic University of America... Balancing Annapolis – Past, Present and Future	8
Morgan State University... Energizing Neighborhoods for a Balanced City	15
University of Maryland College Park... Stewarding Heritage	20
Virginia Tech Washington- Alexandria Architecture Center... Imagining the Compleat Body of Annapolis	30
Ideas Across Charrettes... Collective Inspiration	36
Glossary of Abbreviations	36

# An overview of the process. . .

## *Looking at Annapolis Long Term*

### **The Process – the Perspective**

Annapolis will be the product of what we think, make, and do today – intentionally or unintentionally. EnVISIONing Annapolis is a catalyst for the ‘bigger picture’ conversation that can generate great ideas.

During the fall of 2007 through spring 2008, world-renowned urban designers, experts and educators came to speak in Annapolis about many possible futures for the city. Presenters and interested citizens participated in a series of workshops and public presentations that identified and discussed the long-term challenges and opportunities Annapolitans face. EnVISIONing Annapolis sought to:

- ◆ Share relevant examples from around the world,
- ◆ Explore alternative conceptual futures for the City,
- ◆ Identify some of the factors that may deserve further careful study.

EnVISIONing Annapolis believes that seeing and responding to a variety of alternatives, whether predictable or inventive, can help Annapolitans engender a vital, responsible future for the city.

During the Week of March 15-19, 2008, EnVISIONing Annapolis sponsored a 2060 Annapolis Design Charrette. Teams of professors, experts and students from architectural programs at Catholic University of America (CUA), Morgan State University (MSU), University of Maryland College Park (UMCP), and Virginia Tech (VT) gathered in Annapolis. With the support and creative input from local architects and other consultants, student teams and faculty leaders produced four visionary scenarios -“charrettes” of Annapolis in the year 2060.

Each team, led by a university representative, confronted specific characteristics of the city. Teams submitted charrettes that included conceptual models as well as drawings, diagrams, maps and physical models of the present and future city.

On April 19, 2008 EnVISIONing Annapolis and the Institute for the Future @ Anne Arundel Community College sponsored a citizen feedback session at the Maryland Hall for the Creative Arts in Annapolis, Maryland. The charrettes were summarized and then studied in detail by the attendees during breakout sessions. Participants used the charrettes as stimuli for dynamic thinking – not for judgment. The results of the April 19<sup>th</sup> session follow.

# The Charrettes...

## *Four Visions of Annapolis in 2060*

### **The charge ...**

Student architectural teams from Catholic University of America, Morgan State University, University of Maryland College Park, and Virginia Tech developed four views of the city's future.

A snapshot of each charrette follows. Charrette feedback was categorized to reflect –

P = Preferable ideas for 2060

I= Ideas to enhance the charrette

C= Creative ideas

E=Envision daily life

Then the responses were categorized as follows -

Expand explanation
Annapolis on Foot.... Pedestrian oriented issues
Automobiles, parking and dealing with traffic...
City of Neighborhoods, communities and identities...
Commerce/ Tourism
Concern for History...
Environment and energy ...
General Approach... overall perspective on some aspect of the City
General response/follow up
Getting together... collective space
Housing and housing related issues
Increase Involvement – getting more people active in Annapolis' future
Integrated ideas... ideas that pull together two or more perspectives or thoughts
Land Use – land or structural suggestions
Other – additional comments
Riding the Rails... specifically linked to rail travel
Social – cultural considerations
Transportation... from Here to There in and out of the City
Water and the waterfront– A City Heritage and Resource

## Top Ideas... Respondents' Favorites

During the initial fifteen-minute charrette team presentations, citizens were asked to identify the “top two” ideas that they heard during the presentations. Of the estimated 60+ citizen attendees at the April 19, 2008, Charrette Presentation, over one-half (n=36) responded.

The citizens' responses, what they considered the best ideas, are categorized as follows:

- *General Approach...*

Building consensus

Ecological overview of all activities and efforts

Enhancement of West St. Corridor.

Extending the integration of Annapolis westward to include a mid-community (Admiral Circle) and an outside-community (Parole Circle)

MSU was somewhat abstract but interesting

New vision for Downtown (UMCP)

Planned, integrated, managed growth.

Reuse of the inner core spaces

UMCP & VT—think CUA’s moving West St. as a loop most intriguing and perhaps most do-able.

All of the material from UMCP

- *Automobiles, dealing with traffic...*

End the dominance of the automobile in future planning & construction.

Making downtown more car free and options for detailed growth.

Traffic-free zone downtown

New parking lots in downtown area

Automated parking garages. But what happens if there’s a mechanical technological glitch?

- *Environment and energy ...*

Burying power lines (freeing what little sidewalks we have)

Increasing green spaces – more attention to cleaning up the Bay as a major focus.

Liked VT’s reminder that Annapolis waterfront could be very different by 2060, due to climate change

Using watersheds to form communities.

Watershed-defined districts – not political boundaries

Protect green space, current forest

- *A Concern for History...*

Careful new development in Historic District

Sensitivity to the heritage and ecological uniqueness of Annapolis

Stewarding heritage

VT because they based new ideas on old history; slides/pictures let us see progression.

- *A City of Neighborhoods...*

Liked the linking of neighborhoods in CUA

"Three neighborhoods" concepts of CUA

- *Riding the Rails...*

Light rail loop

Liked connecting Annapolis by rail & water w/itself and to Baltimore as suggested by VT

Use of light rail to connect neighborhoods

- *Transportation... from Here to There in the City*

Bridge/Rt. 50 & West St.

Finding other modes of transportation

Modern bus transit; Clear lanes for buses

Public transit- two intersecting rings

Public transit within the city and connecting it to Baltimore & D.C.

Public transp. as a means to assist in redeveloping the greater Annapolis.

Spine

Spine/transit system to link activity centers.

Transit

Transit/bicycle trails

Transportation – reuse of railroad right-of-way for walking and light rail with buses.

Transportation corridor Parole/Downtown.

Transportation improvements

VT transportation plan

- *Annapolis on Foot....*

“Pedestrian” backbone connecting the complete body of the city – downtown, midtown, uptown.

CUA pedestrian link as long as it includes light rail along the route which should be part of light rail to DC and Baltimore

CUA. pedestrian areas & spine

Connecting communities – the pedestrian backbone

Creating pedestrian and train linkage to public

CUA’s pedestrian/train spine- love this idea

Focus of pedestrian traffic and dispersion of auto traffic to outer part of inner city.

One-mile walkway along harbor.

Pedestrian and rail link/mall from downtown to outer areas.

Pedestrian boulevard with trains and bike lanes

Pedestrian spine of transit.

Pedestrian walkway

Pedestrian/light rail transportation

Pedestrian/transit boulevard

Rail/pedestrian linking backbone.

The “spine” concept waterfront to mall with train/tie-in to D.C. Baltimore and light rail as well as pedestrian zones.

Transit: rail, bicycle, pedestrian, restricting cars, and rail to D.C. (probably New Carrollton)

- *Water – A City Heritage and Resource*

Water----- waterside park

Expand public waterfront’s rail hub at Parole with train loops

Expanding dock area around Naval Academy and Compromise Street

Improve & increase waterfront

Mile walk-able waterfront

More public access to the water and other resources

Connecting Annapolitans who have not been involved with this [water] resource before.

Opening up the waterfront to parks, public, etc.

UMCP’s idea for an **\_\_\_\_\_ building at the** waterfront w/expanded promenade

UMCP’s proposals for waterfront area and maximum density plan.

UMCP waterfront park

Walking along waterfront

Extended pedestrian waterfront with high-density garages replacing street parking.

Use the water for public transportation

- *Other*

Not making it [Annapolis] more attractive

# Catholic University of America...

*Theme:* BALANCING ANNAPOLIS – past, present and future  
Beautiful sites are born, beautiful cities are made.

*Team Leader:* Prof. Miriam Gusevich

*Team:* Rauzia Ally, Jay Kabriel, Nathan Alberg, Tiffany Erdman, Alex Bautz, Chris Brown, Chris Fullam, Jacqueline Getty, Chris Rose, Jeff Sozio

*This summary was written by Team Leader Miriam Gusevich*

## WHAT IS ANNAPOLIS?

### THE PAST: IDENTITY.

Annapolis is fortunate to have inherited a spectacular site on the tidal Chesapeake Bay, and a historic urban fabric of great architectural significance. It was a regional maritime center, part of a family of colonial cities along the Bay. This historic legacy is the source of its current identity.

### THE PRESENT: IDENTITY CRISIS.

New Annapolis is an unincorporated zone along Rt. 50 near the intersection with Interstate 97 and providing access north to Baltimore and southwest to Washington, DC. It is part of a regional, national and global network connected by land (roads and railroads), ports and airports. This new Annapolis has induced an identity crisis.

### THE FUTURE: NEW LARGER IDENTITY

To meet the challenges of the future, Annapolis needs to become a whole once again, with a coherent identity that encompasses and balances both old and new, water and land, nature and culture.

### MEANS for reconciliation: A NEW BACKBONE.

We propose using the historic railroad right of way as a new urban backbone.

1. Stretches E-W from the Bay to the Waterworks, connects Historic and New Annapolis.
2. Poplar Street is extended east to Church Circle and west to a new circle at the intersection of West Street and Riva Road.
3. Stitch together the neighborhoods on both sides of the tracks.
4. The intersection of Admiral Drive and Chipiniquing Road, becomes a new center of Development, a Mid-town, halfway between Historic Annapolis - downtown and New Annapolis Uptown.
5. This new pedestrian spine complements and supplements West Street.

From mid-town to Riva Road, West street is realigned north of the spine as a giant sine curve. This rebalances the composition and opens up for development the back of the tracks, the light Industrial area that is currently inaccessible.

Together, West Street and the new spine provide a clear and coherent frame for future growth. To encourage work, live and play, and reducing the need for long commutes, we promote mixed-use, high-density, development with a varying profile, lower near the historic zone and rising as it moves west.

A conservative estimate = 57 million sq. ft of mixed use. (See chart below.)

6. By rebuilding the Rt. 50 bridge over West Street, widening the span and integrating uses at street level can visually and spatially re-connect the two sides and enable direct access to Annapolis Mall. The new bridge could be an iconic icon for Annapolis.

7. The new pedestrian backbone could reconnect the “green zones” that run perpendicular to it. These green zones include riparian edges along the tidal creeks, schoolyards and cemeteries to provide habitat for wildlife and connect to the bike trails.

In short,

THE PAST was linked to WATER...

THE PRESENT is linked to the LAND...

THE FUTURE DEPENDS ON embracing and balancing BOTH old and new, water and land, nature and culture.

Zone	Commercial:	Residential	TOTAL
1. From Taylor Street area to Mid-town	2 million sq.ft	5 million sq.ft	7 million sq.ft.
2. From Mid-town to Riva Road Circle. (with West Street north of the spine).	28 million sq.ft. (Retail + office)	8 million sq.ft.	36 million sq.ft.
3. From Riva Road west to Annapolis Mall, on either side of Route 50.	10 million sq.ft.	4 million sq.ft.	14 million sq.ft

# Ideas from the Community Generated by the Catholic University of America Charrette...

## CHARRETTE BREAKOUT SESSION

P = Preferable ideas for 2060

I= Ideas to enhance the charrette

C= Creative ideas

E=Envision daily life

TYPE	Category	WHAT THEY SAID
P	Annapolis on Foot....	I love the pedestrian route/loop with train that links communities and gives biking/walking/train options to car.
C		Excellent suggestion of a return to a pedestrian friendly environment, with a responsive plan.
E		The ability to walk one toward Parole is huge.
I		Next step required to [redacted] pedestrian [redacted] reality.
P		Love the idea of a pedestrian backbone. I live in historic Annapolis because I like a “walking” city. The trick will be to make the pedestrian/train/whatever corridor vibrant enough to keep historic Annapolis a living thriving city!
P		Pedestrian/transportation spine along [redacted] is great.
P		Walking city, pedestrian access. Plan to make it happen. Very fine presentation.
E	Automobiles, dealing with traffic...	Less traffic (inner city) on West St. If transit center to Balto. & D.C. added, less traffic coming into town.
E		Separation of cars from walkers and cyclers. There can be no civilized life if we’re enslaved to cars. Another way to enter Annapolis without a car & without having the [redacted] of West St. West of Circle.
E		Still too much auto use.
I		Encompasses transportation crush on Annapolis Neck axis. Need somewhere to put the cars that will arrive – “parking wherever” wouldn’t work in a city that’s already saturated.
P		Avoid congestion on West St.
C	City of Neighborhoods...	More attention to integrating neighborhoods & improving public housing.
E		A greater feeling of expanded connections – living in Homewood would still be a neighborhood but not cut by West Street.
C	Concern for History...	Don’t forget Eastport – Heritage - Historic

TYPE	Category	WHAT THEY SAID
E	Concern for History...	Interesting, dynamic, creative, fresh, historic linked to future.
I		Better lighting (not electric) in some disenfranchised areas would help [redacted] people into them. Use of art and “enhancements” to pull people into neglected areas.
P	General Approach...	The proposed <del>rest rec</del> /circulation map is the best. The kind of bold vision that the city needs.
I		Focus on ways to pull in the Clay St. region without destroying the community there-create envisions. That discourages a small destructive element so that part of the city can grow, [redacted] rejoin the city.
E		Reminds me of Barcelona – Las Raublas- Should be great – makes Annapolis into a real city with benefits of a genuine street life.
P		I like the 3-part concept: Historic, Mid-town, urban-Parole offers appropriate inter mix of opportunities.
P		I love this whole concept and how well it fits with the U. of MD ideas.
P		The charrette made one feel ok about the Parole development for the first time. It could be a good part of our future.
I	General response/follow up	I am looking forward to maybe a final unified proposal from all groups. Very visionary: great job!
I		Slow down the slide show a tad. It went too fast to read all the words. Otherwise, it was great!
C		Do you plan any follow through? A project that continues? Great Ideas and presentation. Don’t stop!
E		Great presentation! [redacted]
I		Plan to influence powers necessary to make it happen.
I		Proofreading the visuals. Slow the information flow (there’s too much too quick).
I		These ideas need to be presented at a time when they are not so in conflict with other civic events.
P		Great presentation! Like the artists renditions giving a more human and softer view. Great idea as talking to a pedestrian spine in the City.
P	Getting together	Need public congregating spaces like city dock without cars parking
C	Housing	Be sure to include affordable housing along the corridor. Encourage mix of income levels along the corridor. How will people who don’t live on or near the corridor get there using public transportation? How will party [redacted] be accommodated along the way?
C		Need to include new Arts District & ways to improve existing public housing.

<b>TYPE</b>	<b>Category</b>	<b>WHAT THEY SAID</b>
C	Increase Involvement	Get more people involved, excited to make it happen
C		The city needs to form an ongoing relationship with IF@AACC.
I		Evening vs. Saturday forum
I		Please re-present this entire forum at a time when it does not conflict with greenscape. Your target group has participated in that for years and isn't going to desert it for this. Timing is everything!
I	Integrated ideas	Sprawl will continue outside the corridor. Should the charrette include "satellite" pedestrian corridors on a smaller scale in addition to the main link? Be sure to include parks/sheltered areas along the corridor.
E		More housing opportunity, better pedestrian paths, improved visual environment
I		Make clear that train/light rail running along the pedestrian corridor/old rail right of way will be part of light rail to Baltimore and D.C. and not a redundant line.
I		Maybe "join together" recommendations of 4 groups— Assumptions and recommendations.
I		More development of transition from West St./traffic. Boulevard/train mode- What is staging process? How much land acquisition is necessary? What would be done first? How can the changes be felt soon?
P		Additional focus on new Arts District in midtown (outer West St. Additional focus on expanding waterfront public space (remove parking).
P		Excellent addressing of pedestrian/traffic connections. Separation of uses, but maintainable connections. Really activates the spine of the city out into the "sub-urbs" but not thoroughly the current "Big Scale" impositions. Spread & density accomplishes same mission.
P		It is a preferable design as it encourages walking, biking, public transportation. Housing and employment along the pedestrian line will be very desirable as energy costs mount.
P		Like the bridge & walkway, extension of West St., great connectivity. How to get city & county to work together and connect the parts to create a meaningful whole?
P		The importance of the West St. corridor & railroad was -----in this project.
P		The Poplar St. "corridor" restored to full use.
C	Land Use	Get St. Anne's to allow their waterfront cemetery to be used as a public park. Install lights for nighttime to discourage the wonderfully effective drug trade that

TYPE	Category	WHAT THEY SAID
		goes on there now.
C		The entire peninsula including Eastport & Parole. The Mall needs to be one governmental entity. Can the city annex the necessary land? Then the tax base would be wider and city residents wouldn't be double-taxed. E.g. Baltimore City.
C	Other	Ritchie Memorial as Visitors Center with gift shop & restaurant underneath. Parking on plantable eggshell box pairing with trees & flowers, all the way up to Route 50. Frequent shuttles from parking to Center to Historic District.
I		More sensitivity to what makes Annapolis <span style="background-color: yellow;">      </span>
P		Bridge looks good from the air, but underneath is a disaster. Recall what happened in Boston...the big dig removed overhead spans.
P		We need a grocery store downtown.
I	Riding the Rails...	Additional light rail circling other isolated part of city.
P	Transportation... from Here to There in the City	Pedestrian oriented corridor using light rail – linking and managing new growth in urban gateway @97 & RT. 50 interchange.
C		The peninsula needs a network of public transportation with ability to transfer from one route to another, not just the one backbone, although that's a start.
C		Network links to backbone from neighborhoods with easy transfers from one to another route.
C		Parole bridge is interesting
E		Would make it easy to get from downtown historic area to the mall area.
I		Putting transit center for out of town light rail/bus connections to Balto. & D.C. at current Graul's site (Rowe & Taylor). Keep Graul's other stores...just expand to make them part of transit stop.
I		Think of adding transit center on site opposite Navy stadium where Graul's is – keep Graul's store and shops, but make the whole site more useful with place for buses/light rails from Baltimore or to connect to DC Metro end there with trains to downtown.
I		Transp. / buses connecting neighborhoods.
I		Use modern bus & Jitney i.e. public taxi
P		Add branches off the rail spine to encourage access and use by people several blocks away. Link new Parole development to spine more strongly.
P		Bridge or tunnel above of under Rt. 450 pedestrian link with light rail density.

TYPE	Category	WHAT THEY SAID
P		Encourages to get out of their cars and use public transportation and walk. Encourages development along the corridor instead of boundless sprawl.
P		Good stuff! I would have considered putting the rapid transit all the way down West St. as opposed to down the old rail line. Maybe use old rail line just for policing and bike path. Also, grow rapid transit into downtown.
P		Great idea to re-establish transit along Poplar as thoroughfare and restricting cars from bicycle, pedestrian ways.
P		Great transportation plan! Can you extend it to Annapolis needs?
P		Love the bridge.
P		Pedestrian/biking/light rail (train) loop. Connecting that route (Poplar) from Parole to downtown.
P		Pedestrian/train/bike corridor...fine idea especially if also serviced by necessary retail to sustain residential communities (food, market, pharmacy, etc.)
P		Public transportation backbone
P		Remember Boston's Experience? No elevated structures. The addition of a pedestrian walkway and an accompanying light rail has lots of appeal. Don't like the proposed bridge in the downtown area. Such bridge draws autos – what we need to do is to discourage autos and make walking and light rail the predominate means of movement.
P		Spine for transportation and pedestrians
P		Your plan has walking as a requisite. Even if given better facilities, will people walk? (pedestrian backbone). Slow Annapolis growth overall. Build and connect more bike paths. Put bike racks on busses and cars. Have bike parking (improving city transportation)

# Morgan State University...

*Theme:* Energizing Neighborhoods for a Balanced City  
Looking AT Annapolis — Looking INTO Annapolis

*Team Leader:* Professor Glenn L. Smith

*Team:* David Barnes, Suzanne Frasier, Andrew Funsch, Justin Jeffers, Diane Jones, Robert Lowe, Jean Mellott, Roberta McConochie, David Williams, Paul Voos

*This summary was written by Team Leader Glenn L. Smith*

## **Energizing Neighborhoods for a Balanced City**

### **Looking AT Annapolis –Looking INTO Annapolis**

The history of the city as one that is tied to the water, the waterfront and politics has created a strong ‘Historic District and Waterfront.’ The Morgan State University team viewed the historic district and waterfront as ‘survivors’ that have multiple layers of existing protections. However, looking into Annapolis in greater detail revealed a rich system of land-based ‘neighborhoods’ that needed protections to preserve physical scale, human activity, and uncover hidden potentials for strategic growth. Given this great land-based human neighborhood resource, the team decided to focus primarily on what is referred to as “Interior Annapolis.”

#### **Into the Future –2060 Annapolis**

The basic concept of the Morgan State University team was to frame a ‘Process’ by which the Annapolis Community could strategically chart a course towards their own future. The components of this approach include: Identification of stakeholders (the human dimension); Enhancement of Diversity (history, cultural, activity); Overlay of human and natural/physical systems (the physical dimension); Presentation of charrette work to City Residents; Test the charrette products through community engagement; Build consensus through neighborhood meetings; Continue efforts through small neighborhood charrettes; Work toward political and stakeholder buy-in at all levels of government. The process begins with the teamwork, but continues with the community.

#### **Human Systems and Physical Systems**

The team also recognized that there was a strong human dimension present in the Annapolis neighborhoods. These parents, children, renters, homeowners, employers, employees and others establish a strong local stakeholder group. The government workers, tourists and other visitors to the state capitol also add rich layers to the stakeholder human system. The physical systems of Interior Annapolis encompass both man-made and natural elements. The schools, housing, commercial areas, roads and transportation infrastructure, parks, streams, tree canopy, and open spaces enrich the neighborhoods. By examining layering both human and physical systems, it is possible to understand how the land-based neighborhoods can become more energized with economic stimulus, entertainment, natural resources, commercial services, and cultural venues.

#### **The Approach –Establishing Activity Precincts**

At the core of the team proposal is the establishment of “Activity Precincts” outside the Historic District and Waterfront areas to balance and empower Annapolis as a whole.

The elements of this approach include:

- The development of a “Framework of Change,” providing strategies that can be adapted and utilized beyond the Charrette to explore the realities and potentials for stakeholders of Annapolis.
- The development of “Activity Precincts” as a strategy for balancing the City’s growth and its land-based entry to the city.
- The overlay of the Human Systems and Physical Systems to define, interconnect and establish character/image, environmental integrity, and density of the “Activity Precincts.”

# Ideas from the Community Generated by the Morgan State University Charrette...

## CHARRETTE BREAKOUT SESSION

P = Preferable ideas for 2060

I= Ideas to enhance the charrette

C= Creative ideas

E=Envision daily life

TYPE	Category	WHAT THEY SAID
E	Annapolis on Foot....	Pedestrian – friendly crossings – imagine?
E		We might be healthier without needing gyms if we actually did all this walking in our daily lives.
C	Automobiles, dealing with traffic...	The material acknowledged the 665 bottle-neck but I wasn't clear on how it was addressed.
E		If we can find a way to displace the auto as the dominate mode of movement in urban areas, we might stand a chance of remaking areas to be more attractive, livable and efficient.
I		Must have solution to reduce car traffic throughout Annapolis area.
P		Reduce traffic congestion in historic areas and bottlenecks.
P		The automobile has dictated the growth patterns of virtually every urban area in the world, especially the United States. The key to developing more livable urban areas is to displace the auto and develop other means of transport that do not dominate. Is that possible?
C	City of Neighborhoods...	Could encourage neighborhood hubs similar to old neighborhoods in Baltimore & Europe. Each neighborhood could have a pub/restaurant/drugstore/convenience store, post office, within walking distance!
E		Revitalized integrated communities
I		Eastport emulates proposed activity centers. Already a great example.
I		Good presentation for looking at other neighborhoods and what's happening there. A beginning to focus on ignored areas and rich cultures.
P		Community/neighborhood identity enhanced by small elementary schools and pre-school centers.
P		Focus on neighborhoods outside the historic core. Much of this housing is aging and should be preserved. Distinctive house from early to mid

<b>TYPE</b>	<b>Category</b>	<b>WHAT THEY SAID</b>
		20th century should be preserved.
P		Linking of existing neighborhoods.
P		Reverence for neighborhoods – great!
C	Commerce/ Tourism	Better integrate tourist in residential historic Annapolis communities
C		Need to be mindful of the economic realities, _____ a future Annapolis.
E		More leisurely, pedestrian-based, local shopping
I	Concern for History...	What inducements to homeowners to preserve 20th century architecture of their homes could the city provide?
C	Environment and energy ...	Enhance landscape of public housing
P		Liked the watershed idea.
E	General Approach...	Problem might be sectionalism - _____
I		Helped us look at other “major ribs” of the city – 665 & Forest Dr.
I		Process approach- how to change? No one else thought of this – Great. Pedestrian friendly crossing- great! It would be like living on the upper west side.
P		Activity areas are a great idea. How to line them? Having environmental activity areas is also great.
P		Good ideas for refocusing attention to other section of Annapolis – Eastport, etc.
E	General response/follow up	Still hard to see. Perhaps needs a more detailed narrative.
I		I actually had difficulty understanding this concept.
I		Proofreading & organization.
I		There was too much information at once. I hope there will be discussion groups to give creative ideas a chance to germinate.
P		Citizens’ vision is very important but not truly heard, esp. by county. Citizens need their own voice because govt. and politicians are too compromised by developer influence.
P		I found this presentation confusing –more process than outcomes. Focus on 665-Forest wasn’t integrated into whole city.
P		Planning coordination is needed between city and county.
P		Your “process” to consensus... par change
C	Getting together	Celebration of ethnicity valuable.

<b>TYPE</b>	<b>Category</b>	<b>WHAT THEY SAID</b>
P	Housing	Revitalize and integrate public housing
I	Integrated ideas	More specific proposals related to Annapolis. Realities-precincts need to be connected to larger design. Exactly how to balance. Competing needs, interests – show designs that implement what balancing looks like.
P		Agree with concept of better activity center outside historic Ave. Must also create links back to the core.
P		Interconnections
P		To arrive at consensus, need to involve and bring together existing groups; e.g. church groups, neighborhood and civic assoc., business & environmentally oriented groups.
E	Land Use	Better use of downtown/historic areas by residents & small business owners.
I	Social - cultural	Continued focus on “real people.” Identification of constituency – who are Annapolitans and the visitors who enter Annapolis? What are they interested in?
I		Diversity – greater emphasis on demographics-how to create greater diversity through workforce and small business growth.
I		Rather than creating a separate entity for building consensus among the communities and for a unified community, involve the existing school, neighborhood, business and ecologically oriented groups. Speak before them, involve them and build your consensus one grass root at a time
I		Reaching out to the communities and talking with leadership in diverse sections.
C	Transportation... from Here to There in the City	Bus/train station/park & ride to take us to and from activity points dis_____ in your design.
C		Public transportation needs to link the neighborhoods, and public cabs readily available are preferable to personal cars for moving large purchases home.
E		Can't get from here to there. Annapolis is too disconnected.
I		More pedestrian connections to Truxton. Further development of idea of using the old rail line to create a focus neighborhood area.
I		Transportation focus would help.
P	Transportation... from Here to There in the City	Better availability/access to Truxton

TYPE	Category	WHAT THEY SAID
P		Con_____, accessibility, ease of movement & access
P		Need more strategically located parking lots, train service, control over development, master plan with govt. agency trumped by elements of planning commission. We almost need to start from scratch.
E	Water – A City Heritage and Resource	Preserve bay and Annapolis tributaries
P		Precinct idea, more water access for public, backbone of 665/Chinquapin

# University of Maryland College Park...

*Theme: Stewarding Heritage*

*Team Leader: Garth Rockcastle, Dean*

*Team: Professor Isaac Williams and Professor B.D. Wortham-Galvin, with Farzam Yazdanseta, Jonathan Healy, Anthony Maiolatesi, Marcella Trice, Nador Matrocsak, David, and Eunsoon Yang students, and Troy Urman, intern architect.*

*This summary was written by Team Leader Garth Rockcastle*

The ‘head’ of Annapolis – the charming, storied historic downtown – has become largely a tourist and State government precinct flanked by stable institutions (Naval Academy and St Johns) and charming, high priced residential neighborhoods. However, there are fundamental limitations to the future of downtown to continue to function as a healthy, dynamic, livable town-center. The University of Maryland Team chose to explore ways to overcome some of these current limitations in three distinct ways. First, exploring options to revise the once viewed as ground breaking, but now seen by some as suffocating, Historic District Design Guidelines. Second, exploring options to renew and add density and vitality to parts of the historic urban fabric. Third, exploring ways to expand, activate and redevelop the City’s waterfront to provide a proper civic face to the Chesapeake.

## **Historic District Design Manual Reconsidered**

Many wise, caring, and activist citizens developed what is widely considered the “Gold Standard” for historic preservation, its design guidelines, in Annapolis. This extensive code seeks to maintain the city’s historic city fabric, however, after some 30 years of application, it is viewed by many to be in need of extensive revision for it has been found to be contributing to a new forms of decadence (limiting reinvestment, causing upper floor vacancies, and permitting neglect), to many sectors of the downtown. We propose rethinking this 20<sup>th</sup> century Gold Standard for preservation and revising it into a new 21<sup>st</sup> century *Platinum Standard of Living Heritage*. This new standard of design is advances as a four-part proposition:

- Establish design standards that support a more diverse *design excellence* for new and renewing heritage, rather than merely protecting past heritage.
- More aptly integrating *diverse public values* – including but not limited to sustainability, new cultural development, and economic plurality.
- Prioritize the value of historic fabric, *acknowledging that all is not equally significant* – social, political and natural variables complement material and aesthetic value.
- Develop *constructive review and decision-making processes* – include incentives for innovation and exploration along with restrictions for improper action.

## **Urban Infill Opportunities**

Downtown Annapolis must allow for a denser and vital use both the existing and future urban fabric so we explored ways of integrating infilling the central and “softer” apportions of existing city blocks. We also show ways of using new state of the art, automated parking systems that both achieve a higher density of parking, and whose structures can be more readily converted to other uses if (and when) the future of predominant use of independent cars gives way to other public transit systems.

### **Urban Infill Opportunities**

Downtown Annapolis must allow for a denser and vital use both the existing and future urban fabric so we explored ways of integrating infilling the central and “softer” apportions of existing city blocks. We also show ways of using new state of the art, automated parking systems that both achieve a higher density of parking, and whose structures can be more readily converted to other uses if (and when) the future of predominant use of independent cars gives way to other public transit systems.

### **A World Class Waterfront**

City Dock should no longer be used primarily as a parking lot. We show ways of expanding and remaking this area into an active, civic environment promoting a more diverse and dynamic life. We also illustrate how a new, creative and vibrant architecture could rise from this opportunity for a new public building, to compliment rather than imitate qualities of the historic district.

# Ideas from the Community Generated by the University of Maryland College Park Charrette...

## CHARRETTE BREAKOUT SESSION

P = Preferable ideas for 2060

I= Ideas to enhance the charrette

C= Creative ideas

E=Envision daily life

TYPE	Category	WHAT THEY SAID
C	Annapolis on Foot....	Make Main St. a “walking St.” with no vehicular traffic.
C		We should become a walk able city again. We should make it a goal.
E		Human-scale, walking recreation. A wider side
P		More pedestrian streets. Less street parking, wider sidewalks. Places for Annapolitans & visitors to congregate for various purposes – like city dock without cars & parking.
C	Automobiles, dealing with traffic...	Eliminate parking on one side of the street in more of the city. (to promote public life on the street)
C		Not garages in the historic district. Provide peripheral parking with public transportation to destinations.
P		Annapolis needs to do more than cram more people and cars downtown
P		Concern – Why build a large parking structure? It will attract cars that will choke roads with traffic and lower quality of life on Duke of Gloucester & Green St. No more parking structures! More peripheral parking with public transportation.
P		Eliminating the out-dated parking lot and maximizing that space to remove the heave car presence would be brilliant
P		Focus on reducing automobile traffic in Annapolis so that your wonderful reduction of the present garage into an interactive community/greenway resource really come to fruition.
P		Parking garage ideas and rooftop living is tremendous idea.

<b>TYPE</b>	<b>Category</b>	<b>WHAT THEY SAID</b>
P		The parking off the waterfront
P	City of Neighborhoods...	I agree with increasing set backs in neighborhoods (and even along West St) to allow for green space among the streetscape.
C	Commerce/ Tourism	Make the sailing museum hall of fame iconographic—so it looks like a ship under sail like the Sydney Opera House.
C		Visitor’s Center under Ritchie Memorial w/restaurant & gift shop. Parking in median strip on egg crate plantable concrete, trees & flowers, all the way to Route 50. Frequent shuttle buses from parking to center. Frequent shuttle buses from center to Historic District.
E		I think downtown would be less desirable as a shopping and residential hub if density is allowed to increase. There is no reason to encourage that.
P		Sailing museum and oyster museum
C	Concern for History...	Republic of Eastport is a heritage/historical area. Make it work! Needs rule changes
I		Never saw ideas about Hist. Dist. Guidelines.
I		The reason people are attracted to downtown Annapolis is the historic fabric. Unfortunately, as one lives in it, the historic fabric is used up. In your proposal to induce stewardship, you should explicitly recognize historic fabric as a non-renewable resource.
I		What makes Annapolis a historic place when people want to come?
P		I like your idea of keeping historic core on a human scale, limiting bulk and height/
P	Environment and energy ...	Burying utility lines.
P	General Approach...	Do not make Annapolis any more attractive than it already is. Keep Annapolis/make Annapolis more beautiful.
C		Maybe a presentation in the evening in Jan 2009 and/or a publication that connects design and planning ideas to policy possibilities.
E		Fresh, creative dynamic, interesting, diverse
I		All activities in Annapolis seem to be adversarial—how do we create a planning group or an environment where people will actually discuss new ideas, all on visionary thoughts, etc.? Without that, I’m not sure how any of the ideas presented have any hope of getting off paper into the world.
I		Hard to follow—don’t see much except take out parking, name “Background Park” I don’t see differences in the different boards—too small.

TYPE	Category	WHAT THEY SAID
I		Practical focus – realize what is next step.
P		This is not a preferable future. Too much density downtown. Only aspect I liked was proposed for an architecturally distinctive building at the city dock area. There’s room for one. Would make it an environmental center for the Bay not a sailing hall of fame. (tacky)
I	Getting together	Annapolis needs places where Annapolitans and also visitors can congregate to enjoy each other, small concerts, shows, etc. ---means no parking on the City Dock or surrounding area.
C	Housing	Co-housing. Golf carts on walkways, creating new job opportunities & fewer shops with things.
I		I’m interested in promoting co-housing communities as a practical and affordable way to provide living spaces. People live in their own homes yet function as a community so resources are shared. Google co-housing & MAC Mid-Atlantic Co-Ho. I also wonder about creating jobs that are innovative and replace the notion that we need more “shops” things too buy.
I	Increase Involvement	High school involvement – presentation through career
I		How to translate vision into reality. How to get local people excitedly involved and positive? How to let people know –get the word out—so they can voice, “Yes” to planned improvement.
I		Keep these ideas alive by a presentation at start of 2009 election cycle in Annapolis as there will be many city offices open—need to connect decision makers to these ideas to become policy.
I		Need flexible cooperating partners addressing future plans for connecting city & County.
I		Some concrete thought is needed re: how to create and enjoy dialogue between so many diverse elements in one city. Right now, there is no planning because no one is listening or talking to each other.
I		Thinking about the future is great...engaging high schools.
C	Integrated ideas	A friend today suggested making current Graul’s site as new transit hub for light rail/bus both within city and linking Annapolis to Baltimore & D.C. It would incorporate Graul’s & current shops/restaurants into the hub, along with business options. Would let the Eastport Maritime Museum (also on water) do the oyster museum and have water/marine trail much as we have historic trails now, to link all of our offerings (we have something on rain gardens at Truxton Park, too)

TYPE	Category	WHAT THEY SAID
C		Cooperation & conversation between city & county. Redesign public housing. How to engage the diverse community of Annapolis
C		Creating a “big dig a la Boston” that incorporates an underground network of street traffic and parking. Make the historic district a pedestrian zone. Incentive for downtown businesses by providing an appropriate number of free parking spots.
C		Need for ideas to continue student and handicapped accessibility for tourism buss at waterfront. Remember 28,000 visitors in April/May alone via watermark. Light rail transfers not fusible.
C		Place the sailing Hall of Fame on one of the man made islands with access via pedestrian bridge or boats under sail so non-sailing visitors can experience sailing.
E		Could walk many places that are now difficult and dangerous. Freezing waterfront for foot access – even more people then congregate at waterfront to see and be seen.
E		The City Dock park would be a bigger draw and the nearby parking garages would accommodate people (handicapped, elderly, people with toddlers) for whom mass transit is a challenge. The city’s historic core would be preserved with the focus on keeping human scale (handicapped, elderly, people with toddlers) for whom mass transit is a challenge. The city’s historic core would be preserved with the focus on keeping human scale. The Annapolis tree cover would be expanded slightly with expanded setbacks of commercial and residential properties allowing for more greenscape along streetscape.
I		Looks like it is envisioning the maximum density possible downtown. Why will this be necessary? I’m not at all clear it would be desirable. That just increases demand for more parking. Need to postpone working with the Naval Academy, as their ugly buildings visible from downtown become decrepit, they should be encouraged not to repair them, but to demolish and move them to other areas of the campus.
I		More walking/pedestrian friendly planning. More

TYPE	Category	WHAT THEY SAID
		focus. Fewer T-shirt shops. Combine UMCP & CUA visions. Get politicians to stop selling out to development.
I		Reduce the density and parking facilities it envisions for the historic district—is not a preferable future! Consider the impact on the downtown area of possible (probable?) rise in water levels.
I		What will growth do to the quality of life of current residents? The economics of growth seems to have been mainly ignored. A cost benefit analysis should be required for projects above a certain dollar value and a positive or neutral impact should be required. What are the pros & cons of Annapolis annexing additional properties i.e.Parole into the city? There needs to be better architectural design standards, i.e. the exterior design of 1901 West St. seems to be better suited for a 19th century penal institution than a modern office/residential complex. Is the city of Annapolis, 35,000 people, saddling its residents with a massive bond debt?
I		Working with CUA’s pedestrian/biking/train loop from Parole (Rt 2) to downtown and with Va. Tech’s expanded water ferry system both within city and nearby communities and between Annapolis and Baltimore as well as with their idea to link Annapolis with Baltimore & D.C. through light rail.
I		Your ideas melded well with transit expansion and neighborhood preservation and links offered by CUA & VT. Would like to see your parking garages, waterpark & expanded waterfront at City Dock and train station downtown be incorporated with VT’s water & rail links inside and outside Annapolis & with CUA’s pedestrian/biking/train park from Parole (Rt 2 West) to downtown.
P		Collect---parking to 2 hi - --- garages connecting waterfront space used for hotel, etc. to public access. Burying all utility lines – new curb ____ as West St to allow wheel ____ access but having utility poles encumber the sidewalk blocks wheel ____ a goof situation.
P		Keeping historic core buildings on human scale, limiting height & bulk. Integrating parking garages/train stops into existing neighborhoods with front/back of street level used as retail and development or green roof on top. Creating possibilities for adding greenscape to streetscapes with larger setbacks. Expanding waterfront & park of City Dock

<b>TYPE</b>	<b>Category</b>	<b>WHAT THEY SAID</b>
P		The park like walkway that ties together St. Mary's Market Square and part of the Naval Academy is one of the best ideas of the charrettes
C	Land Use	Any possibility for annexing more land in Annapolis Neck near Parole area. What about water level rising?
C		Interior green spaces: What has to happen: New governmental entity encompassing entire Annapolis Neck from head of South river to roughly Brewer Creek. -----
I		Close Annapolis elementary on Green St. and consolidate with Eastport. Build underground garage there.
I		Remove old USNA Field House
P		Remove USNA Field House and deed land back to city.
P		Why is it important to increase development in downtown Annapolis behind current structures? I would think it smarter to add development along the West St. corridor.
C	Other	Wild card: If a major hurricane and/or flood destroys much of downtown, would the scenario envision rebuilding historic buildings using the 17th, 18th or 19th century styles as an exact reproduction of historic Annapolis or should most of downtown in that case be rebuilt just as a park with no residences? Or should residences & businesses be rebuilt on modern lines?
C	Transportation... from Here to There in the City	How about putting city golf carts on pedestrian walkways so people who cannot walk long distances can drive the cart to different places or just leave them.
C		Jitneys!! Where are they? Could be a great solution for shared transit without public investment.
E		As an elder person, I would be able to get around independently as would children.
I		Create idea on a pedestrian walkway. Close off Main St., Public buildings along Waterfront. Underground parking. I know it's hard, but think about historic looking bldgs. For the dock areas. Think about rapid transit somewhere other than Main St.
I		Make rapid transit underground down Main St. to dock. Route traffic down Duke of Gloucester up Compromise tunnel under King George and along College all one-way.
I		Use modern bus transit. Clear lanes- No lights but electronic signs at stops telling next bus 10 min. or less headways

TYPE	Category	WHAT THEY SAID
I		Why rail transit in Annapolis—expensive, bad for environment and inflexible route. Jitney & modern bus on clear routes would be better.
P		Like the parking garages on Compromise and Green St and Prince George and train station on Compromise (St. Mary's rec center?). Like parking garages that use less space and have more parking.
P	Water – A City Heritage and Resource	The waterfront park idea is the strongest concept – the NSHF is totally @ odds with this focus
P		Waterway, walkway/park w/o NSH fa--
C		Expanding the downtown area by creating a network of man-made islands, a Venice like web that incorporates state of the art engineering.
C		Man made island that could incorporate commercial space, tourism points of interest and perhaps contribute to the functional control of the waterfront flooding.
C		Seawalls, moveable dykes, London style baffles that control flooding of downtown similar to the containment in other cities.
C		World-class waterfront concept is an excellent concept i.e. building the St. Mary's- Market Sq. – Naval Academy walkway. Also in the blue shaded area (stewarding Heritage) planned/designated walkways that would act as pedestrian feeders to St. Mary's- Market Square-Academy walkway—further, this would force the emphasis on public transportation in this area.
E		I love the idea of re-claiming the waterfront and revitalizing it.
P		Expanded waterfront and new waterfront park at City Dock are terrific. Not sure such a modern sailing museum fits, but like the incorporation of historic building in it.
P		No more building on the downtown waterfront. As ugly buildings downtown fall into disrepair, demolish them!
P		Opening up waterpark and infill development are both very attractive.
P		Really like opening up the waterfront for extended pedestrian park and adding automated dense parking garages to replace street parking.
P		Walking around waterfront great idea! --Iconic sculpture, living waterfront, more public access to water.

TYPE	Category	WHAT THEY SAID
P		Walking around waterfront underground garages – great, but what about water levels. Bringing idea of increasing density to Parole & downtown- merging of CUA. & UMCP plans
P		World class waterfront vs. living heritage

# Virginia Tech Washington- Alexandria Architecture Center...

*Theme: Imagining the Complete Body of Annapolis*

*Team Leader:* Paul Emmons

*Team:* Beth Barrett, Ryan Catlett, Marcia Feuerstein, Michael Ford, Lesley Golenor, Josh Housdan, Laurel McSherry, Leo Salom, Steven Siebers, Ellen Sullivan, Matthew Valentine

*This summary was written by Team Leader Paul Emmons*

The Crown and Crab charrette design team, made up of full and part-time faculty and undergraduate and graduate students from the architecture and landscape architecture programs located in Old Town Alexandria of Virginia Tech, titles their proposal for Annapolis sixty years into the future as *Imagining the Compleat Body of Annapolis*. While the crowned head of the city cradles its memory in the historic core, its arms reach out with fingers stretching into the water and its feet stand anchored upon the now-dominant automobile transportation network of Highway 50. To effectively plan for the future with challenges like global warming leading to sea level rise, we must see beyond isolated neighborhoods and even political boundaries to project how to maintain and improve the health of all of greater Annapolis. With long-term planning and relatively simple changes such as relocating dry dock boat storage away from the water's edge, watershed areas can be used to define future waterfront open areas to create riparian buffers that clean water runoff into the Bay as well as create more equitable public access to the city's primary amenity.

To respond to the challenge of current automobile overcrowding and anticipated future growth, the team recommends a hybrid approach to transportation that creates desirable options for varied transit needs. Building on the Annapolis history of roads for ships, rails and cars, we propose a new light rail "lung" system of two loops that overlap on West Street and connect from Parole to the historic center just as street cars did in the past. Interconnected bicycle and bus routes make the light rail accessible to all. With the expansion of water ferry and water taxi services, tourists will be able to park their cars upon exiting Highway 50 and travel into the historic center either by light rail or by water, entering the city as it was in yesteryear, enhancing the tourist experience and creating new commercial opportunities.

The new transit stops, like the two original city circles, are located at topographic high points and intended to become neighborhood circles ringed with higher density, public open space and service retail. The primary intermodal hub will be in Parole, to serve a renewed inter-city rail line as well as for autos, buses and light rail. The Parole neighborhood circle will be tallest and most dense, with building heights at the circles reducing, as they get closer to the historic core. Higher density with moderate height buildings at the new circles will encourage safer and a more integrated income-mix of residential unit types. The Crown and Crab team further suggests that the proposed Sailing Hall of Fame be aligned with a new Boat-Building School and located on

College Creek to revitalize the Clay Street Neighborhood. The City Docks area is already a primary tourist attraction and future development could expand tourist destinations into the City. Furthermore, a Boat-Building School like that in Annapolis's sister city in Brazil would provide career training and involve disadvantaged populations in a primary Annapolis industry.

With the projected forty-percent increase in population for Annapolis in sixty years, long-term planning can use this challenge to create opportunities to improve the quality of life for all the city's residents – present and future. As the majority of residents will not live upon the coastal edge, the cities' unique identity needs to be strengthened as it grows inland. When Nicholson first planned Annapolis in the early eighteenth-century, long-held urban planning principles dictated that “ill” winds from the north should be blocked from the city streets while healthful zephyrs should gently blow through the streets. The 1743 copy of Nicholson's plan includes a wind rose showing the relation between the city circles and the winds. The Crown and Crab team envision capitalizing upon the fine sea breeze that cleanses the air in Annapolis that we all share. Each of the new neighborhood circles will have its own signs of wind such as fish-shaped turbines that spin to generate electricity and an Aeolian harp, whose strings are plucked by Aeolus, the god of the winds, helping to unite Annapolis into a complete body – a totality integrating environment, transportation, morphology and symbolism.

# Ideas from the Community Generated by the Virginia Tech Charrette...

## CHARRETTE BREAKOUT SESSION

P = Preferable ideas for 2060

I= Ideas to enhance the charrette

C= Creative ideas

E=Envision daily life

TYPE	Category	WHAT THEY SAID
C	Automobiles, dealing with traffic...	The automobile has been the dominant overriding force in the development of urban areas. It needs to be challenged and replaced by other means. How can that be done?
E		You could live without a car! Interaction with people via transit instead of encountering with steel encased travelers.
P		Chinquapin Rd & West St. intersection is too congested. Will not support proposed development, unless road is redesigned. Perhaps connect directly to Admiral Dr.
C	City of Neighborhoods...	Focus on stimulating residential infrastructure i.e. food markets, hardware stores, etc.– located where access does not require automobiles.
I		Need to focus on ways to pull in the “disenfranchised” communities.
I		Think what it includes about housing & neighborhoods. Emphasis seems to be on transportation that is important, but make clearer what you’re saying and actually what the goals for housing, and livable neighborhoods should be.
C	Commerce/ Tourism	I liked the idea of moving areas of interest & tourism out of historic downtown to outlying areas. - Sailing Hall of Fame, Boat Building, School.
I		More focus for moving people, housing people, entertaining people as a tourist city.
P	Concern for History...	Don’t forget – the republic of Eastport is a Heritage historic area.
C	Environment and energy ...	To make many areas of the city more welcoming, we need to look at some creative methods to light the city – LEDS, solar
I		Great presentation on focus on geology; watersheds and future ecological impacts.
I		Handouts – more specific proposals. Say more about impacts of climate – change includes land

TYPE	Category	WHAT THEY SAID
		erosion.
P		Become aware of global warming – the water will rise- how will we respond?
I	General response/follow up	In Room 308 add narratives to the visuals, text/captions
C		Bigger presentation boards
C		Encouraging discussion between city & county politicians.
E		Still hard to see. Perhaps needs more detail of recommendations.
P		Better planning—more consideration to architectural designs and themes
P		Nice concepts – Somewhat surreal with slide presentation.
I	Increase Involvement	Reaching out to high school students – presentation to schools maybe.
C	Integrated ideas	Ferry system idea a must! What about David Taylor incorporating? Wind and St. Anne images are wonderful. Great to emphasize and focus on public housing.
E		Better integration of most important factors -----
I		Concerned high-density multi-housing at Admiral might bring cars with it – loved the look of Admiral /Chinquapin park area- just not sure it would work. A friend today suggested making current Graul’s (Rowe & Taylor) a transit center for all those rail/bus links. Keep Graul’s but incorporate it into site.
I		Like the West St/ Admiral Drive- Chinquapin Round Rd. idea and look – park, parking- rec center and multi housing but West St is so crowded – not sure how all that housing/ cars ca be accommodated
I		Overlay VT’s design solutions for public transportation on CU design. Charrette –Pick up Univ. MD downtown Annapolis – St. Mary’s – Naval Academy bay walk.
P		Can’t enhance so I’ll applaud. Transit loops through and around (blue, green hybrid rail & inter city rail) are great. Idea of watershed political boundaries is intriguing. Considering spa-level rise is essential – good you mentioned it because we don’t want to think about it.
P		I Like the boat building school idea and Sailing Hall of Fame on College Creek but city already put hall downtown. Maybe will help city rethink

TYPE	Category	WHAT THEY SAID
		it?
P		Please focus on the garage across from the Arundel Center and come up with ways to break through that barrier to reconnect the downtown part of Annapolis and Clay Street area.
P		Reconnect Clay Street area to downtown and historic Annapolis. Start with breaking into AA county Gov't garage with east/west roadways/greensway for walking & gathering.
C	Social - cultural	Include cultural & quality of life aspects of one body of Annapolis.
P		Love the fact they addressed where to put the growing population.
P		No bike trail on Carrollton Rd. with connection to Bembe Beach. (Puts inner city crime in a county neighborhood. Connection to Bembe Beach is private property. DO NOT INVADE OUR COMMUNITIES!
C	Transportation... from Here to There in the City	Good idea for Ferry.
C		Peripheral not downtown parking. Need more frequent shore hop public transportation.
E		Increased ability to move around and take advantage of the entire area.
I		Bikes only vehicle paths, parking for train
P		Better transit – water, rail, make more pedestrian friendly and denser housing. Create a vibrant street life like European cities – link neighborhoods that are now isolated.
P		Hybrid transit
P		Love the water and rail links for Balto. & Annapolis and Annap. (rail/bus) to D.C.
P		Need a Route 50 analysis from New Carrollton to Rt 50/301 split in Queen's county comparable to what you did for the West St. Corridor. Perhaps on that concept you may want to employ some form of high-speed rail/Maglev from DC to thru the Eastern Shore.
P		Parole inter-model hub is very important. Also, should have some kind of Hub on Truman Parkway's commuter Parking area/Bus to D.C.
P		Proposed transp. Plan is tops@ Hybrid rail should extend out to Mall, connecting it with downtown.
P		Public transportation! Can't get to Washington or Baltimore from Annapolis. Can't get out of the city at all if you don't drive! How about a link to

TYPE	Category	WHAT THEY SAID
		the airport?
C	Water – A City Heritage and Resource	Enhanced water transportation – need to focus on land erosion as a reality in planning alternatives
E		Adding a new dynamic to water transit would be an appeal to tourists and residents. Need to move forward on light rail links between Annapolis & Baltimore. Already can bus to DC or to DC Metro, but a light rail would be more attractive & therefore more used.
E		I like the idea of better utilization of water, like the marine highway in Atlanta.
E		More access to water for general public.
E		More water access – less traffic - more connection of old and new
P		Ferry System. More waterfront parks. Watershed idea was interesting. Great transportation plans. I like link with the Future Institute.
P		If we employ the nearby waters for transportation, can the boats be solar powered?
P		Loved the ferry & light rail links to Annapolis from D.C. & Baltimore & the in-town, in-county water links!
P		Use of water taxi/ferry and Light rail - Excellent.
P		Use of waterways for public transportation around the city and to Baltimore and other sites very useful, I imagine. Any mode that discourages individual vehicles in a high-density area greatly to be preferred.
P		Use of waterways for public transportation around the city and to Baltimore and other locations greatly to be deserved! Hope it happens long before 2060.
P		Water taxi, transit loops, Hall of Fame on College Creek, watershed, transit loops
P		Water transportation. Three city centers: downtown (historic walking mostly) midtown all Chinquapin & Admiral, uptown at Parole & Mall.

## Ideas Across Charrettes... Collective Inspiration

P = Preferable ideas for 2060
C = Creative ideas

I = Ideas to enhance the charrette
E = Envision daily life

Abbreviations:	
Catholic University of America	CUA
Morgan State University	MSU
University of Maryland College Park	UMCP
Virginia Tech, Washington - Alexandria Architecture Center	VT

Category	WHAT THEY SAID	TYPE	COLLEGE
Annapolis on Foot....	Excellent suggestion of a return to a pedestrian friendly environment, with a responsive plan.	C	CUA
Annapolis on Foot....	The ability to walk one toward Parole is huge.	E	CUA
Annapolis on Foot....	Next step required to <span style="background-color: yellow;">      </span> pedestrian <span style="background-color: yellow;">      </span> reality.	I	CUA
Annapolis on Foot....	I love the pedestrian route/loop with train that links communities and gives biking/walking/train options to car.	P	CUA
Annapolis on Foot....	Love the idea of a pedestrian backbone. I live in historic Annapolis because I like a “walking” city. The trick will be to make the pedestrian/train/whatever corridor vibrant enough to keep historic Annapolis a living thriving city!	P	CUA
Annapolis on Foot....	Pedestrian/transportation spine along <span style="background-color: yellow;">      </span> is great.	P	CUA
Annapolis on Foot....	Walking city, pedestrian access. Plan to make it happen. Very fine presentation.	P	CUA
Annapolis on Foot....	Pedestrian – friendly crossings – imagine?	E	MSU

Category	WHAT THEY SAID	TYPE	COLLEGE
Annapolis on Foot....	We might be healthier without needing gyms if we actually did all this walking in our daily lives.	E	MSU
Annapolis on Foot....	Make Main St. a “walking St.” with no vehicular traffic.	C	UMCP
Annapolis on Foot....	We should become a walk able city again. We should make it a goal.	C	UMCP
Annapolis on Foot....	Human-scale, walking recreation. A wider side	E	UMCP
Annapolis on Foot....	More pedestrian streets. Less street parking, wider sidewalks. Places for Annapolitans & visitors to congregate for various purposes – like city dock without cars & parking.	P	UMCP
Automobiles, dealing with traffic...	Less traffic (inner city) on West St. If transit center to Balto. & D.C. added, less traffic coming into town.	E	CUA
Automobiles, dealing with traffic...	Separation of cars from walkers and cyclers. There can be no civilized life if we’re enslaved to cars. Another way to enter Annapolis without a car & without having the t---- of West St. West of Circle.	E	CUA
Automobiles, dealing with traffic...	Still too much auto use.	E	CUA
Automobiles, dealing with traffic...	Encompasses transportation crush on Annapolis Neck axis. Need somewhere to put the cars that will arrive – “parking wherever” wouldn’t work in a city that’s already saturated.	I	CUA
Automobiles, dealing with traffic...	Avoid congestion on West St.	P	CUA
Automobiles, dealing with traffic...	The material acknowledged the 665 bottle-neck but I wasn’t clear on how it was addressed.	C	MSU

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Automobiles, dealing with traffic...	If we can find a way to displace the auto as the dominate mode of movement in urban areas, we might stand a chance of remaking areas to be more attractive, livable and efficient.	E	MSU
Automobiles, dealing with traffic...	Must have solution to reduce car traffic throughout Annapolis area.	I	MSU
Automobiles, dealing with traffic...	Reduce traffic congestion in historic areas and bottlenecks.	P	MSU
Automobiles, dealing with traffic...	The automobile has dictated the growth patterns of virtually every urban area in the world, especially the United States. The key to developing more livable urban areas is to displace the auto and develop other means of transport that do not dominate. Is that possible?	P	MSU
Automobiles, dealing with traffic...	Eliminate parking on one side of the street in more of the city. (to promote public life on the street)	C	UMCP
Automobiles, dealing with traffic...	Not garages in the historic district. Provide peripheral parking with public transportation to destinations.	C	UMCP
Automobiles, dealing with traffic...	Annapolis needs to do more than cram more people and cars downtown	P	UMCP
Automobiles, dealing with traffic...	Concern – Why build a large parking structure? It will attract cars that will choke roads with traffic and lower quality of life on Duke of Gloucester & Green St. No more parking structures! More peripheral parking with public transportation.	P	UMCP
Automobiles, dealing with traffic...	Eliminating the out-dated parking lot and maximizing that space to remove the heave car presence would be brilliant	P	UMCP

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Automobiles, dealing with traffic...	Focus on reducing automobile traffic in Annapolis so that your wonderful reduction of the present garage into an interactive community/greenway resource really come to fruition.	P	UMCP
Automobiles, dealing with traffic...	Parking garage ideas and rooftop living is tremendous idea.	P	UMCP
Automobiles, dealing with traffic...	The parking off the waterfront	P	UMCP
Automobiles, dealing with traffic...	The automobile has been the dominant overriding force in the development of urban areas. It needs to be challenged and replaced by other means. How can that be done?	C	VT
Automobiles, dealing with traffic...	You could live without a car! Interaction with people via transit instead of encountering with steel encased travelers.	E	VT
Automobiles, dealing with traffic...	Chinquapin Rd & West St. intersection is too congested. Will not support proposed development, unless road is redesigned. Perhaps connect directly to Admiral Dr.	P	VT
City of Neighborhoods...	More attention to integrating neighborhoods & improving public housing.	C	CUA
City of Neighborhoods...	A greater feeling of expanded connections – living in Homewood would still be a neighborhood but not cut by West Street.	E	CUA
City of Neighborhoods ...	Could encourage neighborhood hubs similar to old neighborhoods in Baltimore & Europe. Each neighborhood could have a pub/restaurant/drugstore/convenience store, post office, within walking distance!	C	MSU
City of Neighborhoods ...	Revitalized integrated communities	E	MSU

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
City of Neighborhoods ...	Eastport emulates proposed activity centers. Already a great example.	I	MSU
City of Neighborhoods ...	Good presentation for looking at other neighborhoods and what's happening there. A beginning to focus on ignored areas and rich cultures.	I	MSU
City of Neighborhoods ...	Community/neighborhood identity enhanced by small elementary schools and pre-school centers.	P	MSU
City of Neighborhoods ...	Focus on neighborhoods outside the historic core. Much of this housing is aging and should be preserved. Distinctive house from early to mid 20th century should be preserved.	P	MSU
City of Neighborhoods ...	Linking of existing neighborhoods.	P	MSU
City of Neighborhoods ...	Reverence for neighborhoods – great!	P	MSU
City of Neighborhoods ...	I agree with increasing set backs in neighborhoods (and even along West St) to allow for green space among the streetscape.	P	UMCP
City of Neighborhoods ...	Focus on stimulating residential infrastructure i.e. food markets, hardware stores, etc.– located where access does not require automobiles.	C	VT
City of Neighborhoods ...	Need to focus on ways to pull in the “disenfranchised” communities.	I	VT
City of Neighborhoods ...	Think what it includes about housing & neighborhoods. Emphasis seems to be on transportation that is important, but make clearer what you're saying and actually what the goals for housing, and livable neighborhoods should be.	I	VT
Commerce/ Tourism	Better integrate tourist in residential historic Annapolis communities	C	MSU
Commerce/ Tourism	Need to be mindful of the economic realities, _____ a future Annapolis.	C	MSU
Commerce/ Tourism	More leisurely, pedestrian-based, local shopping	E	MSU
Commerce/ Tourism	Make the sailing museum hall of fame iconographic—so it looks like a ship under sail like the Sydney Opera House.	C	UMCP

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Commerce/ Tourism	Visitor's Center under Ritchie Memorial w/restaurant & gift shop. Parking in median strip on egg crate plantable concrete, trees & flowers, all the way to Route 50. Frequent shuttle buses from parking to center. Frequent shuttle buses from center to Historic District.	C	UMCP
Commerce/ Tourism	I think downtown would be less desirable as a shopping and residential hub if density is allowed to increase. There is no reason to encourage that.	E	UMCP
Commerce/ Tourism	Sailing museum and oyster museum	P	UMCP
Commerce/ Tourism	I liked the idea of moving areas of interest & tourism out of historic downtown to outlying areas.- Sailing Hall of Fame, Boat Building, School.	C	VT
Commerce/ Tourism	More focus for moving people, housing people, entertaining people as a tourist city.	I	VT
Concern for History...	Don't forget Eastport – Heritage - Historic	C	CUA
Concern for History...	Interesting, dynamic, creative, fresh, historic linked to future.	E	CUA
Concern for History...	What inducements to homeowners to preserve 20th century architecture of their homes could the city provide?	I	MSU
Concern for History...	Republic of Eastport is a heritage/historical area. Make it work! Needs rule changes	C	UMCP
Concern for History...	Never saw ideas about Hist. Dist. Guidelines.	I	UMCP
Concern for History...	The reason people are attracted to downtown Annapolis is the historic fabric. Unfortunately, as one lives in it, the historic fabric is used up. In your proposal to induce stewardship, you should explicitly recognize historic fabric as a non-renewable resource.	I	UMCP
Concern for History...	What makes Annapolis a historic place when people want to come?	I	UMCP
Concern for History...	I like your idea of keeping historic core on a human scale, limiting bulk and height/	P	UMCP
Concern for History...	Don't forget – the republic of Eastport is a Heritage historic area.	P	VT

Category	WHAT THEY SAID	TYPE	COLLEGE
Environment and energy ...	Better lighting (not electric) in some disenfranchised areas would help [redacted] people into them. Use of art and “enhancements” to pull people into neglected areas.	I	CUA
Environment and energy ...	Enhance landscape of public housing	C	MSU
Environment and energy ...	Liked the watershed idea.	P	MSU
Environment and energy ...	Burying utility lines.	P	UMCP
Environment and energy ...	To make many areas of the city more welcoming, we need to look at some creative methods to light the city – LEDS, solar	C	VT
Environment and energy ...	Great presentation on focus on geology; watersheds and future ecological impacts.	I	VT
Environment and energy ...	Handouts – more specific proposals. Say more about impacts of climate – change includes land erosion.	I	VT
Environment and energy ...	Become aware of global warming – the water will rise- how will we respond?	P	VT
General Approach ...	Reminds me of Barcelona – Las Raublas- Should be great – makes Annapolis into a real city with benefits of a genuine street life.	E	CUA
General Approach ...	Focus on ways to pull in the Clay St. region without destroying the community there-create envisions. That discourages a small destructive element so that part of the city can grow, [redacted] rejoin the city.	I	CUA
General Approach ...	The proposed rest rec-----/circulation map is the best. The kind of bold vision that the city needs.	P	CUA

Category	WHAT THEY SAID	TYPE	COLLEGE
General Approach ...	I like the 3-part concept: Historic, Mid-town, urban-Parole offers appropriate inter-mix of opportunities.	P	CUA
General Approach ...	I love this whole concept and how well it fits with the U. of MD ideas.	P	CUA
General Approach ...	The charrette made one feel ok about the Parole development for the first time. It could be a good part of our future.	P	CUA
General Approach ...	Problem might be sectionalism - _____	E	MSU
General Approach ...	Helped us look at other “major ribs” of the city – 665 & Forest Dr.	I	MSU
General Approach ...	Process approach- how to change? No one else thought of this – Great. Pedestrian friendly crossing- great! It would be like living on the upper west side.	I	MSU
General Approach ...	Activity areas are a great idea. How to line them? Having environmental activity areas is also great.	P	MSU
General Approach ...	Good ideas for refocusing attention to other section of Annapolis – Eastport, etc.	P	MSU
General Approach...	Do not make Annapolis any more attractive than it already is. Keep Annapolis/make Annapolis more beautiful.	P	UMCP
General response/follow up	Do you plan any follow through? A project that continues? Great Ideas and presentation. Don't stop!	C	CUA
General response/follow up	Great presentation! <span style="background-color: yellow;">      </span>	E	CUA
General response/follow up	I am looking forward to maybe a final unified proposal from all groups. Very visionary: great job!	I	CUA

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
General response/follow up	Slow down the slide show a tad. It went too fast to read all the words. Otherwise, it was great!	I	CUA
General response/follow up	Plan to influence powers necessary to make it happen.	I	CUA
General response/follow up	Proofreading the visuals. Slow the information flow (there's too much too quick).	I	CUA
General response/follow up	These ideas need to be presented at a time when they are not so in conflict with other civic events.	I	CUA
General response/follow up	Great presentation! Like the artists renditions giving a more human and softer view. Great idea as talking to a pedestrian spine in the City.	P	CUA
General response/follow up	Still hard to see. Perhaps needs a more detailed narrative.	E	MSU
General response/follow up	I actually had difficulty understanding this concept.	I	MSU
General response/follow up	Proofreading & organization.	I	MSU
General response/follow up	There was too much information at once. I hope there will be discussion groups to give creative ideas a chance to germinate.	I	MSU
General response/follow up	Citizens' vision is very important but not truly heard, esp. by county. Citizens need their own voice because govt. and politicians are too compromised by developer influence.	P	MSU
General response/follow up	I found this presentation confusing –more process than outcomes. Focus on 665-Forest wasn't integrated into whole city.	P	MSU
General response/follow up	Planning coordination is needed between city and county.	P	MSU

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
General response/follow up	Maybe a presentation in the evening in Jan 2009 and/or a publication that connects design and planning ideas to policy possibilities.	C	UMCP
General response/follow up	Fresh, creative dynamic, interesting, diverse	E	UMCP
General response/follow up	All activities in Annapolis seem to be adversarial—how do we create a planning group or an environment where people will actually discuss new ideas, all on visionary thoughts, etc.? Without that, I’m not sure how any of the ideas presented have any hope of getting off paper into the world.	I	UMCP
General response/follow up	Hard to follow—don’t see much except take out parking, name “Background Park” I don’t see differences in the different boards—too small.	I	UMCP
General response/follow up	Practical focus – realize what is next step.	I	UMCP
General response/follow up	This is not a preferable future. Too much density downtown. Only aspect I liked was proposed for an architecturally distinctive building at the city dock area. There’s room for one. Would make it an environmental center for the Bay not a sailing hall of fame. (tacky)	P	UMCP
General response/follow up	Bigger presentation boards	C	VT
General response/follow up	Encouraging discussion between city & county politicians.	C	VT
General response/follow up	Still hard to see. Perhaps needs more detail of recommendations.	E	VT
General response/follow up	In Room 308 add narratives to the visuals, text/captions	I	VT
General response/follow up	Better planning—more consideration to architectural designs and themes	P	VT
General response/follow up	Nice concepts – Somewhat surreal with slide presentation.	P	VT

Category	WHAT THEY SAID	TYPE	COLLEGE
General response/follow up Getting together	Your “process” to consensus... par change	P	MSU
Getting together	Need public congregating spaces like city dock without cars parking	P	CUA
Getting together	Celebration of ethnicity valuable.	C	MSU
Getting together	Annapolis needs places where Annapolitans and also visitors can congregate to enjoy each other, small concerts, shows, etc. ---means no parking on the City Dock or surrounding area.	I	UMCP
Housing	Be sure to include affordable housing along the corridor. Encourage mix of income levels along the corridor. How will people who don’t live on or near the corridor get there using public transportation? How will party [redacted] be accommodated along the way?	C	CUA
Housing	Need to include new Arts District & ways to improve existing public housing.	C	CUA
Housing	Revitalize and integrate public housing	P	MSU
Housing	Co-housing. Golf carts on walkways, creating new job opportunities & fewer shops with things.	C	UMCP
Housing	I’m interested in promoting co-housing communities as a practical and affordable way to provide living spaces. People live in their own homes yet function as a community so resources are shared. Google co-housing & MAC Mid-Atlantic Co-Ho. I also wonder about creating jobs that are innovative and replace the notion that we need more “shops” things too buy.	I	UMCP
Increase Involvement	Get more people involved, excited to make it happen	C	CUA
Increase Involvement	The city needs to form an ongoing relationship with IF@AACC.	C	CUA
Increase Involvement	Evening vs. Saturday forum	I	CUA

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Increase Involvement	Please re-present this entire forum at a time when it does not conflict with greenscape. Your target group has participated in that for years and isn't going to desert it for this. Timing is everything!	I	CUA
Increase Involvement	High school involvement – presentation through career	I	UMCP
Increase Involvement	How to translate vision into reality. How to get local people excitedly involved and positive? How to let people know –get the word out—so they can voice, “Yes” to planned improvement.	I	UMCP
Increase Involvement	Keep these ideas alive by a presentation at start of 2009 election cycle in Annapolis as there will be many city offices open—need to connect decision makers to these ideas to become policy.	I	UMCP
Increase Involvement	Need flexible cooperating partners addressing future plans for connecting city & County.	I	UMCP
Increase Involvement	Some concrete thought is needed re: how to create and enjoy dialogue between so many diverse elements in one city. Right now, there is no planning because no one is listening or talking to each other.	I	UMCP
Increase Involvement	Thinking about the future is great...engaging high schools.	I	UMCP
Increase Involvement	Reaching out to high school students – presentation to schools maybe.	I	VT
Integrated ideas	More housing opportunity, better pedestrian paths, improved visual environment	E	CUA
Integrated ideas	Sprawl will continue outside the corridor. Should the charrette include “satellite” pedestrian corridors on a smaller scale in addition to the main link? Be sure to include parks/sheltered areas along the corridor.	I	CUA
Integrated ideas	Make clear that train/light rail running along the pedestrian corridor/old rail right of way will be part of light rail to Baltimore and D.C. and not a redundant line.	I	CUA
Integrated ideas	Maybe “join together” recommendations of 4 groups—Assumptions and recommendations.	I	CUA

Category	WHAT THEY SAID	TYPE	COLLEGE
Integrated ideas	More development of transition from West St./traffic. Boulevard/train mode- What is staging process? How much land acquisition is necessary? What would be done first? How can the changes be felt soon?	I	CUA
Integrated ideas	Additional focus on new Arts District in midtown (outer West St. Additional focus on expanding waterfront public space (remove parking).	P	CUA
Integrated ideas	Excellent addressing of pedestrian/traffic connections. Separation of uses, but maintainable connections. Really activates the spine of the city out into the “sub-urbs” but not thoroughly the current “Big Scale” impositions. Spread & density accomplishes same mission.	P	CUA
Integrated ideas	It is a preferable design as it encourages walking, biking, public transportation. Housing and employment along the pedestrian line will be very desirable as energy costs mount.	P	CUA
Integrated ideas	Like the bridge & walkway, extension of West St., great connectivity. How to get city & county to work together and connect the parts to create a meaningful whole?	P	CUA
Integrated ideas	The importance of the West St. corridor & railroad was -----in this project.	P	CUA
Integrated ideas	The Poplar St. “corridor” restored to full use.	P	CUA
Integrated ideas	More specific proposals related to Annapolis. Realities-precincts need to be connected to larger design. Exactly how to balance. Competing needs, interests – show designs that implement what balancing looks like.	I	MSU
Integrated ideas	Agree with concept of better activity center outside historic Ave. Must also create links back to the core.	P	MSU
Integrated ideas	Interconnections	P	MSU
Integrated ideas	To arrive at consensus, need to involve and bring together existing groups; e.g. church groups, neighborhood and civic assoc., business & environmentally oriented groups.	P	MSU

Category	WHAT THEY SAID	TYPE	COLLEGE
Integrated ideas	<p>A friend today suggested making current Graul’s site as new transit hub for light rail/bus both within city and linking Annapolis to Baltimore &amp; D.C. It would incorporate Graul’s &amp; current shops/restaurants into the hub, along with business options.</p> <p>Would let the Eastport Maritime Museum (also on water) do the oyster museum and have water/marine trail much as we have historic trails now, to link all of our offerings (we have something on rain gardens at Truxton Park, too)</p>	C	UMCP
Integrated ideas	<p>Cooperation &amp; conversation between city &amp; county. Redesign public housing.</p> <p>How to engage the diverse community of Annapolis</p>	C	UMCP
Integrated ideas	<p>Creating a “big dig a la Boston” that incorporates an underground network of street traffic and parking. Make the historic district a pedestrian zone. Incentive for downtown businesses by providing an appropriate number of free parking spots.</p>	C	UMCP
Integrated ideas	<p>Need for ideas to continue student and handicapped accessibility for tourism buss at waterfront. Remember 28,000 visitors in April/May alone via watermark. Light rail transfers not fusible.</p>	C	UMCP
Integrated ideas	<p>Place the sailing Hall of Fame on one of the man made islands with access via pedestrian bridge or boats under sail so non-sailing visitors can experience sailing.</p>	C	UMCP
Integrated ideas	<p>Could walk many places that are now difficult and dangerous. Freezing waterfront for foot access – even more people then congregate at waterfront to see and be seen.</p>	E	UMCP
Integrated ideas	<p>The City Dock park would be a bigger draw and the nearby parking garages would accommodate people (handicapped, elderly, people with toddlers) for whom mass transit is a challenge.</p> <p>The city’s historic core would be preserved with the focus on keeping human scale (handicapped, elderly, people with toddlers) for whom mass transit is a challenge.</p> <p>The city’s historic core would be preserved with the focus on keeping human scale.</p> <p>The Annapolis tree cover would be expanded slightly with expanded setbacks of commercial and residential properties allowing for more greenscape along streetscape.</p>	E	UMCP

Category	WHAT THEY SAID	TYPE	COLLEGE
Integrated ideas	Looks like it is envisioning the maximum density possible downtown. Why will this be necessary? I'm not at all clear it would be desirable. That just increases demand for more parking. Need to postpone working with the Naval Academy, as their ugly buildings visible from downtown become decrepit, they should be encouraged not to repair them, but to demolish and move them to other areas of the campus.	I	UMCP
Integrated ideas	More walking/pedestrian friendly planning. More focus. Fewer T-shirt shops. Combine U. MD & Catholic U visions. Get politicians to stop selling out to development.	I	UMCP
Integrated ideas	Reduce the density and parking facilities it envisions for the historic district—is not a preferable future! Consider the impact on the downtown area of possible (probable?) rise in water levels.	I	UMCP
Integrated ideas	What will growth do to the quality of life of current residents? The economics of growth seems to have been mainly ignored. A cost benefit analysis should be required for projects above a certain dollar value and a positive or neutral impact should be required. What are the pros & cons of Annapolis annexing additional properties i.e. Parole into the city? There needs to be better architectural design standards, i.e. the exterior design of 1901 West St. seems to be better suited for a 19th century penal institution than a modern office/residential complex. Is the city of Annapolis, 35,000 people, saddling its residents with a massive bond debt?	I	UMCP
Integrated ideas	Working with CUA's pedestrian/biking/train loop from Parole (Rt 2) to downtown and with Va. Tech's expanded water ferry system both within city and nearby communities and between Annapolis and Baltimore as well as with their idea to link Annapolis with Baltimore & D.C. through light rail.	I	UMCP

Category	WHAT THEY SAID	TYPE	COLLEGE
Integrated ideas	Your ideas melded well with transit expansion and neighborhood preservation and links offered by CUA & V. Tech. Would like to see your parking garages, waterpark & expanded waterfront at City Dock and train station downtown be incorporated with VA. Tech's water & rail links inside and outside Annapolis & with CUA's pedestrian/biking/train park from Parole (Rt 2 West) to downtown.	I	UMCP
Integrated ideas	Collect---parking to 2 hi - --- garages connecting waterfront space used for hotel, etc. to public access. Burying all utility lines – new curb ____ as West St to allow wheel ____ access but having utility poles encumber the sidewalk blocks wheel ____ a goof situation.	P	UMCP
Integrated ideas	Keeping historic core buildings on human scale, limiting height & bulk. Integrating parking garages/train stops into existing neighborhoods with front/back of street level used as retail and development or green roof on top. Creating possibilities for adding greenscape to streetscapes with larger setbacks. Expanding waterfront & park of City Dock	P	UMCP
Integrated ideas	The park like walkway that ties together St. Mary's Market Square and part of the Naval Academy is one of the best ideas of the charrettes	P	UMCP
Integrated ideas	Ferry system idea a must! What about David Taylor incorporating? Wind and St. Anne images are wonderful. Great to emphasize and focus on public housing.	C	VT
Integrated ideas	Better integration of most important factors -----	E	VT
Integrated ideas	Concerned high-density multi-housing at Admiral might bring cars with it – loved the look of Admiral /Chinquapin park area- just not sure it would work. A friend today suggested making current Graul's (Rowe & Taylor) a transit center for all those rail/bus links. Keep Graul's but incorporate it into site.	I	VT
Integrated ideas	Like the West St/ Admiral Drive- Chinquapin Round Rd. idea and look – park, parking- rec center and multi housing but West St is so crowded – not sure how all that housing/ cars ca be accommodated	I	VT
Integrated ideas	Overlay VT's design solutions for public transportation on CU design. Charente –Pick up Univ. MD downtown Annapolis – St. Mary's – Naval Academy bay walk.	I	VT

Category	WHAT THEY SAID	TYPE	COLLEGE
Integrated ideas	Can't enhance so I'll applaud. Transit loops through and around (blue, green hybrid rail & inter city rail) are great. Idea of watershed political boundaries is intriguing. Considering spa-level rise is essential – good you mentioned it because we don't want to think about it.	P	VT
Integrated ideas	I Like the boat building school idea and Sailing Hall of Fame on College Creek but city already put hall downtown. Maybe will help city rethink it?	P	VT
Integrated ideas	Please focus on the garage across from the Arundel Center and come up with ways to break through that barrier to reconnect the downtown part of Annapolis and Clay Street area.	P	VT
Integrated ideas	Reconnect Clay Street area to downtown and historic Annapolis. Start with breaking into AA county Gov't garage with east/west roadways/greenway for walking & gathering.	P	VT
Land Use	Get St. Anne's to allow their waterfront cemetery to be used as a public park. Install lights for nighttime to discourage the wonderfully effective drug trade that goes on there now.	C	CUA
Land Use	The entire peninsula including Eastport & Parole. The Mall needs to be one governmental entity. Can the city annex the necessary land? Then the tax base would be wider and city residents wouldn't be double-taxed. E.g. Baltimore City.	C	CUA
Land Use	Better use of downtown/historic areas by residents & small business owners.	E	MSU
Land Use	Any possibility for annexing more land in Annapolis Neck near Parole area. What about water level rising?	C	UMCP
Land Use	Interior green spaces: What has to happen: New governmental entity encompassing entire Annapolis Neck from head of South river to roughly Brewer Creek? -----	C	UMCP
Land Use	Close Annapolis elementary on Green St. and consolidate with Eastport. Build underground garage there.	I	UMCP
Land Use	Remove old USNA Field House	I	UMCP
Land Use	Remove USNA Field House and deed land back to city.	P	UMCP
Land Use	Why is it important to increase development in downtown Annapolis behind current structures? I would think it smarter to add development along the West St. corridor.	P	UMCP

Category	WHAT THEY SAID	TYPE	COLLEGE
Other	Ritchie Memorial as Visitors Center with gift shop & restaurant underneath. Parking on plantable eggshell box pairing with trees & flowers, all the way up to Route 50. Frequent shuttles from parking to Center to Historic District.	C	CUA
Other	More sensitivity to what makes Annapolis <span style="background-color: yellow;">      </span>	I	CUA
Other	Bridge looks good from the air, but underneath is a disaster. Recall what happened in Boston...the big dig removed overhead spans.	P	CUA
Other	We need a grocery store downtown.	P	CUA
Other	Wild card: If a major hurricane and/or flood destroys much of downtown, would the scenario envision rebuilding historic buildings using the 17th, 18th or 19th century styles as an exact reproduction of historic Annapolis or should most of downtown in that case be rebuilt just as a park with no residences? Or should residences & businesses be rebuilt on modern lines?	C	UMCP
Riding the Rails...	Additional light rail circling other isolated part of city.	I	CUA
Social - cultural	Continued focus on “real people.” Identification of constituency – who are Annapolitans and the visitors who enter Annapolis? What are they interested in?	I	MSU
Social - cultural	Diversity – greater emphasis on demographics-how to create greater diversity through workforce and small business growth.	I	MSU
Social - cultural	Rather than creating a separate entity for building consensus among the communities and for a unified community, involve the existing school, neighborhood, business and ecologically oriented groups. Speak before them, involve them and build your consensus one grass root at a time	I	MSU
Social - cultural	Reaching out to the communities and talking with leadership in diverse sections.	I	MSU
Social - cultural	Include cultural & quality of life aspects of one body of Annapolis.	C	VT
Social - cultural	Love the fact they addressed where to put the growing population.	P	VT

Category	WHAT THEY SAID	TYPE	COLLEGE
Social - cultural	No bike trail on Carrollton Rd. with connection to Bembe Beach. (Puts inner city crime in a county neighborhood. Connection to Bembe Beach is private property. DO NOT INVADE OOUR COMMUNITIES!	P	VT
Transportation... from Here to There in the City	The peninsula needs a network of public transportation with ability to transfer from one route to another, not just the one backbone, although that's a start.	C	CUA
Transportation... from Here to There in the City	Network links to backbone from neighborhoods with easy transfers from one to another route.	C	CUA
Transportation... from Here to There in the City	Parole bridge is interesting	C	CUA
Transportation ... from Here to There in the City	Would make it easy to get from downtown historic area to the mall area.	E	CUA
Transportation... from Here to There in the City	Putting transit center for out of town light rail/bus connections to Balto. & D.C. at current Graul's site (Rowe & Taylor). Keep Graul's other stores...just expand to make them part of transit stop.	I	CUA
Transportation ... from Here to There in the City	Think of adding transit center on site opposite Navy stadium where Graul's is – keep Graul's store and shops, but make the whole site more useful with place for buses/light rails from Baltimore or to connect to DC Metro end there with trains to downtown.	I	CUA
Transportation ... from Here to There in the City	Transp. / buses connecting neighborhoods.	I	CUA
Transportation ... from Here to There in the City	Use modern bus & Jitney i.e. public taxi	I	CUA

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Transportation ... from Here to There in the City	Pedestrian oriented corridor using light rail – linking and managing new growth in urban gateway @97 & RT. 50 interchange.	P	CUA
Transportation ... from Here to There in the City	Add branches off the rail spine to encourage access and use by people several blocks away. Link new Parole development to spine more strongly.	P	CUA
Transportation ... from Here to There in the City	Bridge or tunnel above of under Rt. 450 pedestrian link with light rail density.	P	CUA
Transportation ... from Here to There in the City	Encourages getting out of their cars and using public transportation and walking. Encourages development along the corridor instead of boundless sprawl.	P	CUA
Transportation ... from Here to There in the City	Good stuff! I would have considered putting the rapid transit all the way down West St. as opposed to down the old rail line. Maybe use old rail line just for policing and bike path. Also, grow rapid transit into downtown.	P	CUA
Transportation ... from Here to There in the City	Great idea to re-establish transit along Poplar as thoroughfare and restricting cars from bicycle, pedestrian ways.	P	CUA
Transportation ... from Here to There in the City	Great transportation plan! Can you extend it to Annapolis needs?	P	CUA
Transportation ... from Here to There in the City	Love the bridge.	P	CUA
Transportation ... from Here to There in the City	Pedestrian/biking/light rail (train) loop. Connecting that route (Poplar) from Parole to downtown.	P	CUA
Transportation ... from Here to There in the City	Pedestrian/train/bike corridor...fine idea especially if also serviced by necessary retail to sustain residential communities (food, market, pharmacy, etc.)	P	CUA
Transportation ... from Here to There in the City	Public transportation backbone	P	CUA

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Transportation ... from Here to There in the City	Remember Boston's Experience? No elevated structures. The addition of a pedestrian walkway and an accompanying light rail has lots of appeal. Don't like the proposed bridge in the downtown area. Such bridge draws autos – what we need to do is to discourage autos and make walking and light rail the predominate means of movement.	P	CUA
Transportation ... from Here to There in the City	Spine for transportation and pedestrians	P	CUA
Transportation ... from Here to There in the City	Your plan has walking as a requisite. Even if given better facilities, will people walk? (Pedestrian backbone). Slow Annapolis growth overall. Build and connect more bike paths. Put bike racks on busses and cars. Have bike parking (improving city transportation)	P	CUA
Transportation ... from Here to There in the City	Bus/train station/park & ride to take us to and from activity points dis_____ in your design.	C	MSU
Transportation ... from Here to There in the City	Public transportation needs to link the neighborhoods, and public cabs readily available are preferable to personal cars for moving large purchases home.	C	MSU
Transportation ... from Here to There in the City	Can't get from here to there. Annapolis is too disconnected.	E	MSU
Transportation ... from Here to There in the City	More pedestrian connections to Truxton. Further development of idea of using the old rail line to create a focus neighborhood area.	I	MSU
Transportation... from Here to There in the City	Transportation focus would help.	I	MSU
Transportation... from Here to There in the City	Better availability/access to Truxtan	P	MSU

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Transportation... from Here to There in the City	Con_____, accessibility, ease of movement & access	P	MSU
Transportation... from Here to There in the City	Need more strategically located parking lots, train service, control over development, master plan with govt. agency trumped by elements of planning commission. We almost need to start from scratch.	P	MSU
Transportation... from Here to There in the City	How about putting city golf carts on pedestrian walkways so people that cannot walk long distances can drive the cart to different places of just leave them.	C	UMCP
Transportation... from Here to There in the City	Jitneys!! Where are they? Could be a great solution for shared transit without public investment.	C	UMCP
Transportation... from Here to There in the City	As an elder person, I would be able to get around independently as would children.	E	UMCP
Transportation ... from Here to There in the City	Create idea on a pedestrian walkway. Close off Main St., Public buildings along Waterfront. Underground parking. I know it's hard, but think about historic looking bldgs. For the dock areas. Think about rapid transit somewhere other than Main St.	I	UMCP
Transportation... from Here to There in the City	Make rapid transit underground down Main St. to dock. Route traffic down Duke of Gloucester up Compromise tunnel under King George and along College all one-way.	I	UMCP
Transportation... from Here to There in the City	Use modern bus transit. Clear lanes- No lights but electronic signs at stops telling next bus 10 min. or less headways	I	UMCP

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Transportation... from Here to There in the City	Why rail transit in Annapolis—expensive, bad for environment and inflexible route. Jitney & modern bus on clear routes would be better.	I	UMCP
Transportation... from Here to There in the City	Like the parking garages on Compromise and Green St and Prince George and train station on Compromise (St. Mary's rec center?). Like parking garages that use less space and have more parking.	P	UMCP
Transportation... from Here to There in the City	Good idea for Ferry.	C	VT
Transportation... from Here to There in the City	Peripheral not downtown parking. Need more frequent shore hop public transportation.	C	VT
Transportation... from Here to There in the City	Increased ability to move around and take advantage of the entire area.	E	VT
Transportation... from Here to There in the City	Bikes only vehicle paths, parking for train	I	VT
Transportation... from Here to There in the City	Better transit – water, rail, make more pedestrian friendly and denser housing. Create a vibrant street life like European cities – link neighborhoods that are now isolated.	P	VT
Transportation... from Here to There in the City	Hybrid transit	P	VT

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Transportation... from Here to There in the City	Love the water and rail links for Balto. & Annapolis and Annap. (rail/bus) to D.C.	P	VT
Transportation... from Here to There in the City	Need a Route 50 analysis from New Carrollton to Rt 50/301 split in Queen's county comparable to what you did for the West St. Corridor. Perhaps on that concept you may want to employ some form of high-speed rail/Maglev from DC to thru the Eastern Shore.	P	VT
Transportation... from Here to There in the City	Parole inter-model hub is very important. Also, should have some kind of Hub on Truman Parkway's commuter Parking area/Bus to D.C.	P	VT
Transportation... from Here to There in the City	Proposed transp. Plan is tops@ Hybrid rail should extend out to Mall, connecting it with downtown.	P	VT
Transportation... from Here to There in the City	Public transportation! Can't get to Washington or Baltimore from Annapolis. Can't get out of the city at all if you don't drive! How about a link to the airport?	P	VT
Water – A City Heritage and Resource	Preserve bay and Annapolis tributaries	E	MSU
Water – A City Heritage and Resource	Precinct idea, more water access for public, backbone of 665/Chinquapin	P	MSU

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Water – A City Heritage and Resource	Expanding the downtown area by creating a network of man-made islands, a Venice like web that incorporates state of the art engineering.	C	UMCP
Water – A City Heritage and Resource	Man made island that could incorporate commercial space, tourism points of interest and perhaps contribute to the functional control of the waterfront flooding.	C	UMCP
Water – A City Heritage and Resource	Seawalls, moveable dykes, London style baffles that control flooding of downtown similar to the containment in other cities.	C	UMCP
Water – A City Heritage and Resource	World-class waterfront concept is an excellent concept i.e. building the St. Mary’s- Market Sq. – Naval Academy walkway. Also in the blue shaded area (stewarding Heritage) planned/designated walkways that would act as pedestrian feeders to St. Mary’s- Market Square-Academy walkway— further, this would force the emphasis on public transportation in this area.	C	UMCP
Water – A City Heritage and Resource	I love the idea of re-claiming the waterfront and revitalizing it.	E	UMCP
Water – A City Heritage and Resource	The waterfront park idea is the strongest concept – the NSHF is totally @ odds with this focus	P	UMCP
Water – A City Heritage and Resource	Waterway, walkway/park w/o NSH fa--	P	UMCP

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Water – A City Heritage and Resource	Expanded waterfront and new waterfront park at City Dock are terrific. Not sure such a modern sailing museum fits, but like the incorporation of historic building in it.	P	UMCP
Water – A City Heritage and Resource	No more building on the downtown waterfront. As ugly buildings downtown fall into disrepair, demolish them!	P	UMCP
Water – A City Heritage and Resource	Opening up waterpark and infill development are both very attractive.	P	UMCP
Water – A City Heritage and Resource	Really like opening up the waterfront for extended pedestrian park and adding automated dense parking garages to replace street parking.	P	UMCP
Water – A City Heritage and Resource	Walking around waterfront great idea! --Iconic sculpture, living waterfront, more public access to water.	P	UMCP
Water – A City Heritage and Resource	Walking around waterfront underground garages – great, but what about water levels. Bringing idea of increasing density to Parole & downtown- merging of Catholic Univ. & UMD plans	P	UMCP
Water – A City Heritage and Resource	World class waterfront vs. living heritage	P	UMCP
Water – A City Heritage and Resource	Enhanced water transportation – need to focus on land erosion as a reality in planning alternatives	C	VT

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Water – A City Heritage and Resource	Adding a new dynamic to water transit would be an appeal to tourists and residents. Need to move forward on light rail links between Annapolis & Baltimore. Already can bus to DC or to DC Metro, but a light rail would be more attractive & therefore more used.	E	VT
Water – A City Heritage and Resource	I like the idea of better utilization of water, like the marine highway in Atlanta.	E	VT
Water – A City Heritage and Resource	More access to water for general public.	E	VT
Water – A City Heritage and Resource	More water access – less traffic - more connection of old and new	E	VT
Water – A City Heritage and Resource	Ferry System. More waterfront parks. Watershed idea was interesting. Great transportation plans. I like link with the Future Institute.	P	VT
Water – A City Heritage and Resource	If we employ the nearby waters for transportation, can the boats be solar powered?	P	VT
Water – A City Heritage and Resource	Loved the ferry & light rail links to Annapolis from D.C. & Baltimore & the in-town, in-county water links!	P	VT

<b>Category</b>	<b>WHAT THEY SAID</b>	<b>TYPE</b>	<b>COLLEGE</b>
Water – A City Heritage and Resource	Use of water taxi/ferry and Light rail - Excellent.	P	VT
Water – A City Heritage and Resource	Use of waterways for public transportation around the city and to Baltimore and other sites very useful, I imagine. Any mode that discourages individual vehicles in a high-density area greatly to be preferred.	P	VT
Water – A City Heritage and Resource	Use of waterways for public transportation around the city and to Baltimore and other locations greatly to be deserved! Hope it happens long before 2060.	P	VT
Water – A City Heritage and Resource	Water taxi, transit loops, Hall of Fame on College Creek, watershed, transit loops	P	VT
Water – A City Heritage and Resource	Water transportation. Three city centers: downtown (historic walking mostly) midtown all Chinquapin & Admiral, uptown at Parole & Mall.	P	VT