

# **PUBLIC WATER ACCESS PLAN UPDATE**

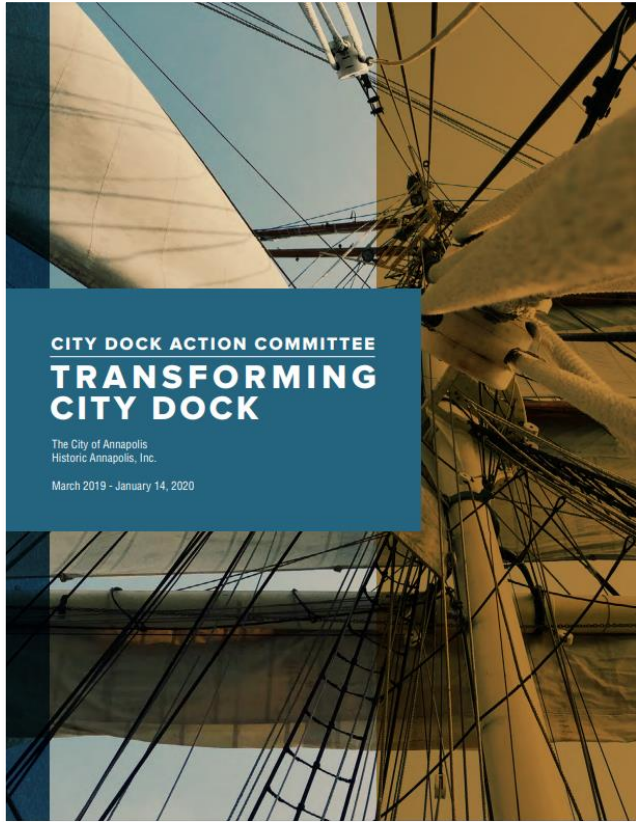
**Eastport Civic Association  
September 15, 2022**



# INDUSTRIAL WATERFRONT TO LEISURE WATERFRONT



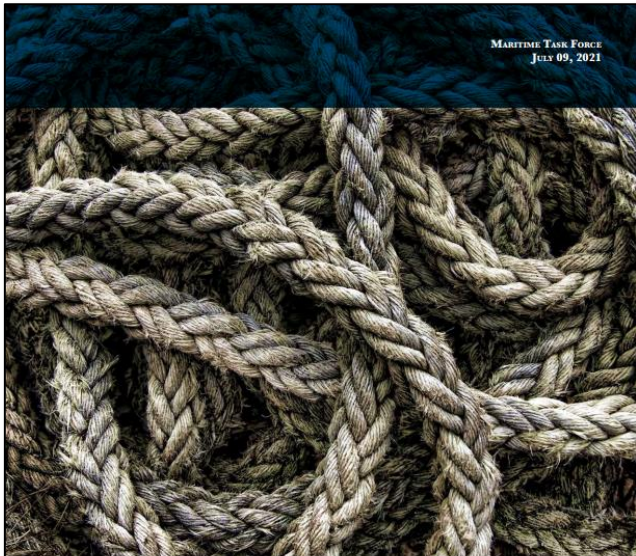
# CITY DOCK ACTION COMMITTEE



CDAC REPORT RENDERING



# MARITIME TASK FORCE

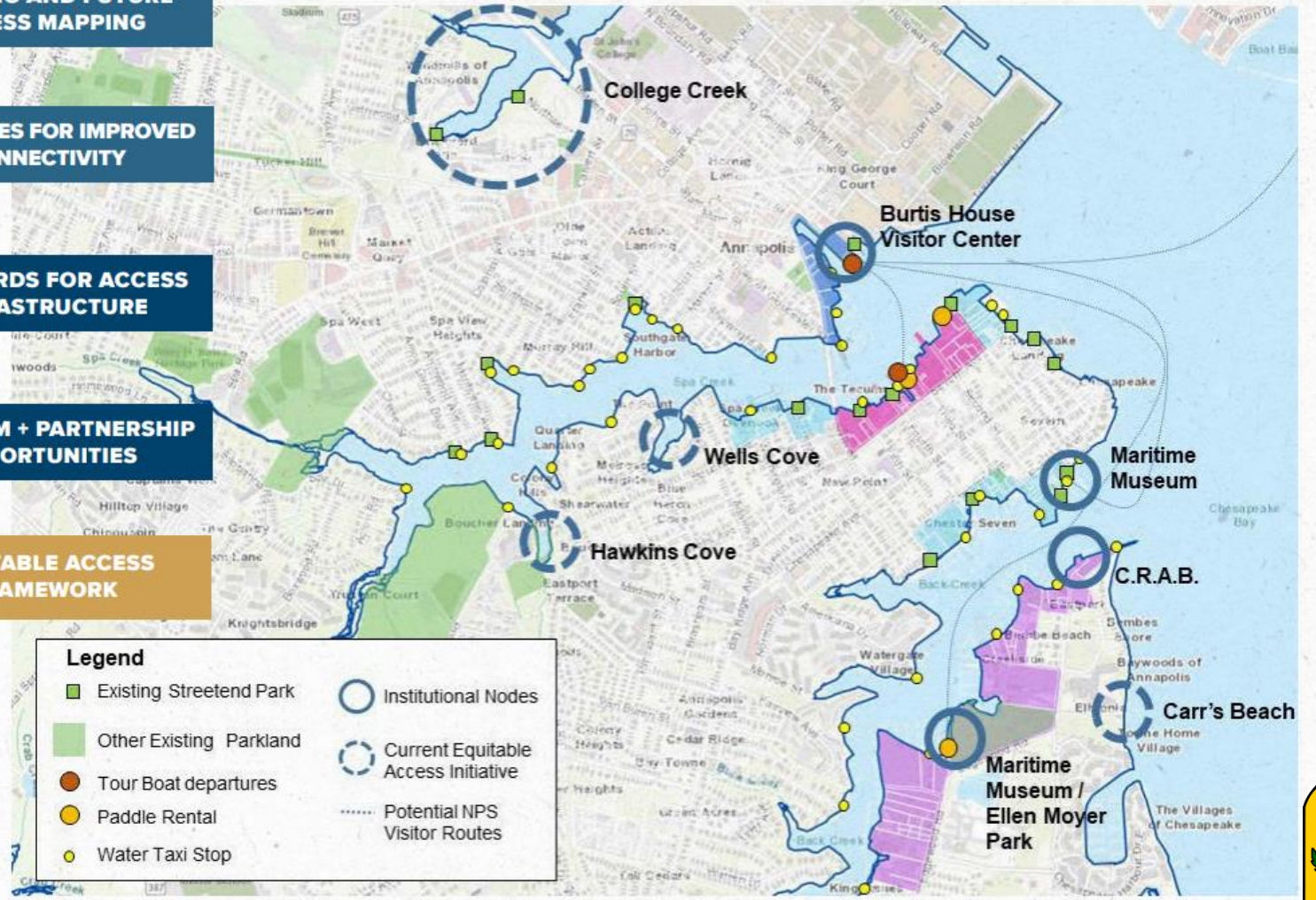


MARITIME TASK FORCE  
July 09, 2021

STRENGTHENING THE INDUSTRY  
THE MARITIME TASK FORCE STRATEGY

ANNAPOLIS, MARYLAND

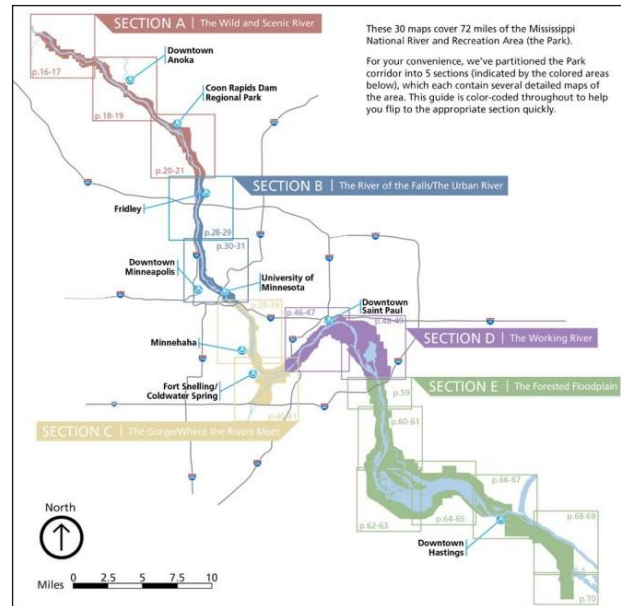
## PUBLIC WATER ACCESS PLAN



Legend	
<span style="color: green;">■</span> Existing Streetend Park	<span style="border: 1px solid blue; border-radius: 50%; padding: 2px;"> </span> Institutional Nodes
<span style="background-color: lightgreen; border: 1px solid green; padding: 2px;"> </span> Other Existing Parkland	<span style="border: 2px dashed blue; border-radius: 50%; padding: 2px;"> </span> Current Equitable Access Initiative
<span style="color: brown;">●</span> Tour Boat departures	<span style="border-bottom: 1px dotted black; width: 20px; display: inline-block;"></span> Potential NPS Visitor Routes
<span style="color: orange;">●</span> Paddle Rental	
<span style="color: yellow;">●</span> Water Taxi Stop	



# UNIQUE PARTNERSHIP



The U.S. Department of Interior established the Mississippi National River and Recreation Area (NRR) National Water Trail (NWT) in 2012 as the nation's second national water trail to encourage stewardship for, and recreational access to, one of North America's most iconic rivers. The NWT includes a 72-mile stretch of the Mississippi River in the Twin Cities' metro area and four miles of the Minnesota River containing many nationally significant historic, cultural, economic, scenic, recreational, natural, and scientific resources. Tributaries of the water trail include the Rum, Crow, St. Croix, and Vermillion Rivers, which are not part of the NWT but provide unique paddling opportunities in and of themselves.

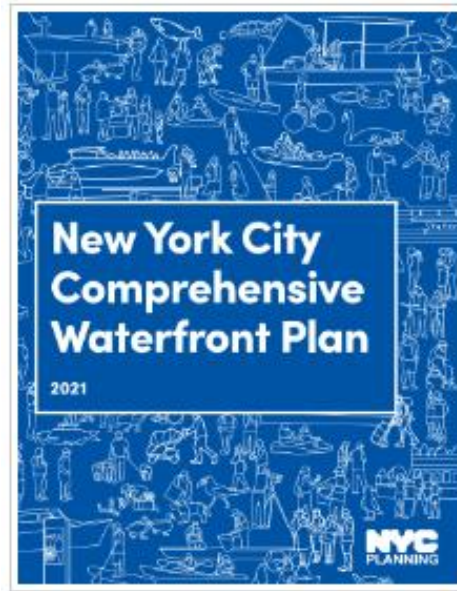
The NWT provides access to 76 miles of paddling through a variety of urban and natural landscapes and connects State-designated wild and scenic river segments, State parks and wildlife refuges including Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge, two National Scenic Byways, and numerous regional and local parks. There are a number of short and extended trip opportunities for all users and river access is provided frequently along the trail. Access points are maintained primarily by State and local governments in conjunction with the Minnesota Department of Natural Resources (DNR) and, more recently, with support from the National Park Service (NPS).



# PLANNING PRECEDENTS



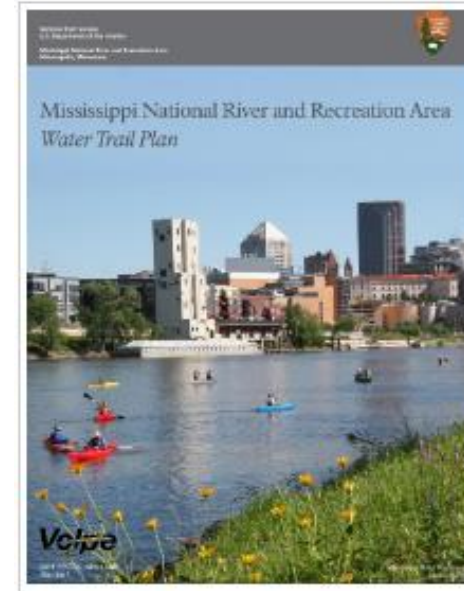
***Oregon Metro Parks and Nature Racial Equity, Diversity and Inclusion Action Plan***



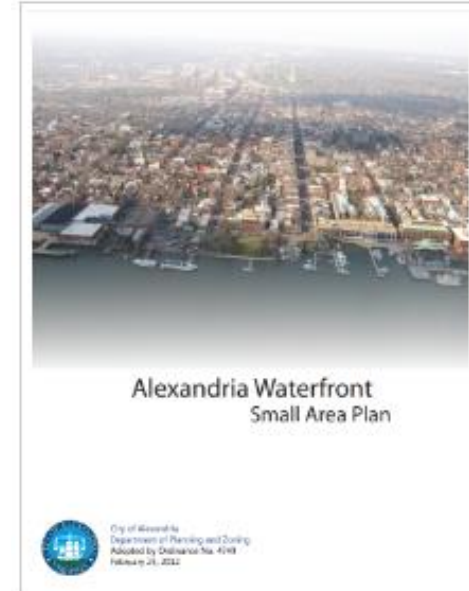
***The New York City Comprehensive Waterfront Plan: Waterfront Public Access***



***Newport Tree, Park, and Open Space Master Plan***

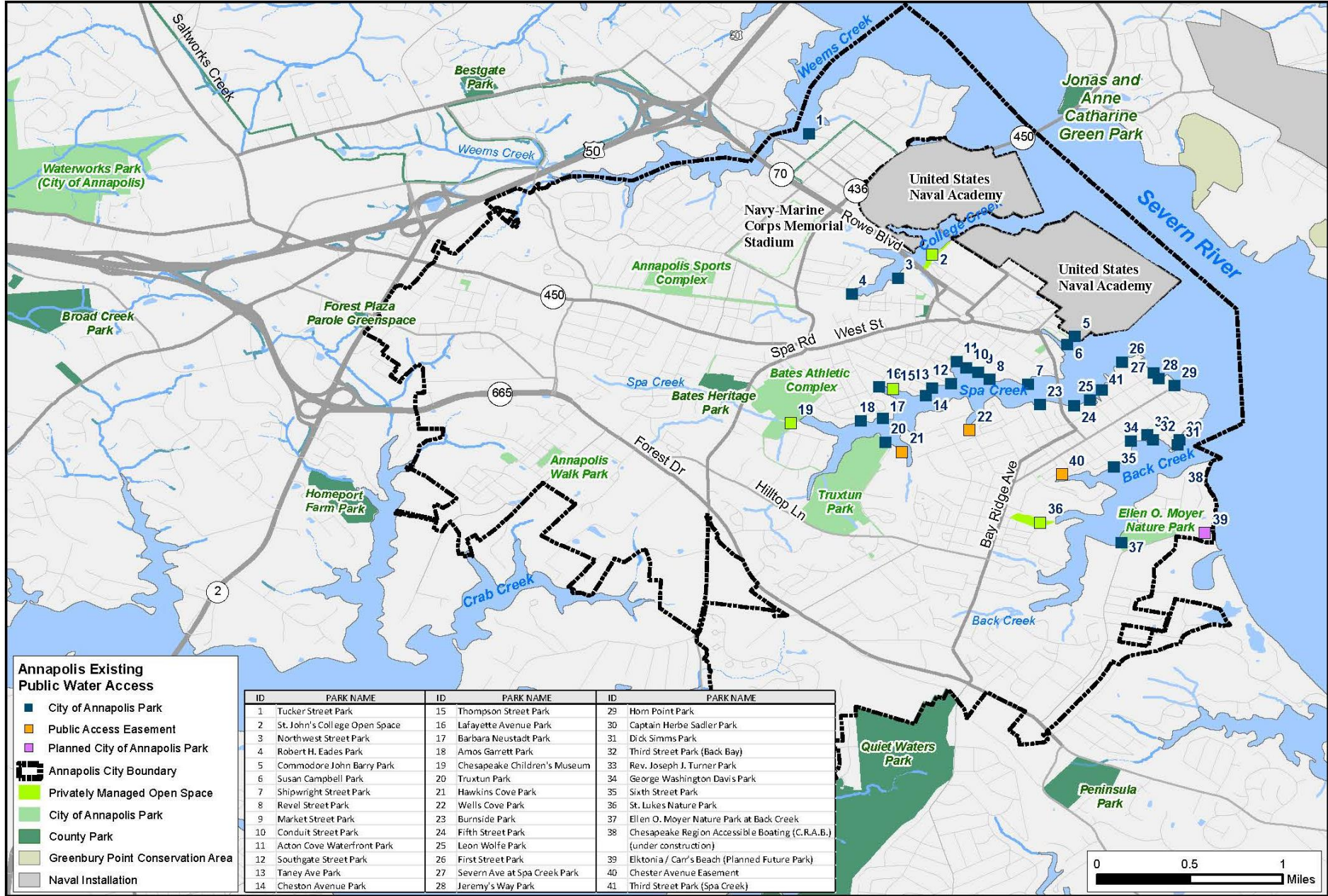


***Mississippi National River Recreational Area Water Trail Plan***



***Alexandria Waterfront Small Area Plan***

# WATER ACCESS NETWORK

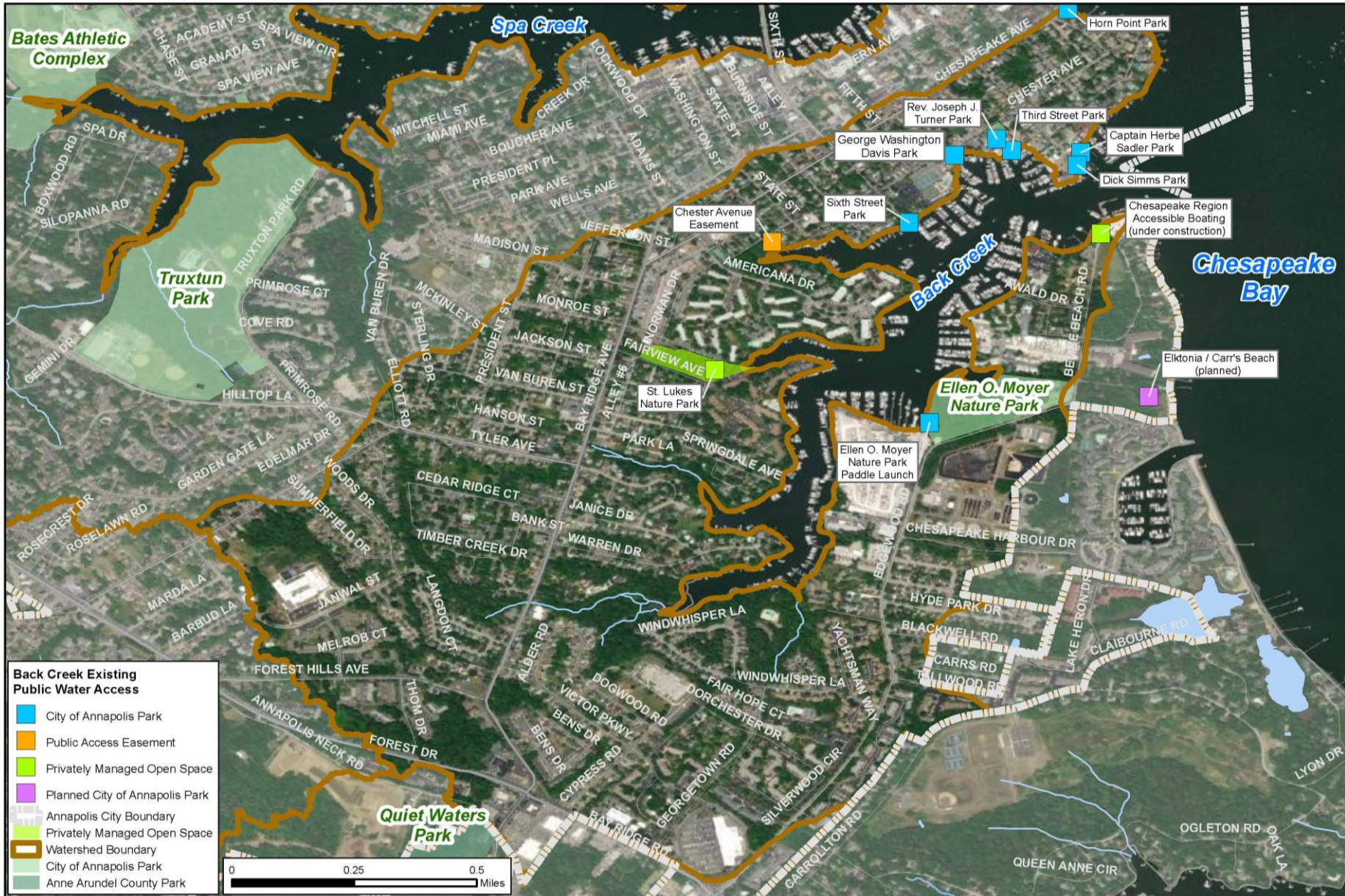


# WATER ACCESS NETWORK

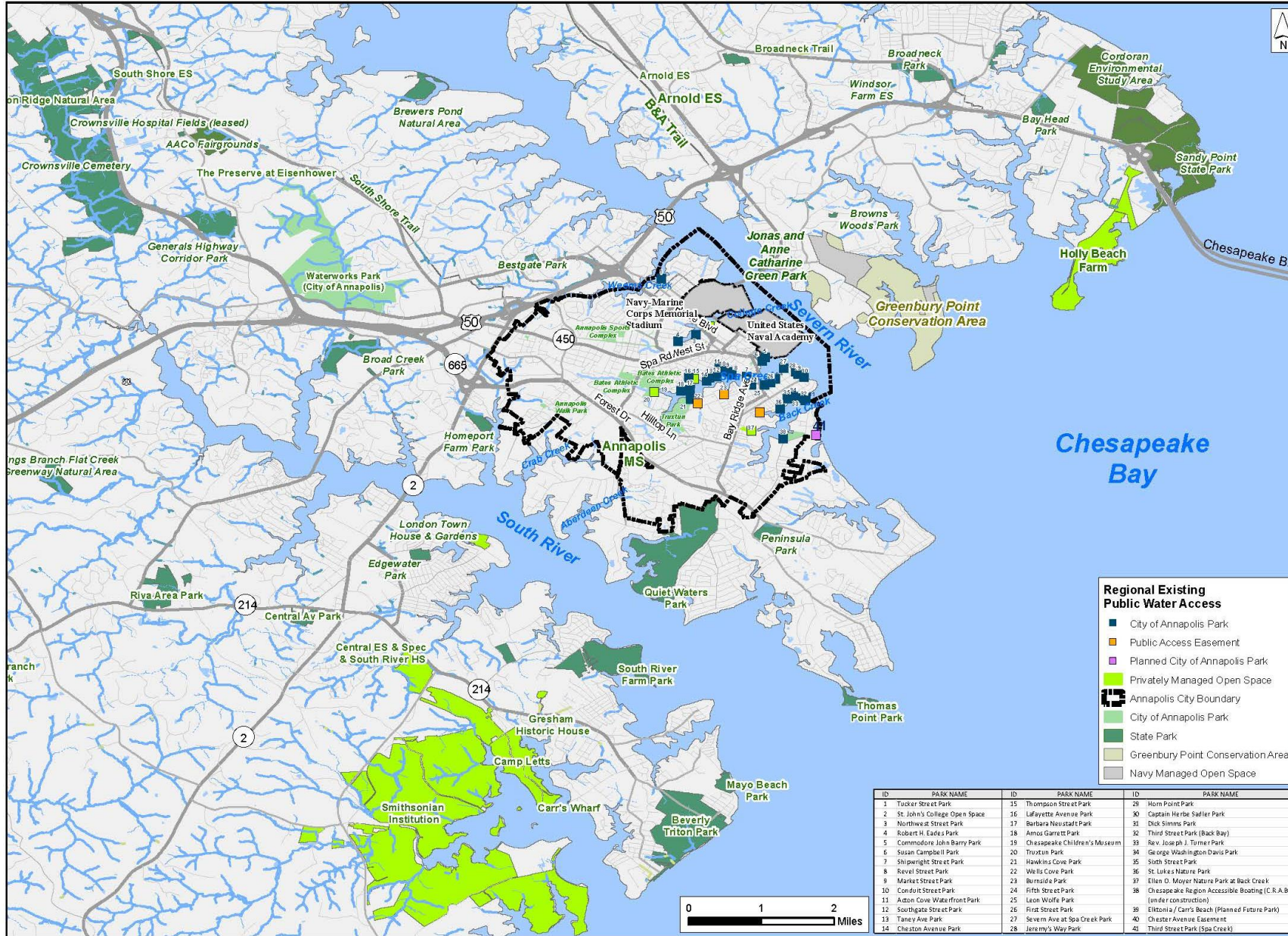




# WATER ACCESS NETWORK



# WATER ACCESS NETWORK



# WATER ACCESS NETWORK



# WATER ACCESS BARRIERS



## WATER ACCESS BARRIERS

ANNAPOLIS

# Annapolis alderman's encounter with police in private Eastport community raises issues of profiling, water access

By Brooks DuBose

Capital Gazette • Jun 19, 2020 at 3:01 pm

✕ Expand

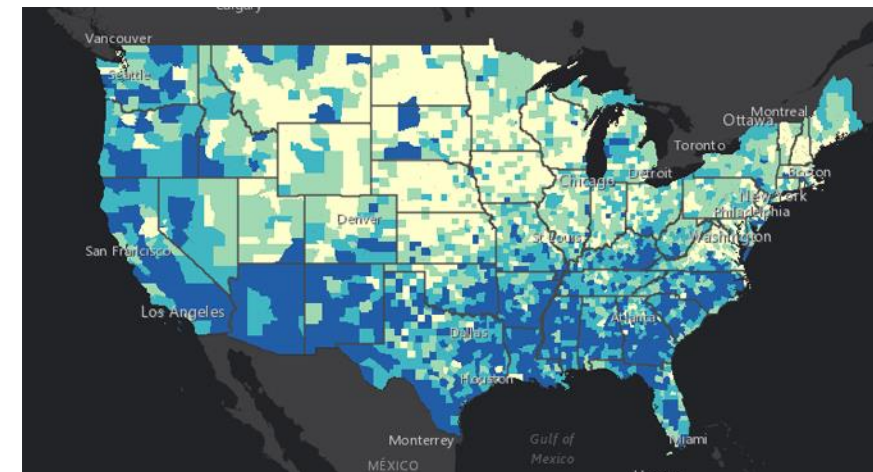
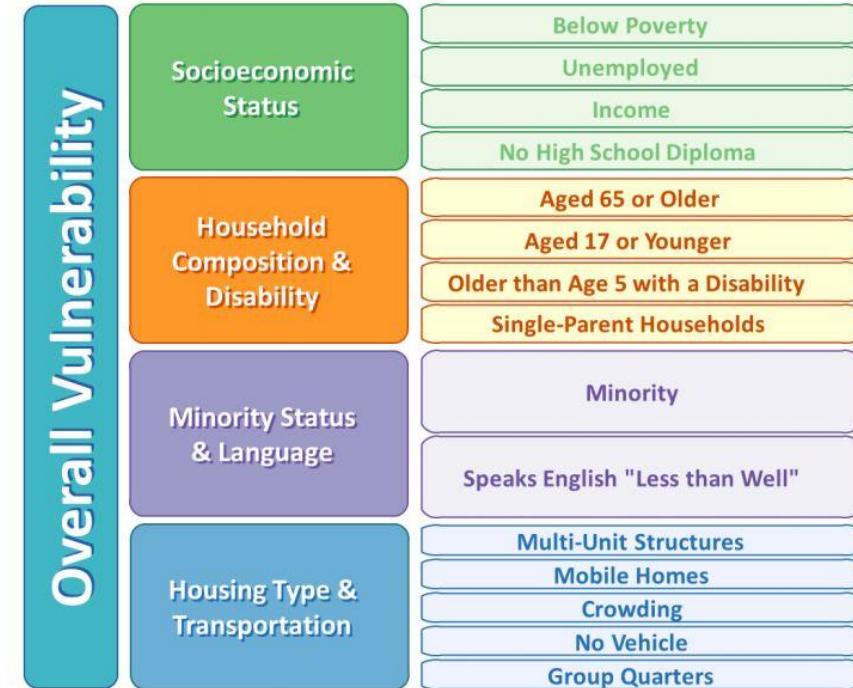
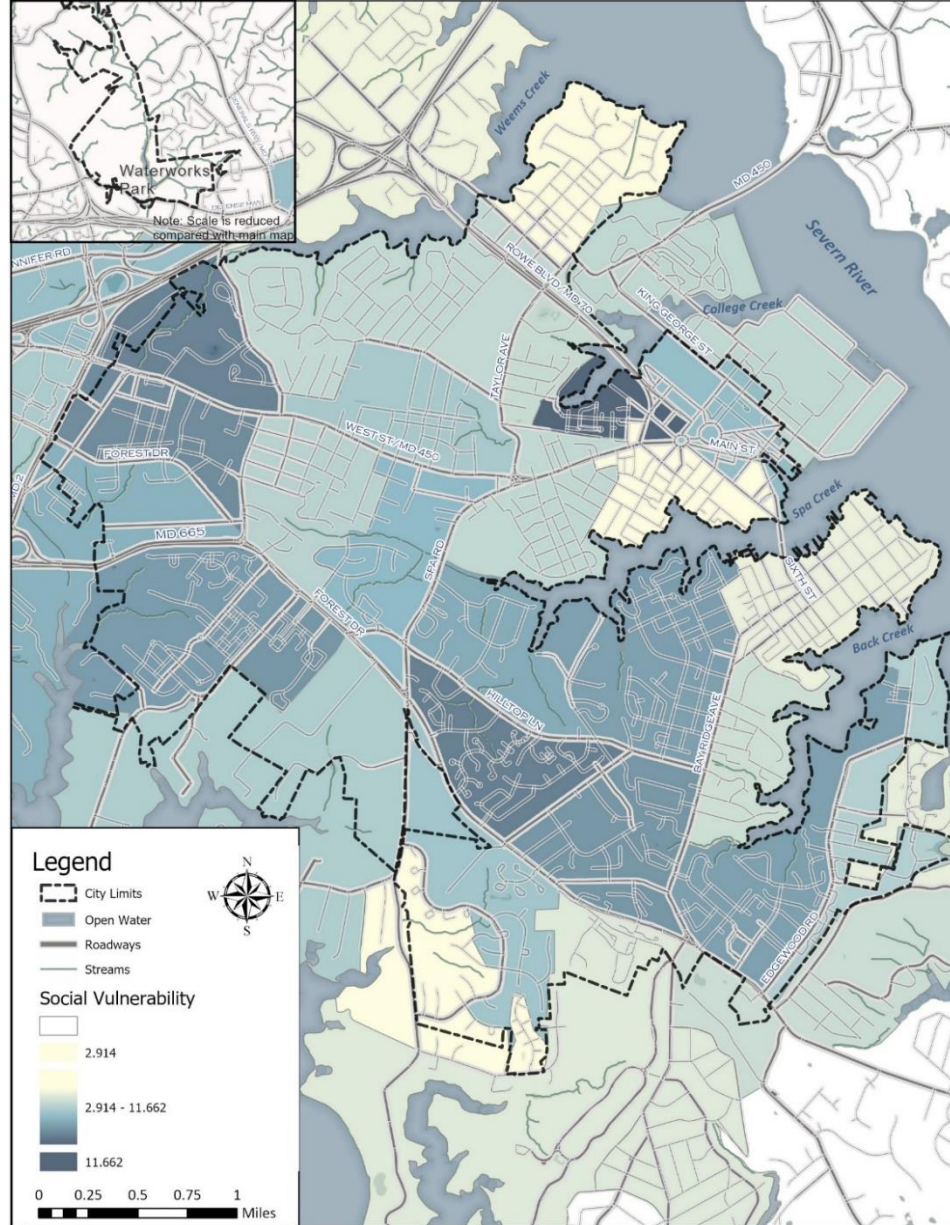
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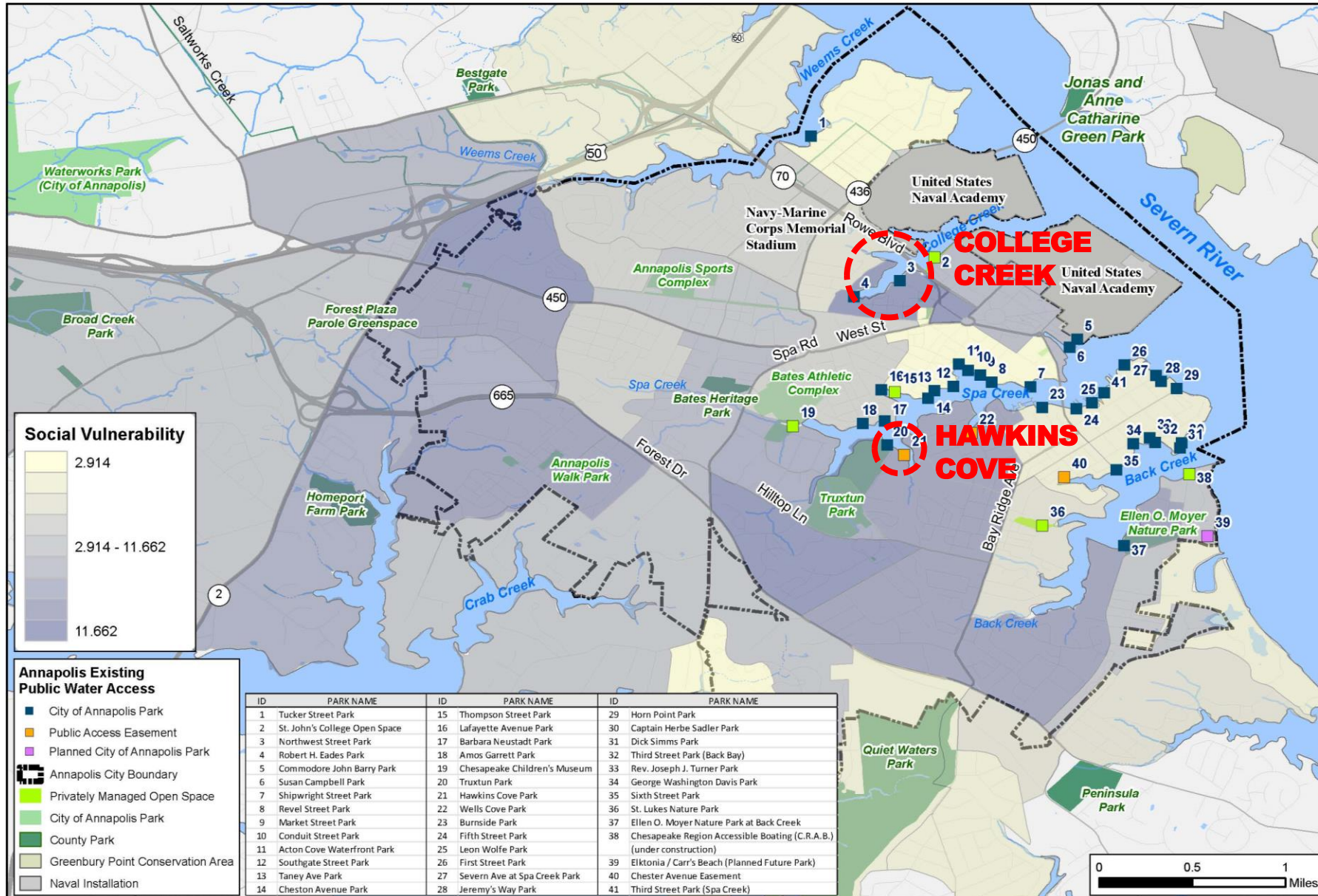
# SOCIAL VULNERABILITY

## What is Social Vulnerability?

“Every community must prepare for and respond to hazardous events, whether a natural disaster like a tornado or a disease outbreak, or an anthropogenic event such as a harmful chemical spill. The degree to which a community exhibits certain social conditions, including high poverty, low percentage of vehicle access, or crowded households, may affect that community’s ability to prevent human suffering and financial loss in the event of disaster. These factors describe a community’s social vulnerability.”



# SOCIAL VULNERABILITY



# HAWKINS COVE



1. Hawkins Cove Site
2. Housing Authority Offices
3. Eastport Terrace
4. Harbor House Apts.
5. Truxtun Park Boat Ramp
6. Truxtun Park Skate Park
7. Truxtun Park Trails
8. Truxtun Park Pool
9. Truxtun Park Tennis and Pickle Ball Courts
10. Pip Moyer Recreation Center

# COLLEGE CREEK





# ELKTONIA / CARR'S BEACH



**THE ELKTONIA / CARR'S BEACH  
PRESERVATION IS A  
PARTNERSHIP INITIATIVE**



**BLACKS**  
CHESAPEAKE

THE  
CONSERVATION FUND

## PROJECT SCOPE

*“An important outcome of the Public Water Access Plan is to prioritize the concrete steps the City and its partners can take now and into the future to improve, enhance, and expand water access within and adjacent to the City limits.”*

- 1 Comprehensive inventory of all existing Public Water Access Sites;**
- 2 Identification of opportunity Sites for New or Improved Public Water Access;**
- 3 Standards for Equitable Public Access Infrastructure;**
- 4 Program and Partnership Initiatives; and**
- 5 Alternative Mobility Initiatives on Land and Water.**

# COMMUNITY SURVEY

## Public Water Access Community Survey

The City of Annapolis has recently launched its first ever *Public Water Access Plan* in partnership with the National Park Service (NPS) Chesapeake Field Office and the U.S. Department of Transportation (DOT) Volpe Center. The Plan will both assess the conditions of existing public water access sites across the city and explore new opportunities for improving equitable public access to waterfront areas within and adjacent to the City. As a first step in this planning process, please help the planning team by responding to this community survey to share your own perspective about waterfront parks in the City.

Thank you for participating!

Page 1 of 4

### Background

What age group do you fall into?

Please select one

25 and under

26-40

41-59

60 and above

What gender do you identify as?



[https://www.annapolis.gov/1904/  
Public-Water-Access-Plan](https://www.annapolis.gov/1904/Public-Water-Access-Plan)

## OTHER ENGAGEMENT

- **Focus Group #1 (August 18, 2022)**
  - 20 diverse participants invited / 13 attendees
  - 6 Eastport residents invited / 4 attended
  - ECA represented by Bill Borwegen
- **Hispanic Town Hall – Parole**
- **Presentation to the following Boards and Commissions:**
  - Annapolis Environmental Commission
  - Annapolis Conservancy Board
  - Maritime Advisory Board
  - ECA Board

*FOCUS GROUP QUESTION #5: Equity is at the heart of this planning effort. We are trying to ensure that our public waterfront is as accessible and welcoming as possible to all residents and visitors to the City, and make sure that future investments address key needs. So, part of this is understanding what barriers to access exist and what they look like. What are the barriers to access from your perspective that we should be addressing in this plan?*

safety; sense of ownership; breaking up longstanding monopolies on waterfront business opportunities

Covid has changed the conversation on parks... much more interest now among policy makers... there has been a lack of interest and money until now which should change

just in the last year, private landowners have been able to change the water access opportunities that have existed.

safety means... a black person's experience walking through a neighborhood will not be the same as a white person's

even in Eastport, one side of the neighborhood has a lot of access, but the other does not

the people who have historically had the water access don't have incentive to improve water access for others, the City will need to decide what the values are

Wells Cove is a perfect example of what we can choose to privatize or make public

# COMPREHENSIVE SITE INVENTORY

	Priority Site Name	5th Street Park	Acton's Cove Water Front Park	Amar Garrett Park	Rakert Eadar Park	Heubler Cove
Site Characteristics	SC_Ownership	City of Annapolis	City of Annapolis	City of Annapolis	City of Annapolis	City of Annapolis
	SC_ManagingAgency	NA	Annapolis Recreation & Parks	Annapolis Recreation & Parks	Annapolis Recreation & Parks	Annapolis Recreation & Parks
	SC_MaintainedBy	NA	Annapolis Recreation & Parks	Annapolis Recreation & Parks	Annapolis Recreation & Parks	Annapolis Recreation & Parks
	SC_AccessSiteDescription	NA				NA
	SC_Location_AdjacentWater		Spa Creek	Spa Creek	Spa Creek	College Creek
	SC_Location_Creekshed		NA	Spa Creek	Spa Creek	College Creek
	SC_Location_Ward	8	1	1	2	8
	SC_Location_MaritimeUseDist	NA				NA
	SC_Access_Address	2 Fifth St, Annapolis, MD 21403	North Acton Place, Annapolis, MD 21401	01 Spa View Ave, Annapolis, MD 21401	ortina A Nick Way, Annapolis, MD 21401	17 Madison St, Annapolis, MD 21403
	SC_Access_ByAutomobile	Yes	Yes	Yes	Yes	Yes
	SC_Access_ByPublicTransit	Yes	Yes	Yes	Yes	Yes
	SC_Access_SideWalk	Yes	Yes	Yes	Yes	Yes
SC_Access_DockLandToWater	Yes	Yes	Yes	Yes	Yes	
SC_Hourz_Open		Sunrise	Sunrise	Sunrise	Sunrise	
SC_Hourz_Close		Sunset	Sunset	Sunset	Sunset	
Site Features	SF_ShadeTree	Yes	Yes	Yes	Yes	Yes
	SF_Lawn	Yes	Yes	Yes	Yes	Yes
	SF_Beach	Yes	Yes	Yes	Yes	Yes
	SF_Chair	Yes	Yes	Yes	Yes	Yes
	SF_Boncher	Yes	Yes	Yes	Yes	Yes
	SF_PicnicTable	Yes	Yes	Yes	Yes	Yes
	SF_CanoeRack	Yes	Yes	Yes	Yes	Yes
	SF_Bathroom	Yes	Yes	Yes	Yes	Yes
	SF_BBQ	Yes	Yes	Yes	Yes	Yes
	SF_PotableWater_Faucet	Yes	Yes	Yes	Yes	Yes
	SF_PotableWater_Fountain	Yes	Yes	Yes	Yes	Yes
	SF_Lighting	Yes	Yes	Yes	Yes	Yes
	SF_Railing	Yes	Yes	Yes	Yes	Yes
	SF_Fencing	Yes	Yes	Yes	Yes	Yes
	SF_WasteBin_Trash	Yes	Yes	Yes	Yes	Yes
	SF_WasteBin_Recycling	Yes	Yes	Yes	Yes	Yes
	SF_ShadeShelter	Yes	Yes	Yes	Yes	Yes
	SF_Pier	Yes	Yes	Yes	Yes	Yes
	SF_Dock	Yes	Yes	Yes	Yes	Yes
	SF_BoatLaunch	Yes	Yes	Yes	Yes	Yes
	SF_Promenade	Yes	Yes	Yes	Yes	Yes
	SF_Boardwalk	Yes	Yes	Yes	Yes	Yes
SF_Walkway	Yes	Yes	Yes	Yes	Yes	
SF_Storage	Yes	Yes	Yes	Yes	Yes	
SF_BikeRack	Yes	Yes	Yes	Yes	Yes	
SF_Amphitheater	Yes	Yes	Yes	Yes	Yes	
Additional U	AU_Fishing	Yes	Yes	Yes	Yes	Yes
	AU_Bathing	Yes	Yes	Yes	Yes	Yes
	AU_Visiting	Yes	Yes	Yes	Yes	Yes
	AU_Swimming	Yes	Yes	Yes	Yes	Yes
	AU_Other	Yes	Yes	Yes	Yes	Yes
	AU_Unknown	Yes	Yes	Yes	Yes	Yes
Surrounding Land Use	SA_Retail	Yes	Yes	Yes	Yes	Yes
	SA_Dining	Yes	Yes	Yes	Yes	Yes
	SA_ProgrammedActivities	Yes	Yes	Yes	Yes	Yes
	SA_RecreationalBoating	Yes	Yes	Yes	Yes	Yes
	SA_Entertainment	Yes	Yes	Yes	Yes	Yes
Accessibility and Mobility	ACC_WaterTaxiStation	Yes	Yes	Yes	Yes	Yes
	ACC_PublicTransitStop	Yes	Yes	Yes	Yes	Yes
	ACC_FerryLaunch	Yes	Yes	Yes	Yes	Yes
	ACC_EbikeStation	Yes	Yes	Yes	Yes	Yes
	ACC_EScooterStation	Yes	Yes	Yes	Yes	Yes
	ACC_Trail	Yes	Yes	Yes	Yes	Yes
	ACC_ParkingSpace	Yes	Yes	Yes	Yes	Yes
	ACC_AccessibleParkingSpace	Yes	Yes	Yes	Yes	Yes
	ACC_VanAccessibleSpace	Yes	Yes	Yes	Yes	Yes
	ACC_EVCharging	Yes	Yes	Yes	Yes	Yes
ACC_AccessRamp	Yes	Yes	Yes	Yes	Yes	
Way Signage	WS_AccessiblePedestrianSignal	Yes	Yes	Yes	Yes	Yes
	WS_CentraltoBikePedMovement	Yes	Yes	Yes	Yes	Yes
	WS_WayfindingDirectionalStrip	Yes	Yes	Yes	Yes	Yes
	WS_InteractiveSign	Yes	Yes	Yes	Yes	Yes
	WS_WaterSafetySign	Yes	Yes	Yes	Yes	Yes
Green Infrastructure	GI_StormwaterDrainage_Inlet	Yes	Yes	Yes	Yes	Yes
	GI_StormwaterDrainage_Outlet	Yes	Yes	Yes	Yes	Yes
	GI_FloodPump	Yes	Yes	Yes	Yes	Yes
	GI_GreenStormwaterInfrastructure	Yes	Yes	Yes	Yes	Yes
GI_Weir	Yes	Yes	Yes	Yes	Yes	
GI_LivingShoreline	Yes	Yes	Yes	Yes	Yes	
GI_StormCalming	Yes	Yes	Yes	Yes	Yes	



The inventory reviewed all existing public water access parks and properties across seven (7) categories and respective attributes.

- Site Characteristics
- Site Features
- Active Uses
- Surrounding Amenities
- Accessibility & Mobility
- Wayfinding & Signage
- Green Infrastructure

# NEEDS ASSESSMENT

## Annapolis Public Water Access Inventory Summary Report and Needs Assessment



Source: City of Annapolis



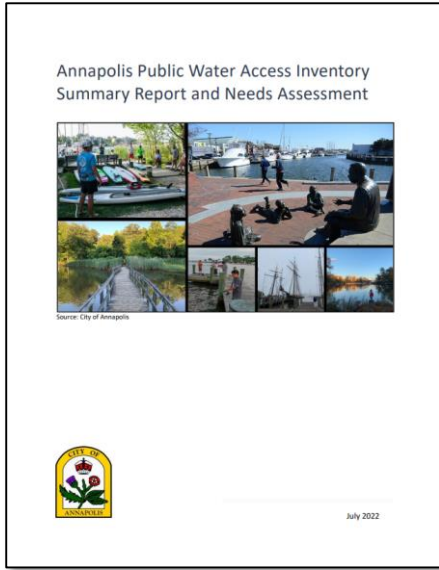
July 2022

### 4. Recommendations

Based on the inventory assessment and analyses the following recommendations for areas of concentration and improvement of the public water access sites resources in the City of Annapolis:

- Improve public waterfront access and connections in the most socially vulnerable populated areas, where there is an historic lack of investment in public water access. In addition to investments at the waterfront itself, access could be enhanced by improving existing public transit routes within one quarter mile of the sites; creating new transportation routes; increasing water transportation routes such as ferry access; increasing the number of parking spaces near the sites; and/or improving public access easements leading to the existing sites.
- Develop system-wide public signage standards to identify and clarify all existing and future public water access locations. There are currently great deficiencies in adequate signage which limits public knowledge, appreciation, and comfort in using the existing water access sites.
- Improve and maintain deficient existing site infrastructure (e.g., Sidewalks, Docks, Piers, Lighting). Maintaining existing site infrastructure is essential for providing safe and accessible public access to these sites.
- Provide more public waterfront site access points and infrastructure for alternative non-motorized water activities (e.g., Kayaking, Paddle Boarding). This includes access points within all creeksheds and paddle trails which connect the sites.
- Identify and prioritize improvement projects with local communities to ensure ground truthing and public buy-in. Coordination with local communities will be helpful to develop water and shoreline access in locations where it does not exist today. This coordination should also take into account educational and advisory components that inform disadvantaged and vulnerable communities of public water activities and access opportunities within their community.
- Devise strategies to generate revenue related to water recreation. Keep site access free and accessible to all. Strategies could include complementary commercial development or concessions near the waterfront; and/or through programming and more efficient use of existing facilities on the shoreline.
- Capitalize on the unique combination of industry and nature. Create programs that emphasize the ability of the region to access the waterfront; develop a non-motorized water tourism market; work with industry to create and provide transportation access opportunities.

# NEEDS ASSESSMENT – COMMUNITY SURVEY



### 3. What is your race?

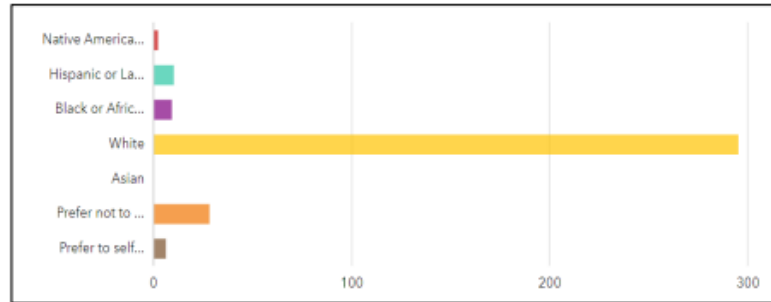


Figure 2.1-3. Racial Identity of Respondents

Almost eighty-five percent of the survey respondents identified as White, despite census data showing the actual percentage of white residents in Annapolis to be under fifty percent. The survey has not yet reached a sufficient number of Black and Hispanic residents which make up approximately fifty percent of the city's population. Outreach efforts are underway to address this gap.

### Park Access

### 10. What is the primary mode of transportation you use to visit waterfront parks?

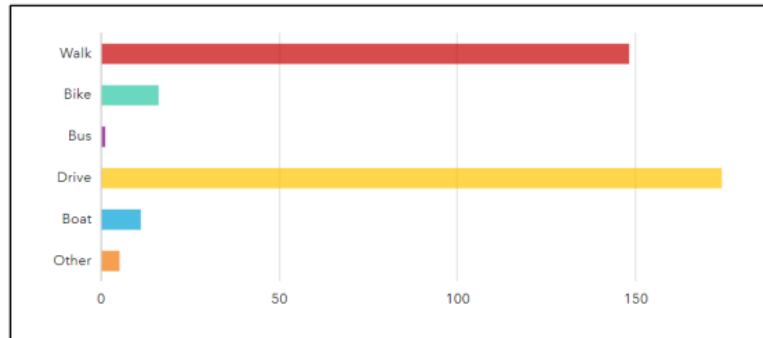


Figure 2.1-10. Primary Mode of Transportation

Nearly half of respondents drive to waterfront parks, based on responses to later questions about accessibility, we can infer that that is out of necessity. However, given that a large percentage of respondents walk to existing water access sites and most of the existing water access sites have limited parking options, we can further infer that walking will generally be the best means of accessing the waterfront if safe pedestrian connections are available.

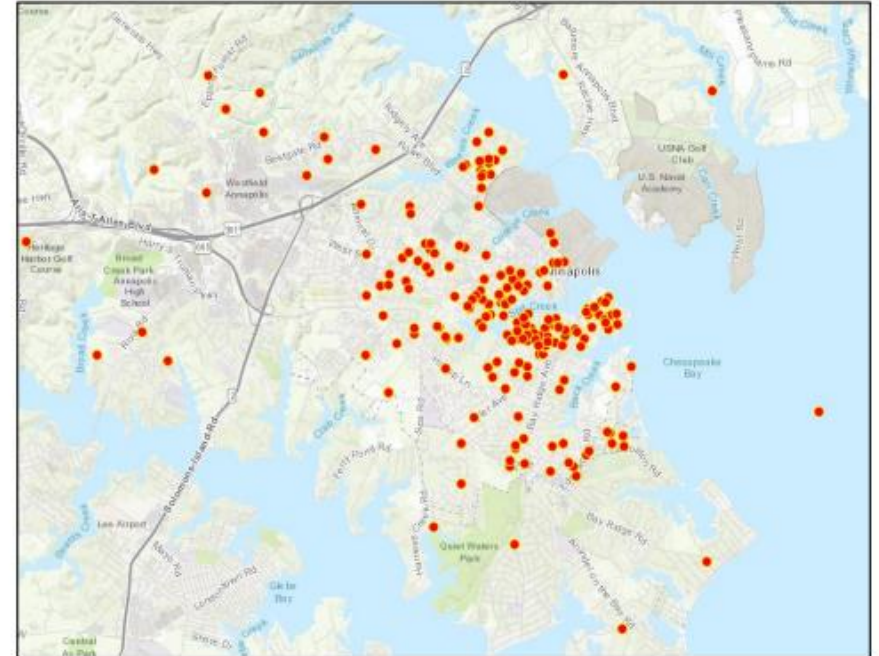


Figure 2.1-6. Dot Map of Respondents Residence

Respondents were also asked to select a point on the map to share approximately where they live. While some respondents may have not provided accurate information, the dot map above clearly shows a density of responses from residents in the Downtown and Eastport areas which aligns with the racial identities of the respondents provided in question #3 above.



# NEEDS ASSESSMENT – COMMUNITY SURVEY

Annapolis Public Water Access Inventory  
Summary Report and Needs Assessment



Source: City of Annapolis



July 2022

## 11. Do you experience any of the following challenges in accessing waterfront parks?

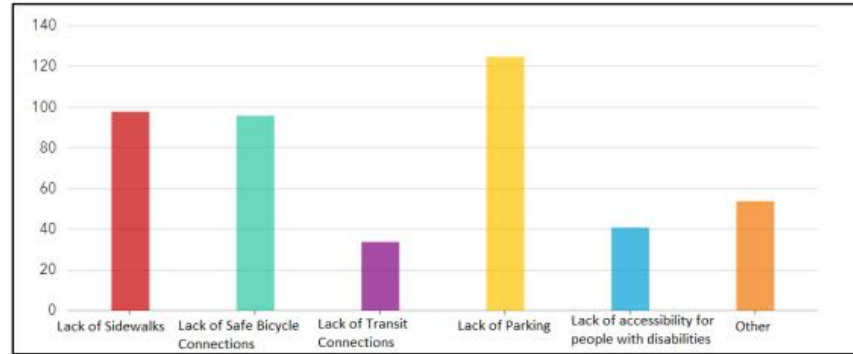


Figure 2.1-11. Challenges Accessing Waterfront Park

*Lack of parking* ranked highest among challenges to accessing existing water access sites which is not surprising. Due to the very nature of their design, many of Annapolis’s waterfront parks, such as the street-end parks, were never meant to have dedicated parking. However, that makes investing in better infrastructure for walking, biking, public transit, and other alternative modes of transportation to these parks even more essential. Indeed, *lack of sidewalks* and *lack of safe bicycle connections* also ranked high as challenges to access among respondents.

## 12. How easy is it for you to access a waterfront park from where you live?

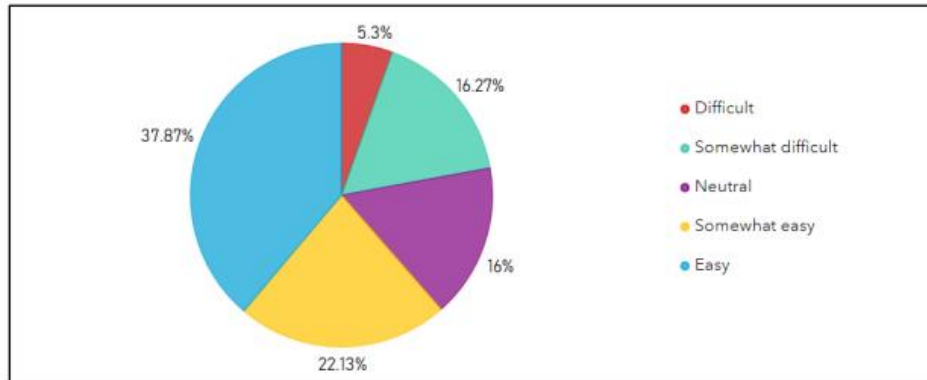


Figure 2.1-12. Access to Waterfront Parks from Residence

Over sixty percent of respondents find it less than easy to access their local waterfront parks.

## 13. If you answered “somewhat difficult” or “difficult” in the previous question please describe why.

The overall message from those surveyed is simple: if you don’t have a car, access to the waterfront is next to impossible in many parts of the city. Those who find it easier to access the water either have a park in their neighborhood that they can walk to, or they have a car. The parks themselves also provide barriers to access; with unclear signage, non-ADA compliant walkways and gates, and a sense that visitors are unwelcome in neighborhood parks-- with many attributing this feeling of alienation to race and class differences.

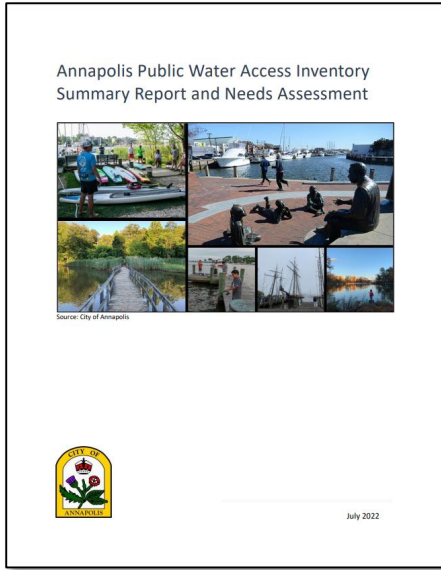
Over 90 comments were received to this question. Among the more insightful comments were the following:

- “Only safe transportation option is to drive”
- “No signs, no clear statement of what activities are allowed”
- “...relative to the scale and proximity of all the water nearby, I feel it is much more difficult to access the water than it should be”
- “I can no longer drive and have to rely on someone to take me since there is no adequate public transportation. “
- “I generally walk, so access is fine”
- “Lack of cycling infrastructure.”
- “No water access close to me I have to drive at least 30min”
- “I would like to be able to walk to a waterfront park.”
- “We want real parks and beaches that we ALL can use!”
- “The few so called "Pocket Parks" in Annapolis City, are attempts to provide the perception of water access. The reality is that unless one lives on the street where the pocket park is located, there is absolutely zero ability for 'outsiders' to use these parks. “
- “It is easy for me to access them because I have a car. If I didn't, I don't know how I'd get to them.”





# NEEDS ASSESSMENT – COMMUNITY SURVEY



## 7. Which waterfront parks do you visit most frequently?

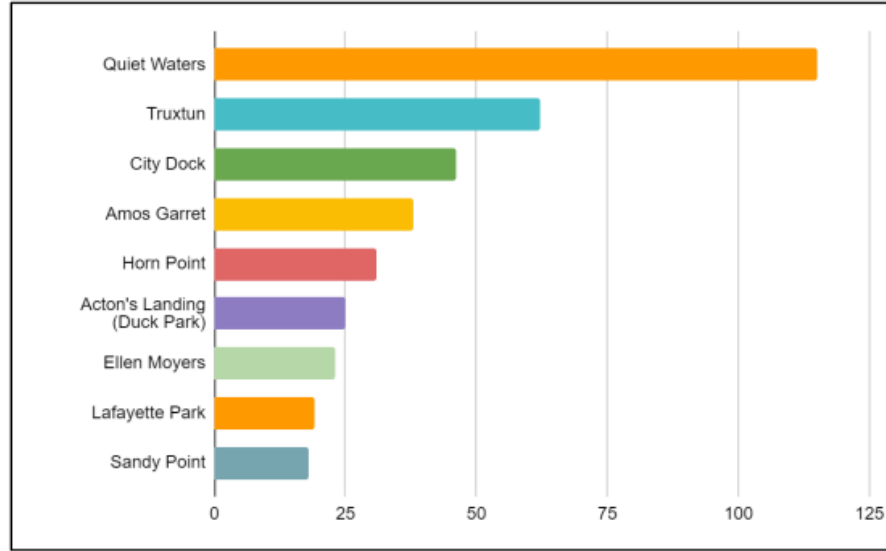


Figure 2.1-8. Most Frequented Waterfront Park by Respondents

Respondents were given the option to provide multiple responses to this question: this chart aggregates the most popular responses. The most popular park, Quiet Waters Park, is run by Anne Arundel County, not the City, though it is located immediately adjacent to the City limits. The fact that the park charges an admission fee to those who visit by car does not appear to be a deterrent to survey participants though it may be a barrier to access for others in the Annapolis area. Conversely, the fact that Sandy Point State Park, a high volume regional park that records a high number of Hispanic visitors, is one of the least visited parks among survey participants reflects that participation in the survey is not yet representative of the broader population.

## 15. Have any of the following discouraged you from using local waterfront parks?

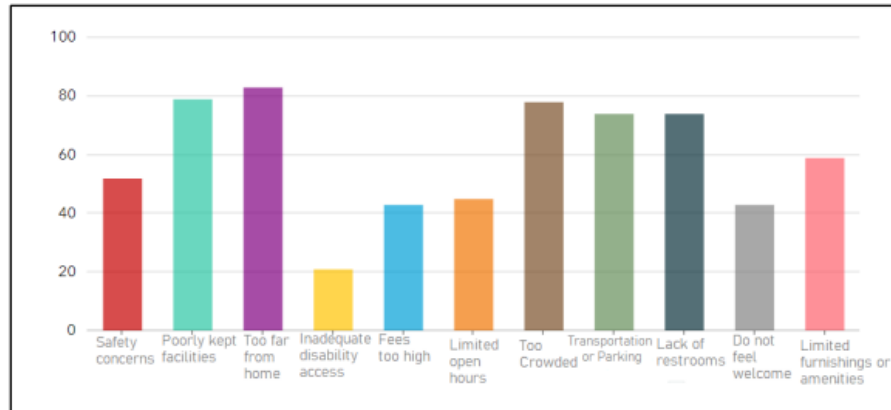


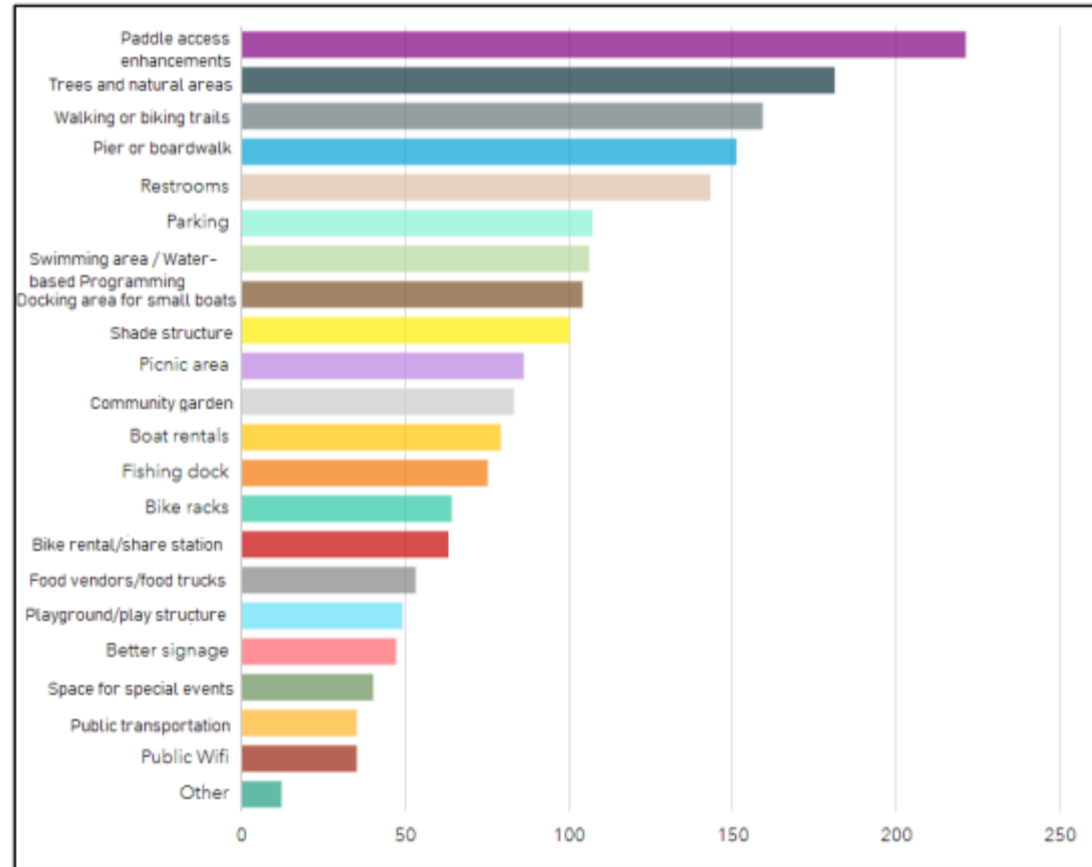
Figure 2.1-14. Barriers to Accessing Waterfront Parks

The wide variety of barriers to access referenced by respondents suggests that residents find it difficult to get to existing waterfront parks, and then difficult to make use of the parks once they get there. Given that all of the City of Annapolis waterfront parks are free to access, respondents discouraged by *fees too high* are likely referring to County or State Parks such as Quiet Waters Park and Sandy Point State Park.



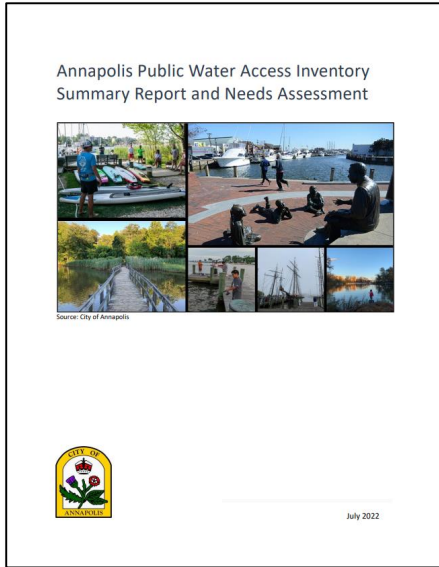
# NEEDS ASSESSMENT – COMMUNITY SURVEY

## 19. What features or amenities would you most like to see more of at waterfront parks?



**Figure 2.1-17. Desired Waterfront Park Features/Amenities**

These preferences reflect the most popular activities at waterfront parks. It seems that residents would like improved infrastructure to support paddle access, walking, and biking, as well as improved natural areas presumably for space to relax and observe nature.



# NEEDS ASSESSMENT – COMMUNITY SURVEY

Annapolis Public Water Access Inventory  
Summary Report and Needs Assessment



Source: City of Annapolis



July 2022

## 21. Are there any specific places in or near the City of Annapolis where you see an opportunity for new public waterfront access?

This question generated an extensive list of over 120 comments with many locations receiving multiple references. The following list represents an effort to organize and consolidate the comments for clarity.

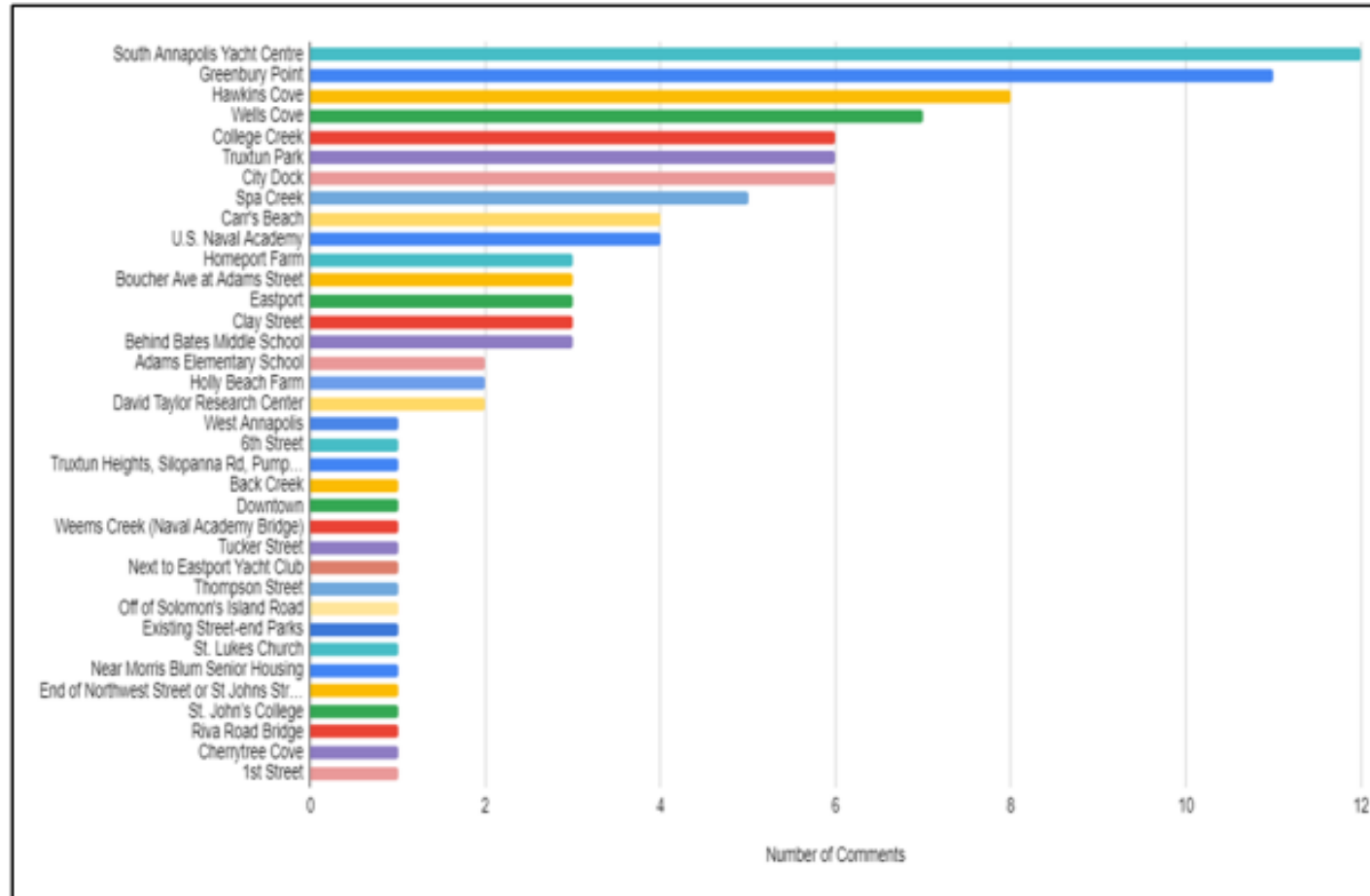
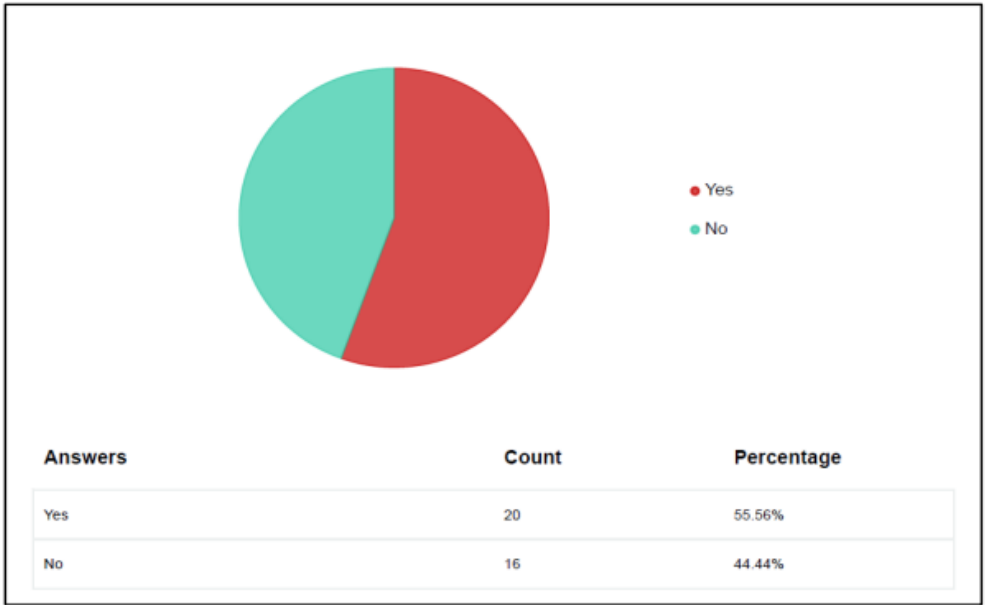
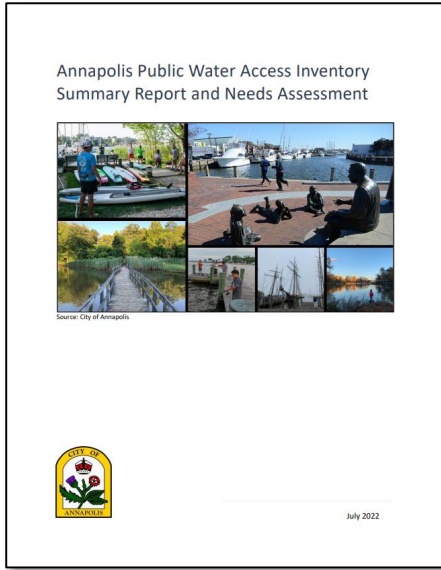


Figure 2.1-18. Potential Locations for New Waterfront Access



# NEEDS ASSESSMENT – SHADE TREES



**Figure 2.2-4. Presence of Shade Trees**

As depicted 56 percent of the sites (20/36) have shade trees. While 44 percent of the sites do not have a presence of shade trees.



*Horn Point Park*



*Acton Cove Waterfront Park*



*Robert H. Eades Park*

# NEEDS ASSESSMENT - SIGNAGE

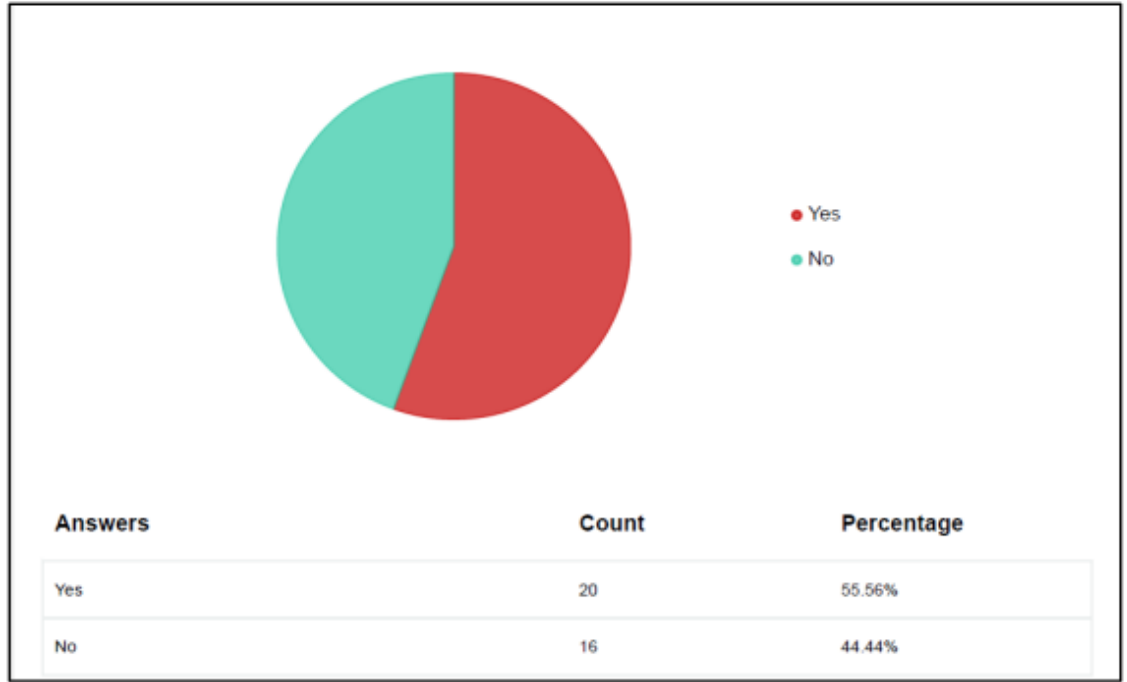
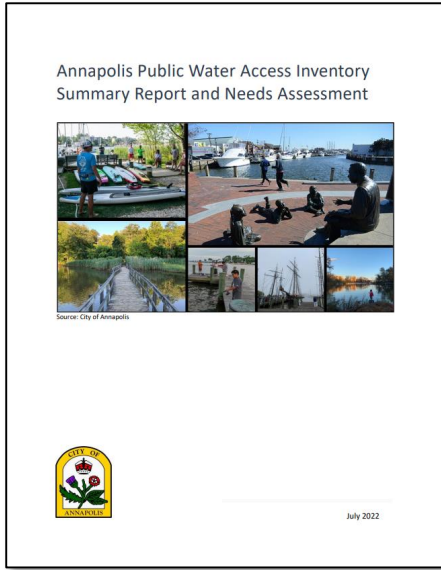


Figure 2.2-52. Park Management Contact Information

Approximately, 44 percent of the sites do not have a park management contact information sign posted on property to provide visitors with information about which agency or organization manages the property; 56 percent of the sites do have regulatory signs. Photos were taken to document the park management contact information associated with each site.



Northwest Street Park

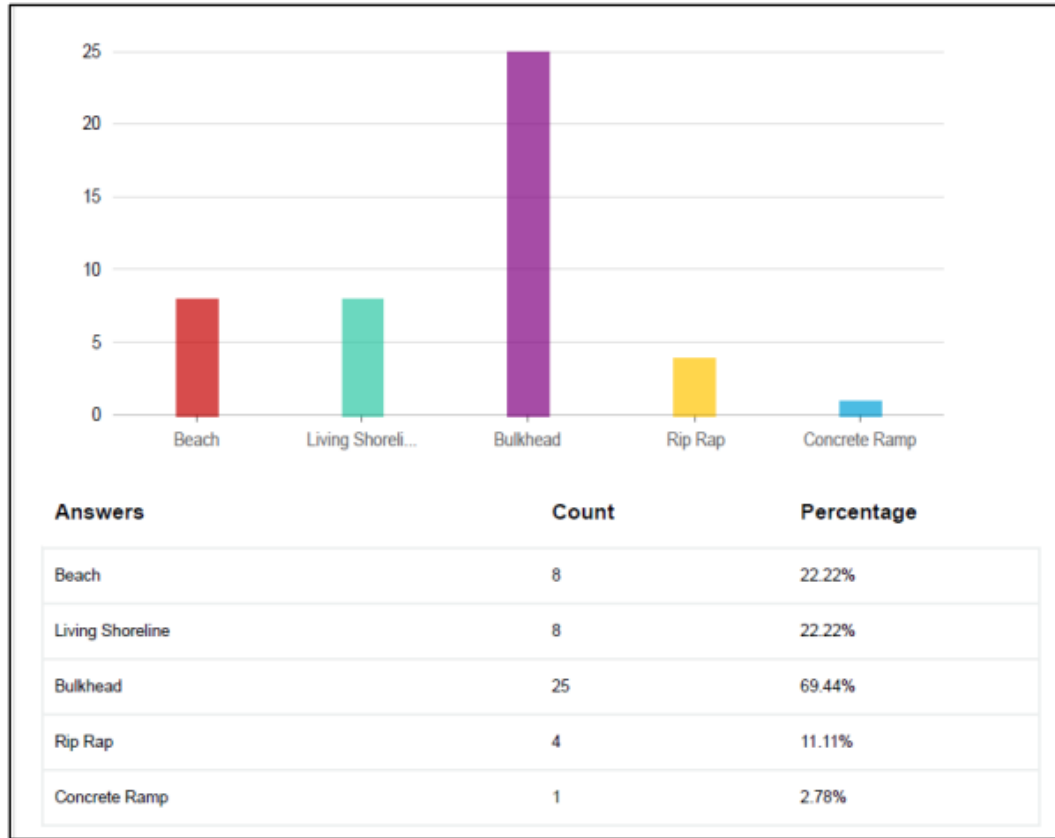
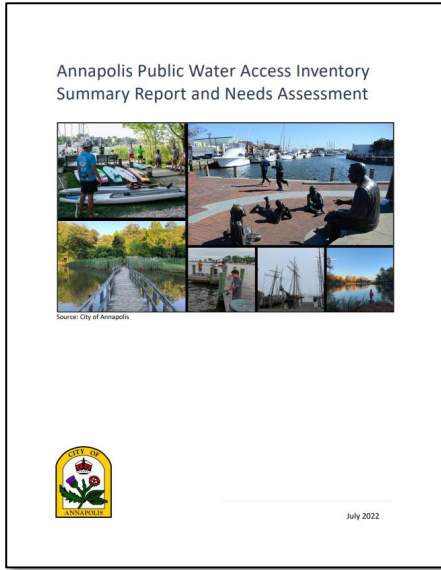


Amos Garrett Park



Robert Eades Park (formerly College Creek Park)

# NEEDS ASSESSMENT – SHORELINE CONDITIONS



**Figure 2.2-6. Shoreline Conditions**

At nearly 70 percent, the vast majority of sites had a bulkhead. 8 sites had a beach, and 8 sites had a living shoreline. Just 4 sites had a rip rap and only 1 site had a concrete ramp.



*Herbe Sadler Park*

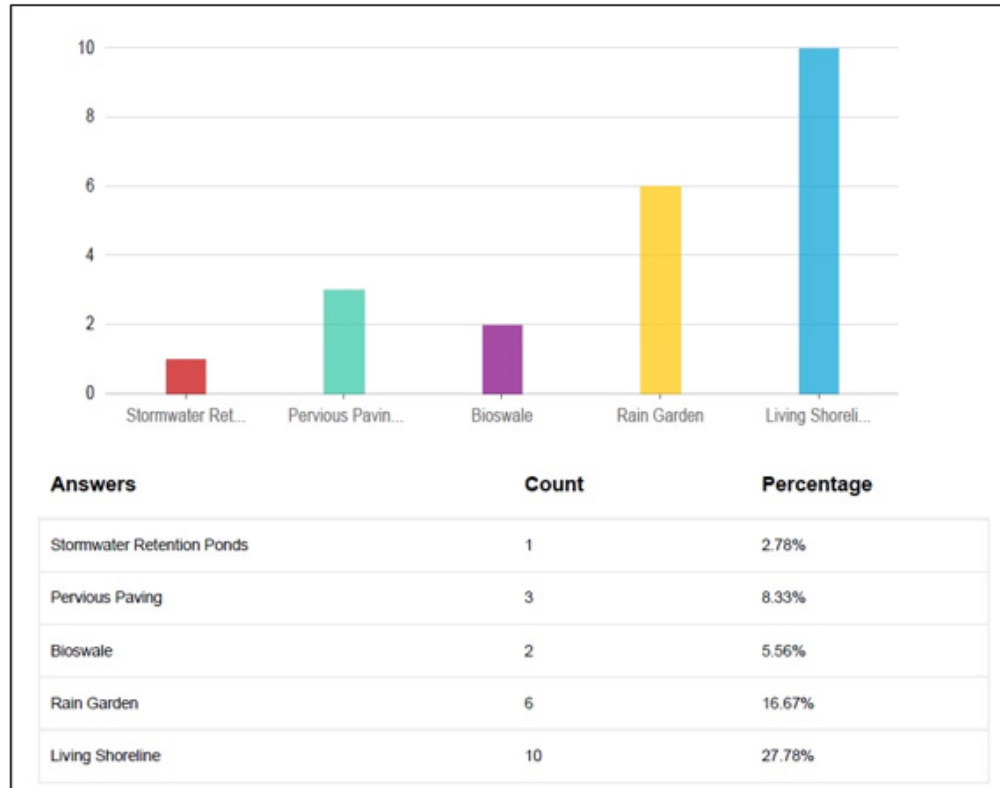
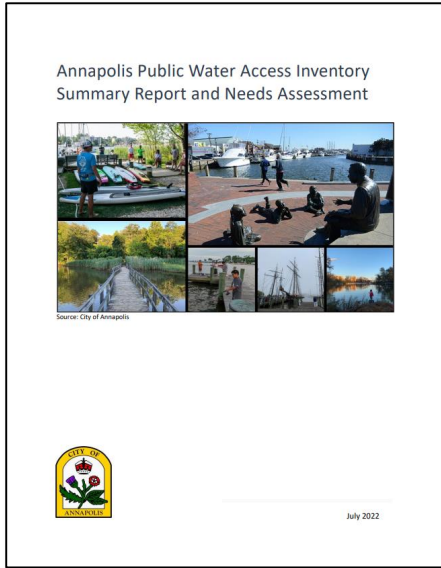


*6<sup>th</sup> Street Park*



*Tucker Street Park*

# NEEDS ASSESSMENT

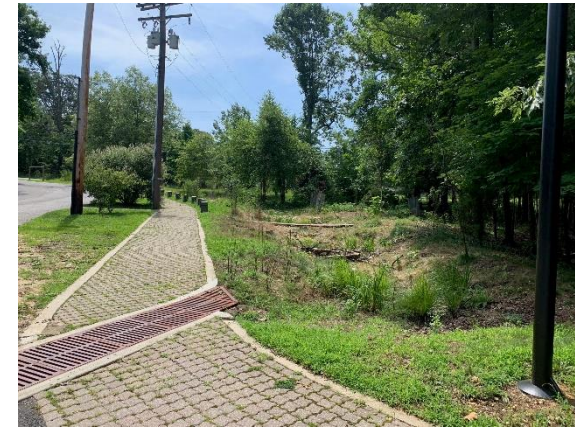


**Figure 2.2-56. Stormwater Management Infrastructure**

Of the 36 sites, approximately 28 percent have living shorelines. Approximately 60% of the sites have some form of stormwater management infrastructure, but only 3 percent of sites have pervious paving and just one site has a stormwater retention pond. Photos were taken to document the stormwater management infrastructure associated with each site.



*Amos Garrett Park*



*Ellen Moyer Nature Park*



*St. Lukes Nature Park*

# THANK YOU

