



Eastport Parking Report

Prepared by Eastport Parking Task Force

Version 1.0

July 30, 2018

Executive Summary

In parts of Eastport, parking has become very difficult, and new construction will likely compound the situation. In the worst areas, residents feel that it's significantly impairing their enjoyment of the neighborhood and their home. Others feel that parking is not a problem and fear that the great neighborhood vibe would be damaged by some of the solutions under informal discussion. While parking studies were done in 2016 (Eastport Transportation Study Conditions Report and Eastport Transportation Study Recommendations Report), nothing has come of that work. Frustrations are mounting.

As a result, Ward 8 Alderman Ross Arnett asked the Eastport Civic Association (ECA) and Eastport Business Association (EBA) to form a task force to recommend solutions to parking situation or lack thereof in Eastport. Our requests are listed below and detailed in the body of the report:

- Request 1: Annapolis City Marina – Install Signage (tied for first place)
- Request 2: 48-hour Parking – Install Signage (tied for first place)
- Request 3: Step-up Enforcement
- Request 4: Using Noncommercial Parking Lots for Commercial Parking
- Request 5: Traffic Control During Special Events
- Request 6: Permit Parking – Draft SOI
- Request 7: 48-Hour Parking – Change Law to Eastport Residents Only
- Request 8: White Line “Ls” Refresh at Red Curbs
- Request 9: Individual Space Dividers
- Request 10: No Parking Signs – Post 7 Days Before Special Events
- Request 11: Annapolis City Marina – City to Underwrite Cost
- Request 12: One-Way Traffic – Implement on the Peninsula
- Request 13: Angled Parking on One Way Streets

The time is overdue for parking in Eastport to receive the attention that its location, residents, businesses and tax dollars deserve.

Sincerely,

The Eastport Parking Task Force, June – July, 2018

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Requests in priority order, including next steps/actions.

1. Annapolis City Marina (ACM) – Install Signage (Tied for First Place)

132 weighted votes

Definition: Install clear and obvious signs on city property indicating the availability of paid public parking on the top deck of ACM. Signs need to be posted across from the ACM entrance, on peninsula entry points on Chesapeake and Severn Aves., as well as on the corners of Fourth Street. Include ACM parking facility on SP+ website and mobile app.

Impact and Feasibility:

- Public utilization of parking at ACM would have a large impact on the available on street parking on the peninsula as approximately 80 spaces are available on the upper parking deck at ACM. According to the 2016 survey data, 874 on-street parking spaces exist NE of Sixth Street, so $80/874 = 9.1\%$ increase.
- Cost of signage is approximately \$200 per sign if using an existing pole or \$300 if new pole needed. For 5 doubled sided sign at \$500 per sign, the total approximate cost would be \$2,500.
- Implementation could be immediate.

Neighborhood Vibe: No impact on neighborhood vibe.

Next Steps/Actions:

- Mayor agrees to allocate budget for signage.
- Public Works installs signs about the paid parking availability in ACM on peninsula entry points on Chesapeake and Severn Aves. as well as on the corners of Fourth Street.
- SP+ to include the ACM parking facility on its website and mobile app

1. Install 48-Hour Parking Signage (Tied for First Place)

132 weighted votes

Definition: Install signage throughout the entire Eastport peninsula, which highlights the current 48-hour parking law.

Impact and Feasibility:

- It's difficult to assess the impact of signage because some of the current offenders are already aware of the 48-hour restriction. The best-case scenario is that signage leads to a greater awareness of the regulation, for both offenders, and residents who would report the offenses.

- Required code is already in place (12.20.200).
- Cost of signage is approximately \$200 per sign if using an existing pole or \$300 if a new pole is needed. The inventory work isolated 62 block faces. If each block used one sign on an existing pole and one new pole sign, the cost would be \$500 per block. The total estimated costs would be \$31,000 (62 blocks x \$500/block).
- Implementation could be immediate.

Neighborhood Vibe: No impact on neighborhood vibe.

Next Steps/Actions:

- Mayor agrees to allocate budget for signage.
- Public Works installs signs stating current 48-hour parking law on all streets in the entire Eastport peninsula.

3. Step Up Enforcement

130 weighted votes

Definition: Our goal would be routine automatic enforcement of 48-hour parking and red curbs at all times, with an increased focus during Special Events:

- Where: Eastport peninsula (State Street to the waterfront)
- When: All times
- Who: SP+

Impact and Feasibility:

- 48-Hour Parking Enforcement
 - Impact: Removes 25 cars during the school year and 25 cars during the boating season. (estimated from personal observations)
 - Effects: Helps businesses and residents by freeing up these spaces, whereas it hurts marinas, yacht clubs, and short term rental house owners.
 - SP+ said they would need to have additional funding for routine enforcement. If they respond to calls as they do now, no additional budget is required.
 - Not sure how SP+ would enforce the rule other than heavily relying on calls.
 - Our recommendation is to disperse SP+ contact information to the Eastport community via the ECA and EBA.
- Red Curb Enforcement
 - Impact: Estimated that SP+ will give 10 tickets a week (strictly an estimate) and push cars in legal zones but this wouldn't necessarily free up a lot parking spaces.
 - Effect: This helps residents avoid having their driveways blocked, and improve the safety of driving. An unintended consequence may be that we lose a small amount of spaces since the illegally parked cars would get pushed to being parked legally.
 - This is highly feasible based on discussions with SP+.

- Special Events Enforcement
 - Impact: Increased safety during special events, but hurts parking availability.
 - Effect: Increased safety and allows the cars to exit the peninsula more quickly, but increases parking challenges.
 - We confirmed that the city is responsible for developing the plan for the particular special event (such as the number of parking spaces to block off), but has no plans to enforce the parking violations. SP+ would be responsible for enforcing the rules. Very feasible with no added cost.

Neighborhood Vibe:

- This routine enforcement may hurt our more relaxed vibe slightly, but not much. Illegal parking is something everyone believes should not be tolerated.

Next Steps/Actions:

- SP+ would estimate the additional budget required to handle routine enforcement in Ward 8. (Potentially focus first on the Eastport Peninsula)
- Alderman Arnett would have to work with the mayor and City Council to get approval for SP+ routine enforcement in Ward 8.
- Distribute the SP+ contact information to residents and businesses in Eastport via the ECA and EBA (and any other applicable distribution lists for Ward 8) so residents and businesses can report parking infractions to SP+. SP+ contact info: 410-571-4739, annapolisparking@spplus.com

4. Using Noncommercial Parking Lots for Commercial Parking

120 weighted votes

Definition: Allow noncommercial used properties, such as churches and schools, to lease their parking lots to neighboring businesses when the lots are not in use.

- Legislation would need to be introduced to amend the code to allow non-commercially used properties to lease their parking lots.
- In most cases, these parking lots are not in use during evenings, Saturdays, and regular business hours during the week.
- It is possible that these non-commercial properties could lease their parking spaces at a rate that would only cover their costs of maintenance for these lots.
- The city could also provide an acceptable rate for how much a non-commercial property owner could charge for parking.
- Parking could become available to local businesses to rent per space and per use for their employees.

Impact and Feasibility:

- Allowing for parking in these underused lots would move commercial employees' vehicles off the streets and free up street parking for customers and residents at times when parking is the most stressed by visitors and customers.
- Noncommercial entities would take on some liability for having unrelated businesses use their parking, but this could be offset by setting an appropriate rate for leasing the spaces.
- Noncommercial entities could also benefit by being able to charge enough to maintain, improve, and beautify their parking lots.
- Commercial employees would benefit by having a regular place to park during work hours. If they are employed at restaurants, they might benefit by traveling together to well-lit parking lots.
- Highly feasible since the lots already exist and are underused. The city would only have to adjust the code.

Neighborhood Vibe:

- The neighborhood vibe would be maintained if not improved because of the gained parking spaces and potentially reduced stress related to parking. The appearance of some of the parking lots could also improve.

Next Steps/Actions:

- Alderman Arnett introduces legislation to amend the code to allow noncommercial entities to lease the parking lots to local businesses.
- City Council approves legislation.
- Communicate amendment to neighboring business and noncommercial entities.

5. Traffic Control During Special Events

109 weighted votes

Definition: Increase public safety (movement of emergency vehicles) and allow for the overall movement of traffic on and off the peninsula with traffic control during special events.

- Which Events: Blue Angels, Eastport-A-Rockin (EAR), July 4th, Sailboat and Powerboats Shows, EYC Parade of Lights. (Addendum: EAR has evolved from a small neighborhood event to a large-scale festival, the sign on Tyler Ave showcases the beer not the music. We need the additional traffic enforcement not just because of the volume of traffic leaving the event, but because many have been drinking for nine hours.)
- For all events, stop lights at Severn Ave. at Sixth St. and Bay Ridge at Madison should have personnel directing traffic rather than depending on the light to control exit flow.

- During Blue Angels Rehearsal and Practice, traffic control is needed at the corners of 3rd, 4th and 5th on Severn & Chesapeake Avenues to prevent gridlock when the peninsula is emptying out and school buses are arriving.
- During the one-day events, no traffic from the downtown area should be directed onto the peninsula; everyone should be directed to exit via Boucher, President etc.

Impact and Feasibility:

- Primary Impact: Allowing access for all emergency vehicles and allowing for two-way traffic flow.
- Secondary Impact: This will help all, both residents and visitors, to easily exit the downtown area and the Eastport peninsula.
- Feasibility: Auxiliary Police Department can be deployed. We understand traffic may be impacted in other areas of the city, but Eastport is ground zero for these events. (Consider this like traffic affected by Navy football. In this case, Eastport IS the stadium). This can be immediate and there is no clear reason why it cannot be done.

Neighborhood Vibe:

- Improves our quality of life, and changes perceptions and the possibility of return trips for visitors (Anyone not living in Eastport is not considered a visitor in this instance.)

Next Steps/Actions:

- ECA President and Alderman Arnett will work the city to improve traffic flow during large special events.

6. Permit Parking Solicitation for Information (SOI)

101 weighted votes

Definition: Draft an SOI for a permit parking plan within Ward 8:

- Provide easily accessible, close parking for the mixed-use Eastport community which lacks structured parking.
- Provide public parking solutions for special events (e.g. regattas, boat shows, fireworks, Blue Angels, concerts, etc.) that do not infringe on the parking availability of regularly contributing community members

Impact and Feasibility:

- Protects the Eastport community by providing good parking options.
- Discourages parking by those who are not parking in Eastport to live, work or play there.
- Highly feasible with City staff time and volunteer time; no cost

Neighborhood Vibe: A well implemented plan will improve the vibe. It will reduce the numbers of vehicles parked in Eastport that do not participate in the community in some way.

Next Step/Actions:

- Gather a group of stakeholders interested in pursuing feasibility of a permit parking plan within Ward 8.
- Meet with City personnel to discuss the possibility and process for engineering a permit parking plan.
- Draft a scope of work to solicit proposals from qualified firms,
- Issue the SOI to parking services providers (contractors)
- Evaluate responses (qualifications/references, ideas proposed and costs) and select potential contractor.

7. 48-hour parking – Change Law to Eastport Residents Only

89 weighted votes

Definition: Restrict 48-hour parking law to all nonresidents of Eastport

- Marinas will have long-term parking passes for their customers based on a ratio related to their required parking spaces or slips available. Marina customers may request parking passes when they know they will have vehicles parked for longer than 48 hours.
- Eastport residents can also request an allotted amount of parking passes for guests.

Impact and Feasibility:

- 48-hour parking would prevent nonresidents from using Eastport as a long-term parking lot.
- If marinas are able to issue long-term parking passes to slip holders, there would be less of a negative impact on the marinas' business. Marina customers may also be encouraged to carpool if they are going on overnight trips.
- Nonresident cars will not be sitting in Eastport for extended periods of time.
- This solution may also move residents' guests' vehicles off streets and into driveways.
- Costs would include installing signage and enforcing these regulations.

Neighborhood Vibe:

- Eastport may no longer be seen as a free long-term parking lot for Annapolis.
- There may appear to be more of a restrictive nature about Eastport parking, but there may be more parking available for regular turnover between cars.

Next Steps/Actions:

- City will need to create a database or issue stickers for cars associated with Ward 8 addresses.
- Public Works will need to install signage on the entire Eastport peninsula about the 48-hour parking limitation (see Solution #2).
- City will need to investigate business and residents needs for parking passes, especially the marinas.
- Enforcement will be vital for this new requirement (see Solution # 3).

8. White Line “Ls” Refresh at Red Curbs

85 weighted votes

Definition: Paint white “L’s” on streets to properly delineate parallel parking zones on all streets in the entire Eastport peninsula.

Impact and Feasibility:

- The primary impact is a positive one for emergency vehicle access.
- There could potentially be some increase in parking space awareness when what is otherwise ignored available curb space is clearly demarcated as a parking zone.
- Parking vehicles wouldn’t block driveways if they are within the white line.
- The city should already be supplying this as part of normal services.
- Implementation could be immediate.

Neighborhood Vibe: No impact on neighborhood vibe.

Next Steps/Actions:

- Public Works to install and/or refresh white “L’s” on all street parking zones in the entire Eastport peninsula.

9. Individual Space Dividers

83 weighted votes

Definition: Incrementally delineate individual spaces within parallel parking zones to help ensure the maximum numbers of cars are properly parked within zones.

- Introduce a definition of “compact car” and “standard car” sizing in the city code in order to differentiate between standard car size of approximately 22 ft x 8.5 ft and compact at approximately 18 ft x 8 ft
- Requires painting individual lines within zones and also designation of “C” or “S” where employed.

- Use “compact car” reduced widths to restrict entire sides of streets which would yield greater passage width for transiting cars and especially emergency vehicles. Requires painting designation of “C” or “S” where employed and potentially signage.

Impact and Feasibility:

- If one side of each street were changed to “Compact car” the yield would be something over 5%. According the 2016 survey data, 874 on-street parking spaces exist NE of Sixth street, so 5% of 874 equals a 43-space increase.
- Although individual space and compact car parking violations are unlikely to be enforced by the city the hope is that clear demarcation of spaces will lead to a greater public awareness and compliance.
- Full compliance would lead to a greater number of parking spaces as well as improved passage width for transiting cars, especially emergency vehicles.
- Implementation would require city code modifications, street surveys, and line painting, but otherwise could be immediate.

Neighborhood Vibe: No impact on neighborhood vibe.

Next Steps/Actions:

- City to introduce definitions for “compact car” and “standard car” sizing in the city code.
- City to survey and delineate parallel parking zones for individual cars using a combination of compact/standard car sizing to maximize potential parking spaces. Compact car zones to be utilized particularly on one side of streets in order to increase passage width on streets where width of passage impedes emergency vehicle access and/or two-way traffic.

10. No Parking Signs – Post 7 Days Before Special Events

69 weighted votes

Definition: Alert residents and visitors who park on the streets for extended periods of time that an event will be happening soon, and parking restrictions will be enforced.

Events: Blue Angels, Eastport-A-Rockin, July 4th, Sailboat and Powerboats Shows, EYC Parade of Lights.

Impact and Feasibility:

- Impact: This will give ample time for visitors and residents to make other parking arrangements. This should help to clear the streets before the events and help to avoid cars being towed. (Yes, we want the towing enforced, as advertised on the sign.)
- Impact: Will dramatically improve traffic flow and traffic control.

- Impact: We may need better quality signs – rainproof, stronger stakes.
- Impact: No additional costs are incurred as these signs are put up anyway. Personnel are already being paid to do it. (We may need better quality signs—rainproof and stronger stakes)
- Feasibility: Easily implemented. The signage is installed by SP+ employees. All we are asking is that it be done in advance.
- Feasibility: This solution could be implemented immediately.

Next Steps/Actions:

- Alderman Arnett and ECA President to contact city.
- Public Works implements the change.

11. Annapolis City Marina Parking (ACM) – City to Underwrite Cost

54 weighted votes

Definition: ACM could charge their customers a rate that is equal to the price of the public garages in downtown Annapolis. ACM could then bill the city for the difference. For example, if ACM normally charges \$5/hour and the City garages charge only \$2/hour, then ACM would charge the parker \$2/hour and the City would pay AMC \$3/hour to make up the difference.

Impact and Feasibility:

- By equalizing the price between the ACM public parking and the City’s garages, the City would be encouraging use of the ACM lot in lieu of street parking. The city is essentially “buying” open parking spaces on the street with its subsidy.
- This solution is focused toward visitors to Eastport, and more visitors may come to Eastport because they will feel more secure knowing where they are going to park.
- Eastport residents may also feel less stressed when parking, because more visitors will be parked in the garage and not on the street.
- The city could negotiate with ACM for a lower subsidy rate since they could be increasing the number of sales for ACM.
- This solution is feasible because the parking garage already exists in a central location and it is currently underused.
- Depending on the rate agreed upon, this solution could be costly to the city. This doesn’t necessarily need to be permanent solution; this could be a temporary until parking options in Eastport are improved. With some work and cooperation, the subsidy could even vary with demand by time and day and event as the pricing of the City garages does.

Neighborhood Vibe:

- This solution would maintain or improve the neighborhood vibe by making parking easier and more available.

Next Steps/Actions

- City to conduct analysis of the feasibility of subsidized parking at ACM.

12. One-Way traffic – Implement on the Peninsula

53 weighted votes

Definition: Create a system of logical one-way streets Northeast of Sixth Street, which would be easy to understand for visitors, improve traffic flow, reduce vehicular damage, and improve emergency vehicle access.

- At a minimum, the numbered cross streets should be alternating in direction.
- Inclusion of Chesapeake Ave., all of Chester Ave., and potentially Severn Ave., could create a definitive peninsula flow and potentially allow space for dedicated bike lanes even on streets which are otherwise not wide enough.
- Allows for a change of parking style in order to yield additional parking spaces.
- Would require increased signage, and potentially a change to traffic signals programming depending on how Chesapeake and Severn Aves. are affected.

Impact and Feasibility:

- Although a system of one-way streets is unlikely to yield a greater number of parking spaces, its positive improvements in understandable traffic flow, reduced vehicular damage, and emergency vehicle access seem valuable.
- Implementation could be immediate.
- There could be unforeseen logistical issues for larger vehicles that are forced to turn more corners, which could require potential adjustments to red curbs and/or loading zones.

Neighborhood Vibe: Loss of the “Eastport shuffle”

Next Steps/Action Items:

- City to conduct a study for a logical system of one-way streets on the Eastport peninsula NE of 6th Street.

13. Angled Parking on One-Way Streets

24 weighted votes

Definition: Where angled parking would increase the number of available parking spaces, make streets one-way with no parking on one side, and angled parking on the other.

Impact and Feasibility:

- If the goal is to provide more parking spaces than a street which currently employs parallel parking on both sides of the street, then 60-degree diagonal parking must be achieved, as a minimum angle.
- Required turning space behind angled parking increases with angle such that 60-degree parking requires a total street width of approximately 34 ft. The only street we have wider than 34 ft is currently the NW end of Second Street beyond Severn Ave. It is unclear how this end of Second Street could be made one-way because it is effectively a dead-end street bounded by private property. If a turnaround solution was found, the street which is approximately 400 ft long would yield approximately 2 additional parking spaces assuming “Standard cars”.
- Implementation on other streets like Chesapeake Ave., which is approximately 29 ft wide, would require repurposing of the grass strips along the sidewalks. This repurposing would eliminate green space and come with some significant expenses as the whole road would need to be widened and utilities relocated. Chesapeake Ave is approximately 2300 ft long NE of Sixth Street, and would yield approximately 11 additional parking spaces assuming “Standard cars”.
- Implementation would require a better survey of each individual street section as well as a potential modification to the city code to describe diagonal parking dimensions.

Neighborhood Vibe: No impact on neighborhood vibe.

Next Steps/Actions:

- City to survey streets widths in the entire Eastport peninsula to determine where if applicable diagonal parking solutions could increase the number of potential on-street parking spaces.

Questions, Debates, and Philosophy

This section captures group discussion and thoughts about the parking problem and its subtleties.

Eastport has been neglected

The overwhelming feeling our committee shares is one of neglect from the City of Annapolis. The Eastport area has consistently demonstrated a need for traffic and parking solutions that have largely been met with lip service from the City of Annapolis.

After a significant neighborhood demand, the city finally completed the 2016 Eastport Transportation Study Conditions Report, and followed with the 2016 Eastport Transportation Study recommendations Report. To the best of our knowledge, not a single one of the recommendations listed below has been implemented:

- One-Way Short-Term Options
- One-Way Long-Term Options #1 and #2
- Short-Term Parking Recommendations: A parking turnover study
- Long-Term Parking Recommendations: Metered Commercial Parking; Residential Permit Parking; Designated 24-48 Hour Parking; Visitor Parking Permit program; Way Finding Signs for Existing Off-Street Parking
- Curbside Loading Recommendations
- Event Management
- Recommended Cycling Improvements Along Chesapeake Avenue, Bay Ridge Avenue, South of Chesapeake Ave, and 6th St.; and Other Cycling Infrastructure Recommendations
- Recommendations for Crosswalk Installation and Updating; for Missing, Obstructed and Non-ADA-Compliant Sidewalks
- Recommendations for Traffic Calming
- Bus Network

When the city employed SP+ to conduct the 2017 Parking Utilization Analysis, SP+ again referenced the 2016 Study and Recommendations, and reiterated the need for further analysis and a stakeholder meetings to discuss and evaluate the variety of paid parking programs and Resident Permit Parking options. Once again, to the best of our knowledge the City of Annapolis has taken no action for Eastport.

The committee formed by Alderman Ross Arnett, ECA, and EBA to once again review parking problem in Eastport can only conclude that the City of Annapolis does not fairly treat the commercial entities, residents, and visitors of Eastport, because it continually ignores its constituents, its own recommendations, and refuses to implement the required changes that our area of the city requires. Our resulting demand is that the City treats this neighborhood, the Eastport peninsula, and Ward 8 as fairly as it treats other areas of the City.

How can we work on getting fewer cars parking in Eastport?

The task force largely focused its effort on finding more parking, and while we did that we also recognized that there must be related solutions which are in the opposite direction, to find less cars. We recognize that there is some speculation that both urban planning, and personal automotive use might be trending in the opposite direction of more structured parking for more cars. Here are links to several discussions on those trends which are interesting to consider;

<https://www.theguardian.com/cities/2016/sep/27/cities-eliminating-car-parks-parking>

<https://www.theguardian.com/cities/2015/apr/28/end-of-the-car-age-how-cities-outgrew-the-automobile>

<https://www.vox.com/a/new-economy-future/cars-cities-technologies>

<https://www.citylab.com/transportation/2016/01/the-strongest-case-yet-that-excessive-parking-causes-more-driving/423663/>

<https://www.economist.com/briefing/2017/04/08/how-not-to-create-traffic-jams-pollution-and-urban-sprawl>

The ECA/EBA Parking committee's work on parking inventory found that in the inventory area 68% of residences had off-street parking available. In the process of completing the inventory work we also observed that this off-street parking appears to be underutilized which leads to further pressure for on-street parking that would otherwise be occupied by residences and commercial properties without sufficient off-street parking. That realization lead us to consider that several initiatives could be promoted to improve our community. These initiatives might include;

- Make Eastport a walking community
- Utilize your off-street parking to improve quality of life for your neighbors
- Minimize car trips

The committee's suggestion would be that the ECA/EBA/MRE use their voice through social media, and especially in and around events to promote these types of initiatives which over time could improve our community at very little cost. The hope would be that over time initiatives like these could be adopted by the community much like the way we have gained an appreciation for limiting single use plastics, or recycling.

The committee also recognized that the City's 2016 Eastport Transportation Study contained several recommendations regarding Cycling, Pedestrian, and Public transportation networks which have yet to be realized.

We also considered whether technology might contribute to solving our parking problem. Will driverless cars begin delivering us around and diminish our need for our own cars, parking out front of our houses and structured parking? There was a full section in the Wall Street Journal on June 26, 2018 entitled "What Driverless Cars Will Bring to the Cities". Basically, it said that this is coming faster than thought and that urban planners are scrambling to deal with it. Parking structures will be turned into combined parking, retail and lodging. Basically, driverless cars will

take us everywhere cheaply and without necessary parking - they say is less than two years away to start in major cities. Mayor Gavin Buckley says they are accounting for all this in planning for the garage rebuilding downtown. <https://www.wsj.com/articles/how-driverless-cars-are-going-to-change-cities-1530065340>.

See also several articles about Softbank's recent significant investment in GM's driverless cars. <https://www.wired.com/story/general-motors-softbank-cruise-self-driving-investment/>, <https://www.cnet.com/roadshow/news/gm-nets-2-25b-softbank-investment-for-self-driving-cars/> and <http://money.cnn.com/2018/05/31/news/companies/gm-softbank-self-driving-cars/index.html> among others.

Background - How did we get to this point?

Eastport evolved from peninsula ringed by water-oriented businesses and with a residential interior that was not dense by today's standards to one comprised of residences, retail shops, offices, marinas and food/beverage establishments, resulting in much higher residential and commercial density and many more visitors. Residents, businesses and visitors find the peninsula very attractive. The non-residential areas are attracting more visitors each year, which is good for business, but creates stresses in the neighborhood. When the older houses are purchased by new owners, the permitting request for renovation for demolition/new construction is nearly always for larger houses.

There is no long term plan to address commercial developments or redevelopments. These are approved without the benefit of a long term vision or plan for Eastport that accommodates change, but also yet addresses the issues caused by the additional residential population and business employees, and patrons.

Some 30% of residents require on-street parking as they have no or insufficient driveways or garages. Off-street parking availability is inadequate on some streets, and the options are constrained by current code.

Zoning and parking rules and regulations have failed to keep pace with the changes. Enforcement of parking rules is lacking and ineffective. Some question whether building permits and zoning requirements were never adequately tightened in the face of today's density and whether they are sometimes twisted or manipulated.

Lastly, unlike Ward 1, Eastport has no City-owned structured parking alternatives for visitors. And the privately-owned Annapolis City Marina is underutilized; we have provided a recommendation for increasing usage of that parking.

Where and when are the parking problems?

- Between Severn and Chesapeake Aves. from 1st to 5th Sts. Some streets are affected more than others; e.g. 3rd and 4th Sts. Also, 5th St., Severn and Chesapeake during the school year (drop offs and pickups)

- Some areas are affected (e.g. summer months near Davis' Pub and the Maritime Museum) but the situation is not chronic.
- Some areas are affected during the school year when St. Mary's students park cars during school hours (e.g. State Street and Burnside).
- All areas are affected during special events.
- Additional areas will be affected when ongoing and new construction projects are completed (e.g. AYC expansion, Sail Lofts, Eastport Landing, SAYC, two restaurants on 4th St).

Why should we not just address the "hot spots" for parking congestion and public safety?

This group has been thorough and detailed in its approach of identifying issues and developing solutions. We have also recognized that some in the group are more frequently affected by parking related issues. While it may appear that quickly changing regulations at these "hot spots" could alleviate the issues at these locations, we expect that this type of solution will merely push the problem to another block. This is why the group focused on and prioritized solutions that could benefit the whole community.

Example: If we had SP+ just performs 48-hour parking violation enforcement on numbered streets, our neighbors on Severn, Chesapeake, Chester and Eastern inherit the problem.

Who are the key stakeholders? Who is affected?

- Emergency vehicles (police, fire, ambulances). These vehicles are most affected during special events when Eastport is jammed with visitors.
- Residents and their guests, especially those without off-street parking and those who need accessible parking.
- Business employees and their patrons, including patrons visiting for several hours as well as those who need parking for several days when they charter boats or go out on a cruise on their own boat. The marinas have very limited spaces for longer term parking.

Note: Churches do not have the parking challenges faced by residents and businesses because some have their own parking lots and Sunday morning services are normally not a time when other events are going on.

Residents

Residents are only required to have one off-street parking space, but often own more than one car. Some do not use the off-street parking they have. Some have converted garages to offices, which does not increase the off-street parking requirement, and then use them as rental units.

Commercial Businesses (marinas, other boating sales/services, restaurants, offices, and retail shopping)

Many businesses have more cars that need to be parked than the parking spaces code requirements. Some employees and customers do not park in the business onsite parking lots. Several enterprises charge their tenants for parking, and some tenants choose not to pay the fee then park on the street instead since it is free.

Property owners (both residents and businesses) with parking credits?

Parking credits may be used to fulfill parking requirements mandated by the City's zoning ordinance when a property owner (commercial or residential) does not have on-site parking available. See the appendix for detailed information about what parking credits are and how they work.

City

The public streets and parking spaces are owned by the City. They deliver important services that are affected by parking problems and traffic; especially emergency services. The City benefits from parking tickets revenues and will benefit from the revenues from parking permits if approved.

Others: visitors, event planners, yacht clubs, students (St. Mary's and Naval Academy midshipmen).

Whereas commercial enterprises and residents consistently affect demand for parking spaces, this category of parkers only occasionally causes increased demand for space. However, even the occasional demand is problematic.

- Many visitors participate in Wednesday and Friday night racing during the summer.
- Visitors require parking spaces for special events (e.g. four boat shows, July 4, Eastport-A-Rockin, Blue Angels, Eastport Yacht Club's Parade of Lights, seasonal weekend sailing regattas and week night racing).
- Visitors also require parking, especially on weekends, and especially during the warmer six months of the year.
- St. Mary's students park cars during the school hours nine months a year, particularly in the streets just across the drawbridge.
- The midshipmen park year-round, often violating the 48-hour rule. They park wherever they think their cars will not get towed.

Annapolis and Eastport Yacht Clubs have limited parking in their lots. The expansion of AYC's two Eastport facilities may create additional demand for parking due to the larger number of employees based at these facilities and the club's members and their guests who will use the new family center, pool, and restaurant.

How does the City Code impact the problem?

City Code is deficient. The code does not require enough residential and commercial parking. When Eastport older residences were built, the occupants likely had only one vehicle. Today, the average Maryland household has two cars. Also in the past, the neighborhood stores and restaurants primarily served residents of the neighborhood who walked to the places. Today, most Eastport businesses' customers and employees drive from outside the neighborhood. These customers and employees occupy on-street parking, which in turn seriously affects residents' ability to locate an available space near their homes. Also, many residents (about 30%) do not have any off-street parking, and those who do sometimes use street parking instead, or as a supplement.

The code is also too restrictive. The current code does not allow property owners, such as the churches and the school, to lease their spaces to commercial enterprises. The two churches (one on 4th Street and the other on Chesapeake Ave.) alone have approximately 40 spaces that could be made available and generate revenue for the owners. (Note: The school PTA has managed to use the property for boat show parking, but this may not be in compliance with the code.)

The City's enforcement of the current code/law is lax. Enforcement of the 48-hour rule (a ticket) occurs only if residents call and complain. SP+ does not have the technology to identify violators; yet, that can be done in other wards that have a two-hour parking limits for non-residents. SP+ personnel/vehicles are rarely seen in Eastport. Their presence alone would be a deterrent.

Who owns the street parking?

As would be expected, task force members had a lively philosophical discussion about and a great deal of difficulty answering this multi-faceted question. It was agreed that the City of Annapolis technically "owns" the Eastport streets. As such, they are simultaneously owned by everyone and no one.

- *Who should be able to park on Eastport streets?*

This was an equally difficult question to answer. Again, it was agreed that the City has the authority to set the rules and laws concerning who may park on any city street, as well as when and for how long a car may be parked there.

- *Who should have priority parking in Eastport?*

Determining who should have priority parking on Eastport streets when limited space is available was the most difficult question tackled. Possible answers include:

- Eastport property owners, tenants and their guests
- Eastport residents living or owning property on a given block
- Residents' guests
- Business owners, employees and patrons
- Boat owners and their guests, if sufficient parking is not available at their marina

- Visitors and tourists
- Annapolis residents living or owning property elsewhere in the City
- Anyone looking for a parking space during special events?
- Those who pay city taxes
- Anyone who finds an empty space

Task force members recognize the importance of all groups listed above and their contributions to Eastport's unique atmosphere and lifestyle. Determining who should have parking priority often depends on who is answering the question and/or that person's specific needs at the time he or she is responding. Ideally, parking places would be available for anyone who wants to park near his or her destination in Eastport, regardless of the person's role or reason for parking in the area, but that is not the case.

Are residential and commercial properties required to have as much parking as they should? Is that being enforced?

The parking requirement for businesses is typically imposed during the planning process and then enforced once the building gets its occupancy permit. The problem occurs when the business expands or changes in such a way that doesn't require a building permit (or should but it isn't pulled). The original parking requirement remains in place and the city does not take into consideration the additional parking requirements for the expansion or change. There are at least three examples where businesses do not have the parking they need. This exacerbates an already difficult parking issue.

- A restaurant adds a couple of extra tables, no one knows, and yet, they don't meet the original parking requirement.
- A business brings its Eastern Shore operation to Eastport, thus adding several employees and did not add additional parking to accommodate the growth.
- A marina in Eastport begins letting its pool be open to the public through the sale of memberships. People join. Parking is only available on the street.

Residential development is supposed to have parking associated with the building. Every new home must have at least one off-street parking space. However, some of the apartments being built or proposed for Eastport have parking, but it is limited and being rationed by selling the spaces for a monthly fee. Some of the residents will not want to pay for parking, so they will just park on the street. Also, the average Maryland household owns two cars, but dwelling units in the City are only being required to have one off-street parking space and residents are not required to use that off-street space first.

What does it mean to be a good neighbor?

Faced with a variety of stakeholders in competition for a few limited resources and with different desires, yet all trying to exist among each other, the question of what it means to be a good neighbor arises in Eastport. How can this mixed group exist together in harmony and be considerate of one another? This is a difficult question to answer since there are and will be many perspectives on the definition of neighborliness, but the base of this concept is rooted in coexistence and consideration of those around you. The answer to this question is something of a balance between philosophy and practicality.

On-street parking & off-street parking

Eastport has two types of parking: on-street parking, which is on public property and to be shared amongst all members of the community (including guests), and off-street parking, which is located on privately-owned property and to be used by the owner of that property and their guests.

Off-street parking is a shared resource, much like food on a serving platter at a family dinner. It is up for the taking to whoever gets their hand on the serving spoon first and there is no defined limit on how much each person can take except for what is on the platter. Some might be tempted to fill their plate with food in case they happen to be hungrier than expected, just as a resident or business owner might want to use the available on-street parking in case they have guests, customers, or family members who might need their private parking. This is, in many ways, a characteristic of basic human nature: protect that which is limited and you may need later. The problem with this situation—since we are not a family with unlimited food but rather a family that is getting by but still welcomes guests—is that one person may have extra food left on their plate at the end of the meal while others end up hungry. We see something similar in our parking situation, where those who have off-street space available may use on-street parking, while their off-street parking goes unused. Meanwhile, those who come later find that there is no on-street parking left. Some might say that it is the fault of those who came too late, but this reaction creates a form of competition that does not benefit a family trying to work together and support each other.

We do not want family members working only to become savvy to protect only their own interests, but instead to maintain and balance what they do have so that no one goes hungry.

We should approach our neighborhood and its parking situation as we would approach this family mentality. We want to think less of protecting ourselves as individuals and more as a collective. Since the many parts of Eastport serve each other, residents live in walking distance to restaurants and businesses, which provide refreshment, services, and employment, while restaurants and businesses rely on customers and employees.

Residential parking

When a resident with off-street parking arrives home, they may be tempted to park in an available on-street parking spot since they may think this is a rare find. But this could actually be part of the problem, since the limited resource of on-street parking has now shrunk a little further and the off-street parking remains unused and unavailable to all others. This can be particularly problematic on streets where some homes do not have off-street parking because they existed before recent building requirements. If the resident knows that someone else is coming to use that off-street parking, then parking on-street makes a little more sense since the off-street parking will eventually be used. If we are thinking of the collective, then it might even be best to park in the off-street parking first and leave the street parking available for the guest or the resident who does not have off-street parking. Similarly, if a resident is fortunate enough to have off-street parking, then they should try to make the most out of it by using it for parking rather than storage and it can relieve some of the stress of on-street parking. If the street is not stressed, then the under-use of off-street parking for vehicles is probably not an issue. The use or under-use of off-street parking may even be an indicator of the level of stress on a street. If people are not using off-street parking, then it might be that street parking is considered to be readily available. Again, we are looking to nurture an attitude of consideration for our neighbors, without piling our plates too high when others may not have enough.

Commercial Parking

In this same way should businesses treat their off-street parking. A business' off-street parking is intended to be for the use of the business and is created based on City use requirements. Since the business' off-street parking is designed to serve that business' needs in the same way as a driveway or garage is designed to serve the parking needs of a residence, businesses should use their off-street parking before they use the shared street parking.

When customers are parking, the use of off-street parking is probably less of an issue since customers often prefer the convenience of parking in a defined lot. To aide this, businesses should indicate where their off-street parking is located and make it convenient to use. Businesses may also have to encourage customers to try their parking lot first since customers may doubt the availability of parking and will park on the street if they can, but again this problem could be prevented as more vehicles begin to park off-street and relieve some of the anticipated stress of street parking.

The required off-street parking is probably not going to be enough for some businesses, just as the required one off-street parking spot is, in most cases, not enough for a residence. Thus, those businesses should be prepared to provide customers with alternative places to park that will not crowd streets. This could mean indicating where there is usually plenty of parking, warning where there is less parking or recommending where there might be a nearby public garage or paid parking lot.

In most cases, the parking lots adjacent to businesses exist to serve the businesses, so it is up to the businesses to figure out how the parking they provide can best serve both the business and the neighbors that coexist within Eastport. In some cases, this could mean a business' employees

park in their off-street parking lot and leave street parking for customers, residents, and visitors. In other cases, it might be best to leave that business' off-street parking available for customers, since they probably will be in and out more frequently, serving more vehicles. Provided parking is also a nice benefit to offer customers, but this sounds like the scenario where a resident parks on the street, leaving their own personal off-street parking unused for a period of time while they take up what is designated as shared parking. If this is done to an extreme, we would have a situation where the street parking is overused while the private, off-street parking is underused. On the dinner table, this might look like calling dibs on a portion of the casserole before finishing what's on your plate.

In the case of both businesses and residences, it seems that the best solution would be to first use the private off-street parking as effectively as possible so as not to stress what is shared on the street, just as we've probably all been told to finish what is on our plate before going back for more.

Using other's off-street parking

With this solution, we may notice that there are some off-street parking lots that are used for the businesses that they are attached to, but often go unused during other hours when the on-street parking may be stressed. If this were a family meal, one person would be expected to share what they don't need with another who is in need. In this same way, it would be neighborly to share an unused parking lot with the community or neighbors in need. This is not to say that the parking lot should be shared for free, as there are costs associated with the use and maintenance of a parking lot, but just that the timely sharing of a limited resource could relieve unnecessary stress on shared parking.

Conclusion

In all cases, it seems like our best solution to relieve the stress of parking in our community is to first eat what is on our plate—or use what is privately owned—before dipping into what is shared. A second solution is to share what we can when and how we can, i.e. share available parking we are not using if others need it. Third, we might also remember to take care of what is our responsibility. We are as responsible for our visitors, employees, and customers as we would be for our guest at the dinner table. We don't want them taking more than their share or our share (or making bad jokes), but we also want to make sure we are welcoming to visitors.

These concepts of working together as a family or community of neighbors are not foreign to us. Consider that we will all feel more at ease if everyone actively tries to be a good neighbor; there will be less of a sense that every man, woman, or business must fend just for themselves. Residents and business owners would likely benefit from greater awareness of these views on sharing the on-street and off-street parking. EBA and ECA could usefully communicate this message to their memberships.

What developments are in the immediate future? What impact will they have on parking?

There are several developments currently being built or in planning phase, as follows. Resolving parking pressures will allow people to look forward to the new additions to the neighborhood where they discover a new favorite beer, where their best friend might rent an apartment and become a neighbor, or where their family member might get a job and be able to walk to work.

- Eastport Sail Loft on Fourth and Chesapeake – six luxury townhouses with two-car garages, five apartments, and retail/office space is currently in construction. There are 12 off-street parking spaces, 3 beyond what’s required by the parking code. Some fear that the on-site parking will not accommodate the needs of the renters and businesses, pushing additional demand for on-street parking in an area where on-street parking availability is an issue.
- The Chesapeake Bay Trust application describes a partial demolition and renovation of the 108 Severn Avenue ex-sail loft property and would include 20 seated offices, and a conference room with 44 seats. There are 15 planned parking spaces in accordance with city code requirements to be shared with Annapolis Performance Sailing.
- Adam’s Ribs Restaurant relocation from Eastport Shopping Center to 424 Fourth Street. A 77-seat restaurant is proposed. Their parking includes sharing parking spaces with the office building next door. Currently, the Boatyard Bar and Grill employees park in these spaces. Once the restaurant is built, these employees have to find parking elsewhere. The shared parking may not accommodate the take-out business or their employees, who will park on-street in an area that is already at parking capacity.
- Brew pub with 30 seats planned for 418 Fourth Street. Eight parking spaces are proposed in the application.
- South Annapolis Yacht Center on Boucher and State Street. They are upgrading the marina and offices and building high-end housing. The plans currently have off-street parking. Depending on the business, restaurant, and marina usage, they may not have sufficient off-street parking. Construction is likely to start this fall.
- Annapolis Yacht Club (AYC) has two buildings under construction: a new Sailing Center (on Severn Avenue) and a Family Activity Center (On Sixth Street near the Eastport Bridge). The Family Activity Center is a new building and will increase the demand for parking members and their guests who will use the facility. In addition, AYC will have more employees at these two facilities. AYC will have some off-street parking, but we will not understand the impact on our on-street parking until the buildings are in use.

What does the longer-term future look like?

- *Is demand for parking from the commercial sector growing faster than residential demand?*

Based on the Eastport Parking Inventory (inventory), there are 3,971 parking spaces available on the Eastport peninsula North East of State Street:

- 1,638 residential parking spaces off-street
- 1,132 commercial parking spaces off-street
- 1,201 spaces on-street
- 68% of residences and 86% of commercial businesses have off-street parking.

On the demand side, based on the Eastport Transportation Study (transport study), there were three periods that were studied: 1) weekday evenings; 2) a typical Saturday afternoon; and 3) a Saturday afternoon during an event/fall boat shows.

- The weekday evenings had the lowest utilization rate with the majority of the blocks (57%) being utilized <50%.
- A typical Saturday afternoon had a utilization rate showing approximately ½ of the blocks (50%) having a utilization rate >75%.
- A Saturday afternoon during an event/Fall Boat Show had a utilization rate showing 70% of the blocks having a utilization rate >75%.

However, there are more blocks that have utilization rates between 10% and 50% on a non-event Saturday than during a Saturday event. This implies that parking is less available on a Saturday than during the weekday evening, but parking is less concentrated during a non-event Saturday than on an event Saturday.

Per page 51 Section H of the transport study there are 1,650 on-street parking spaces in the entire Eastport area. This is a larger study area than the inventory that only encompasses the area Northeast of State Street and reports 1,201 on-street parking spaces in this defined area. However, the transport study makes no reference to any off-street parking spaces; whereas the inventory reports 2,770 off-street parking (1,638 residential and 1,132 commercial spaces). Additionally, the transport study states "...personal driveways were scarce" where the inventory shows 68% of residences and 86% of commercial businesses have driveways, garages, and/or parking lots.

We have not factored in the number of downtown Annapolis employees that continue to utilize street parking in Eastport, because it's free and a convenient alternative to the downtown garages. Nor have we factored residents of other parts of Annapolis who routinely park their extra cars in Eastport, perhaps to avoid purchasing additional parking permits for their cars or because of limited spaces near their homes.

The Eastport peninsula has proven to be desirable to both residents and commercial businesses. It is somewhat difficult to overlay the parking inventory supply as defined in the inventory with the parking demand as stated by the transportation study and determine future demand as it relates to on street parking.

It is safe to say commercial business patronage in Eastport has been growing and will continue to grow. Currently, certain areas of Eastport, particularly those around commercial areas, are impacted more, especially during peak uses, as defined by the transportation study. Commercial customers/employees compete with residents for on-street parking, creating a burden on residents. This task force has made many good recommendations to potentially make it easier on the residents of Eastport.

- *Will Uber and driverless cars and other technologies and innovations solve some/all of these problems for us in time?*

Both Uber and Lyft are rather secretive about their actual numbers. This 2017 chart gives us something to work with. These services are mainly skewed towards younger users, with 16-34 year-old people representing 55% of the customer base.

In the future ride sharing and other technologies will become a viable solution to the parking challenge; but it will be some time before it significantly impacts bars and restaurants in Eastport since they are often frequented by a full age range of customers. Today, 37% of the total ride share customers are under 24 years old. Only three years of that demographic are of legal drinking age.

Ride sharing is also far more popular in the city than it is in suburbs. However, city life in Annapolis should not be compared to city life in Baltimore, DC, Boston, NYC, etc. We know that Ward 1 residents often use the peninsula as parking for some of the multiple vehicles in their households. Even if they uber over for dinner or drinks, they may still have a vehicle parked on the streets here. Ride sharing is not an immediate solution to our challenge.

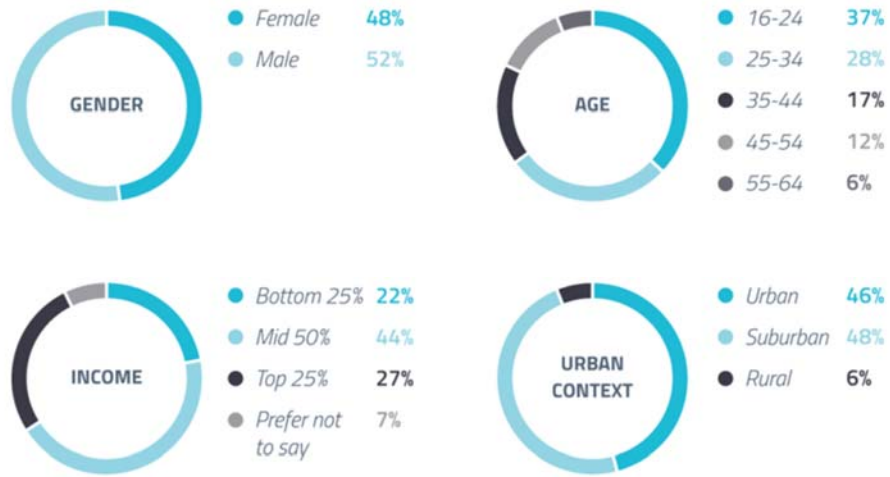
Chart of the Day

23 JUNE 2017



The Demographics of Uber's US Users

Uber's US Users Split By...



Question: Which of the following apps have you used in the past month? Uber
Source: GlobalWebIndex Q1 2017 | **Base:** 1,303 US Uber App Users aged 16-64

APPENDICES

Appendix A: How We Voted

Eastport Parking Task Force final "vote" on parking solution priorities																																								
7/21/2018																																								
	Priority (1 = highest priority, 13 = lowest priority)																																							
Solutions	1-	2-	3-	4-	5-	6-	7-	8-	9-	10-	11-	12-	13-	TOTAL-	Weighted Score																									
Annapolis City Marina – Install Signage	4	0	3	3	0	0	1	0	2	0	0	0	0	13	132																									
48-hour Parking – Install Signage	2	3	1	4	1	0	0	1	0	1	0	0	0	13	132																									
Enforcement (48-hour, red curb & events)	3	2	1	2	1	2	0	1	1	0	0	0	0	13	130																									
Using Noncommercial Parking Lots for Commercial Parking	1	2	2	0	4	1	1	1	0	1	0	0	0	13	120																									
Traffic Control During Special Events	1	1	1	2	1	3	1	0	1	2	0	0	0	13	109																									
Permit Parking – Draft RFP - Revised as of 7/17	2	2	1	0	0	2	1	1	0	1	2	0	1	13	101																									
48-hour parking – Change Law to Eastport Residents Only	0	0	3	1	1	0	2	1	1	1	2	1	0	13	89																									
White Line “Ls” Refresh at Red Curbs	0	0	0	1	3	1	3	1	0	1	3	0	0	13	85																									
Individual Space Dividers	0	1	0	1	1	1	2	2	1	2	1	1	0	13	83																									
No Parking Signs – Post 7 Days Before Special Events	0	1	1	0	0	0	0	2	3	3	2	0	1	13	69																									
Annapolis City Marina Parking – City to Underwrite Cost	0	0	0	0	1	1	2	1	1	0	1	3	3	13	54																									
One-Way traffic – Implement on the Peninsula	0	0	0	0	0	2	0	2	3	0	1	2	3	13	53																									
Angled Parking on One Way Streets	0	0	0	0	0	0	0	0	0	1	1	6	5	13	24																									
Notes:																																								
1. 13 of 17 eligible task members voted																																								
2. Weighted score was calculated by assigning 13 points for a #1 priority vote, 12 points to a #2 priority, etc... down to 1 point for a #13 priority, then all points for each solution were added together to result in the weighted score.																																								

Appendix B: Runner-Up Parking Ideas (in alphabetical order)

- **2-Hour Parking: Near Restaurants:** Change current 48-hour parking limit to 2-hour (or 3 hour) street parking near restaurants and/or businesses.
- **48 Hour Parking: Longer Term Passes:** Create program whereby marinas (any others?) could provide parking passes for their customers, allowing them to park beyond the 48-hour limit. The issuance and control of the parking pass program needs to be worked out.
- **Add Red Curbs Where Current not Legally-Conforming:** Some red curbs are not the proper length based on existing regulations. Note that it has been mentioned by someone in our group that there is a required 30 ft. painted curb at some corners throughout Eastport. This would help improve safe passage of fire equipment and large trucks. This would likely result in a net loss of parking spaces.
- **Automatic Enforcement of 2-Hour parking on Fourth Street:** Get regular/automatic (frequency TBD) by the City (or SP+ or other contractor at City’s request) of existing 2-hour parking 9:00 AM to 5:00 PM signage on Fourth Street between Chesapeake and Severn, includes necessary/appropriate signage.
- **Automatic Enforcement: Loading Zones:** Get regular/automatic (frequency TBD) by the City (or SP+ or other contractor at City’s request) of existing (or revised) loading zone laws.
- **Loading Zones:** Limit use to X (TBD) hours; make them consistent.
- **Metered Parking:** Create metered parking on busier business streets in Eastport similar to what’s in the commercial area in Ward 1.

- **Metered Parking on Fourth Street:** Switch from 2-hour parking on Fourth street to metered parking.
- **Refresh Existing Red Curbs:** Refresh all existing red curbs as currently painted to properly delineate driveways & corners. (City agree that ECA Neat Streets can paint the red curbs)
- **Review Parking Requirements for Commercial Buildings:** Review the parking requirements for commercial businesses. Are they really required to have enough off-street parking? For their employees and patrons? Might encourage (or require?) shared parking arrangements between businesses.
- **Review Parking Requirements for Residential Buildings:** Review the parking requirements for residences. Are they really required to have enough off-street parking? For whoever lives there, visits, and/or rents?
- **Review Parking Requirements: Construction:** Review the parking requirements for construction projects. Are they really required to have enough off-street parking during construction?

Other ideas not yet fully formed into solutions, perhaps worthy of further research or consideration:

- Should some solutions be applied to more than the “traditional” big events, such as Green Beer Races, AMM concerts, regatta parties.
- Is there a no-idling law that could be enforced to get coach buses to move on? Seems to be more coach buses idling on the Eastport peninsula – taking up parking, causing gridlock, and polluting. Are they dropping groups off downtown and then coming over to Eastport (closest neighborhood and free to park) to wait?

APPENDIX C: Previous Relevant City Reports

2016 Eastport Transportation Study

- [2016 Eastport Transportation Study Existing Conditions Report](#)
- [2016 Eastport Transportation Study Recommendations Report](#)
- [Draft Presentation from May 12 Public Meeting](#)

2017 Annapolis Parking Utilization Analysis

- [Annapolis Parking Utilization Analysis June 2017](#)
- [Appendix A Annapolis Parking Study Inventory Occupancy Rates](#)
- [Appendix B Annapolis Utilization Analysis Expand Pay Parking Recommendation and Cost](#)
- [Appendix C Draft Recommendation QA](#)

APPENDIX D: Residential Parking Inventory

2018 ECA/EBA Eastport Parking Inventory

- [Eastport parking inventory](#)

APPENDIX E: What's A Parking Credit? Who Has Them? How Do You Get Them?

Parking credits may be used to fulfill parking requirements mandated by the City's zoning ordinance that a property (commercial or residential) doesn't actually have on-site parking.

1. Both residential and commercial properties can get parking credits. When a property owner applies for a building permit or is looking to change the use of the property, they have to show that they meet the parking requirements for their use, size, etc. If the property doesn't have as much parking as it was already required to have (before the building permit/change of use), then the property owner can show how the property was historically used (often back to 1970, but it varies), determine what parking would be required for that historic use given today's requirements, and subtract out the parking the property actually has. The result is the # of parking credits.

2. Parking credits aren't listed in any particular place/format in the property files at Planning & Zoning, but you could find them if you dig for them.

3. Since parking credits are established when a property owner applies for a building permit or change of use, there are lots of properties that are actively taking advantage of parking credits, but the credits haven't been formally established because there's been no need for a building permit or change-of-use application.

4. The State of Maryland allows local municipalities to award properties parking credits if the property loses actual physical parking spaces when they upgrade their lots to meet ADA requirements, so some credits are established that way.

5. When Chinquapin was widened, there was a loss of street parking (and some on-site parking?) and that resulted in those property owners getting parking credits.

6. For example: Each residential unit is required to have 1 off-street parking space. (ergo, a multi-family unit would be required to have multiple off-street spaces) Many homes in Eastport were built without any off-street parking before the requirement existed, so they effectively have one credit. However, residential units <30 ft. wide aren't required to have any off-street parking, so they effectively start off with one credit.

A few additional thoughts on parking credits and related anomalies:

- Just because a property is required to have an off-street space (or many), there is no requirement that they use it (this happens with residential where people don't use their garage space or off-street space for a car; just as it does with a place like

- Annapolis City Marina which charges for their lower level tenant parking and not all tenants choose to pay so some employees park on the street)
- Just because a property is required to have X off-street spaces, there's no limit to the # of vehicles that can be associated with the property (Many resident families have more than one car and guests. They may also use their residence as a second home. Businesses may pack employees in. Employees may work in the office every day or may work off-site and regularly take up no parking)
 - Some people break the rules (example given was of a garage conversion to "office" per the building permit, but then used as guest house for Airbnb or rental unit without permitting; I'm sure there are commercial examples, too)
 - Per Jacqui Rouse, Planning & Zoning, property owners didn't need a permit to pave their property, so lot of properties on Fourth Street have more parking on-site than would be legal if applied for now.

[APPENDIX F: Annapolis City Marina Parking Agreement](#)

On November 11, 1981, the Annapolis City Council under the leadership of Mayor Hillman passed Resolution R-50-81, which granted application to the Annapolis City Marina Limited Partnership to develop the site located on Severn Avenue between Fourth and Fifth Streets. This development is now known as the Annapolis City Marina. As per R-50-81, the development was to include of both upper and lower (below ground) levels of parking. The upper or terrace level would be open to the public from the hours of 7:00 AM to 9:00 PM, each day. With the parking area, subject to the payment of fees; available to the public. The lower level of parking would be for marina tenants, businesses and their employees.

Although the requirement for public parking signage is not included in R-50-81, some argue that it is implied. Through the years, public parking signage in front of the Annapolis City Marina has been spotty and is currently nonexistent. Both the City of Annapolis and the Annapolis City Marina have been remiss in adhering to the intent of the resolution.

The task force recommends that permanent signage be placed on Severn Avenue in front of the entrance to promote public parking. Although this is a privately-owned property, perhaps a nominal subsidy to offset parking fees could be considered to better ease residential parking.

[ACM Resolution R-50-81](#)

APPENDIX G: Previous Efforts at Getting Structured Parking in Eastport

Several years ago, a small group including Dick Franyo, Charlie Lewnes, Alderman Ross Arnett, and architect Don Reithlingshoefer spoke with Jerry South, founder of Towne Park, about building a multi-story garage over the Tecumseh surface parking lot on Severn between Third and Fourth Streets. It would require a 100 percent vote of the condo owners. The Board of Tecumseh seemed interested. A design was done. Jerry South worried about the economics of the project, noting that structured lots call for parking permit restrictions on surrounding streets to “drive” cars into the lot. Permit street parking without a garage means there is no place to drive the cars to except other streets. Alderman Ross Arnett has kept mentioning it to certain members of the Tecumseh Board. It doesn’t have any current traction.

APPENDIX H: SP+ Info

This information was obtained in a meeting with Kevin Warntz, the Senior Facility Manager for SP+, the City of Annapolis contractor for parking enforcement.

1. SP+ has three vehicles: two have the plate-tagging software and one does not.
2. It’s their judgement call on how far into the red curb a car can be.
3. They recommend calling (443-648-3087) or emailing (annapolisparking@spplus.com) with a picture for enforcement of the 48-hour rule.
4. Kevin thinks signs would be a promising idea to help regulate the 48-hour rule, because there really isn’t any other way he could think of to enforce it besides relying on calls and emails.
5. Our Alderman would have to get SP+ focused on Eastport. Kevin at first thought it was an easy process, but in order for us to get SP+ routine enforcement over in Eastport, it’s something that would need City Council approval and an increased budget for SP+.
6. Downtown Annapolis residents’ annual permit fees fund the City’s cost for SP+ to enforce.
7. Plans for special events are dictated by the fire marshal and Mayor’s office; executed by SP+.
8. SP+ has eight years left on their contract, but that doesn’t mean we can’t get automatic (i.e, without having to make a specific call) enforcement implemented.

APPENDIX I: Permit Parking Research, Observations, Comparisons & Links

Information concerning parking permitting (PP) in nearby communities:

- Below are listed links to Parking Permit (PP) information in eight nearby metropolitan areas.

<https://annapolisparking.com/residential-parking/residential-parking-permit-program/>

<https://parking.baltimorecity.gov/residential-parking>

<http://www.richmondgov.com/Parking/RestrictedParkingDistricts.aspx>

<http://www.parkfrederick.org/downtown-resident-parking/>

<https://www.montgomerycountymd.gov/DOT-Parking/RPP.html>

<https://www.princegeorgescountymd.gov/2448/Residential-Parking-Permit>
<https://transportation.arlingtonva.us/parking/residential-permit-parking/>
<https://www.alexandriava.gov/finance/info/default.aspx?id=1818>

- These PP programs have been implemented to preserve sufficient residential parking in areas impacted by public facilities, commercial, visitor, and other uses. Each of the plans has been engineered slightly differently to accommodate for the unique circumstances of its respective community. Typically, if the permits are for residents only, there's a garage or other structured parking solution for businesses and visitors.

APPENDIX J: Eastport Parking Task Force Team Members

At the request of Alderman Ross Arnett, the Eastport Civic Association (ECA) and Eastport Business Association (EBA) created this group to come up with solutions to the parking issues in Eastport. The entire group met weekly. Alderman Arnett attended the initial meeting and the final meeting of the task force. Sub groups were established to allow for interaction among all members and to avoid forming cliques. Sub groups were initially picked to pair people with varying points of view and thereafter based on topics of personal interest and membership often changed. Subgroup meetings were additional to the once weekly meetings of the entire group. The tone at each meeting was collegial and engaging. Attendance at all meetings was very high.

The team is comprised of residents in Eastport and business owners in Eastport.

1. *Ross Arnett* – Ross is the Alderman for Ward 8
2. *Larry Belkov* – Larry moved to Annapolis from Baltimore in 1968 and started a business in Eastport in 1980. He moved to Eastport in 1983 and still resides here with his wife.
3. *Peter Bittner* – Peter retired to Eastport from NoVA in 2008. He formerly worked as a management consultant in the field of international development. He is currently working with Eastport Civic Association on traffic and other issues. Peter is a past president and treasurer on his condo board.
4. *Cam Bowdren* – Cam's family has owned and operated a business in Eastport for 30 yrs plus. They are now working to introduce a small-scale brewery and restaurant in the same space. Parking and traffic are issues for many who live, work, and play in our cheery peninsula. Their new business may have some impact, but hopefully a positive one.
5. *Nancy Briggs* – Nancy moved to Eastport from the Old Town Alexandria when she retired five years ago. Her experience living in Alexandria, a city similar to Annapolis, where residents, businesses, and visitors vie for limited parking spaces gives her an informed perspective for dealing with similar problems in Eastport. Although she is rarely affected by parking issues near her home at this time, the expansion of businesses and activities at the soon-to-be-developed South Annapolis Yacht Center and Eastport Shopping Center will cause her neighbors and her to feel that impact

- soon. More importantly, Nancy is eager to preserve Eastport's unique, friendly atmosphere and ensure parking for all who need it while simultaneously managing the business- and activity-related expansion.
6. *Judy Buddensick* – Judy lives and works on the Eastport Peninsula. She moved to Annapolis from NYC in 1998 to manage WRNR Radio. She continues to run their digital division & music marketing. Judy opened her own business, Frances Marketing Group, LLC, almost 2 years ago. She suffers from Chronic Volunteerism: Secretary of the Downtown Annapolis Partnership, Co-chair of the DAP Promotion Committee. Judy has produced the "Midnight Madness" holiday events in downtown Annapolis for the past 18 years, and an USNA Sponsor Mom to well over 100 Midshipmen/grads. She is an ECA member and also active with Eastport Working Together & #Hood2Good. Judy is also an election judge.
 7. *Vince Cerniglia* – Vince is the owner of building on Fourth Street and Noreast Capital Corporation, located in Eastport since 2006.
 8. *Kevin Colbeck* – Kevin has lived, worked, and kept his boat in Eastport for 23 years.
 9. *Dick Franyo* – Dick is the proprietor of Boatyard Bar & Grill in Eastport. He spent 30 years as an investment banker and Managing Director for Deutsche Banc Alex. Brown. Currently, Dick serves as a board member of the Chesapeake Bay Foundation, National Sailing Hall of Fame, Annapolis Maritime Museum, Community Foundation for Anne Arundel County, Anne Arundel Medical Center Foundation, and the Eastport Business Association. He resides on the Eastport peninsula.
 10. *Ben Goldeen* – Ben resides in Eastport. He is a member of the ECA Board and current Chair of ECA's Architecture and Zoning Committee
 11. *Mack Lewnes* – Mack works with his brother and father at their family business - Lewnes' Steakhouse. His family has had the property since 1921, and Mack's father, Charlie, took over about 30 years ago with Sam's Corner ultimately changing it to Lewnes' Steakhouse. Their customers use street parking and Annapolis City Marina Parking lot. They certainly do hear from them that parking can be a challenge.
 12. *Michael Matthews* – Michael has been a resident of Eastport for over fifty years and a former ECA board member.
 13. *Rita Ormasa* – Rita moved to Eastport in 2000 from Minneapolis for a job with a technology start-up. She has over 35 years of marketing experience in banking, insurance, and technology. Rita started and co-owned Fiore Floral in Rockville for four years. She sold the business in January 2008. Rita currently manages the insurance products for a nonprofit voluntary benefits association. She served on the ECA board for three years, two as the Communications Chair, one year as the Treasurer. She currently serves on the ECA Grants Committee.
 14. *Vic Pascoe* – Vic is the ECA President and a realtor.
 15. *Patrick Shaughnessy* - Patrick lives in Eastport and works at the Farr Yacht Design office in Eastport. He is a member of the ECA board of directors, and the ECA A&Z committee. His wife and he belong to AYC and EYC, and they keep boats at both EYC and the Chester Ave Marina. Patrick was born at the Naval Academy and has lived here in town (mostly) his whole life

16. *Cardie Templeton* – Cardie is the co-owner of the office/marina complex at 222 Severn Avenue. Her family has owned and managed the property since late 1974. She has overseen the onsite management of the property since 2003.
17. *Mike Tomasini* – Mike is the EBA President and owner of Pirate Adventures. He moved to the Annapolis area in 1997, and currently resides in Eastport. Mike and his wife opened their business in 2003. He has been a member of the EBA board since 2009, serving as President since 2011.
18. *Frieda Wildey* – Frieda’s family renovated an 1895 Eastport Victorian home on the Eastport Peninsula in 1997 and has lived there since. She’s a retired international yacht race coordinator, volunteer offshore racing coach at USNA, and a founding member of the Annapolis/Eastport Box of Rain Board of Directors.

APPENDIX K. How Were Team Members Chosen? How Did the Voting Happen?

Both the ECA and EBA asked their membership for volunteers. A number of people responded. All who volunteered by the deadline were assigned to the committee. The committee is composed of nine residents, two business owners, and seven who are both residents and business owners. Ross Arnett chose not to attend after the first meeting to avoid influencing the team’s efforts.

The group met weekly in June and July 2018. The committee divided into subgroups to focus on specific topics and met between full group meetings. First, the group defined what constitutes a parking problem, which can vary significantly by person. Then, the group brainstormed 32 ideas that might address parking issues. Each member received 30 dots to “vote” on which of the 32 ideas merited development into fully-fledged solution requests. Members could assign as many of their dots to each solution as they wanted and did not need to use all their dots. The 20 ideas that got the most votes were sorted into 5 general topics and members organized into mini-groups and fully defined the 13 solutions. All task members had input on the permit parking solution.

With the overall good of the neighborhood in mind, members ranked all 13 solutions in priority order from 1 to 13 (1 being the top solution). These solutions are detailed in this report. The poll results are depicted in an inverse weighted scoring system, which weights items voted as high priority ahead of those voted at low priority.

APPENDIX L. Existing Parking Conditions in 2016

City of Annapolis Eastport Transportation Study

Existing Land-Use

Legend

Classification Type

- Low - Density Residential (2 - 2 D.U. / Acre)
- Medium - Density Residential (2 - 8 D.U. / Acre)
- High - Density Residential (> 8 D.U. / Acre)
- Commercial
- Institutional
- Deciduous Forest
- Water

Source: Maryland Department of Planning, 2010.



Sabra, Wang & Associates, Inc.

