

MEMORANDUM

Date: January 6, 2012
To: Annapolis City Council
Subject: R-64-11: City Dock Advisory Committee Principles for a Garage
From: Joe Budge, Chair, CDAC Garage Subcommittee

Annapolis City Council Members:

Please find attached the report of the Garage Subcommittee's report to the City Dock Advisory Committee (CDAC) on planning for a parking garage on Compromise Street. The subcommittee recommended eight guiding Principles which are detailed on page one of the report.

This report was presented to the City Dock Advisory Committee at its meeting Thursday, January 5, 2012 and discussed. The CDAC as a whole expressed two reservations with the report: Principle 4 calls for sidewalk café's in front of the Garage's retail frontage. While the Committee wonders if sidewalk café's are appropriate in that location, the Committee still feels the sidewalks there should be wider than they currently are. And in Principle 6 the Committee believes a traffic analysis would better support the number of parking spaces that could be concentrated on the site.

With those two reservations, the report and its principles were adopted by consensus of the City Dock Advisory Committee and recommended to the City Council as guiding principles for the development of a garage on Compromise Street under R-64-11.

City Dock Advisory Committee
Garage Subcommittee Report

Garage Subcommittee:

Joe Budge, Chair
Anthony Clarke
Orlando Ridout V
Christopher Schein
Chance Walgran

Executive Summary

The Garage Sub-Committee recommends structured parking that will promote the City Dock Advisory Committee's vision if developed around the following principles:

Principle 1: The City's purpose for developing the study area is to enable creation of quality open public space adjacent to the water in the City Dock area and to improve the streetscape along Compromise Street.

Principle 2: The height, bulk, and character of any structures must be compatible with the surrounding commercial and residential neighborhoods. Compatibility with the existing historic commercial zone should be a dominant consideration. Structures should be varied in height and character consistent with the downtown commercial frontage and conform to the existing height and bulk regulation.

Principle 3: The ground floor of the building along Compromise Street should be designed for retail with residential or office use in the stories above and structured parking behind. As part of the City Dock plan the School and Annapolis lots should be re-zoned to be consistent with this use.

Principle 4: Commercial development along Compromise Street must allow for a full-depth streetscape containing trees, sidewalk seating for cafes and so forth.

Principle 5: The functionality and quality of the existing playground should be preserved within the Historic District.

Principle 6: There should be no net increase in parking spaces within the City Dock Study Area.

Principle 7: The County Board of Education's functional requirements for the ongoing use of their property must be met.

Principle 8: Do not rush into an incomplete plan.

Introduction

For years Annapolitans have floated the idea of placing a public use parking garage on the flat lot along Compromise Street, behind the Green Street School. The notion is appealing: many visit downtown because of the waterfront's appeal and the garage would be right across the street. We are told the idea is at least 40 years old. It has been included in some City plans; numerous advisory boards and teams have recommended it; and several conceptual proposals have been presented to the City. No proposal advanced past the conceptual stage. Conventional wisdom held that the Board of Education would have nothing to do with the idea. However, recently representatives of the Board have told the City Government and the City Dock Advisory Committee that, while they do not want to be in the garage business, they would discuss proposals which didn't require any expense on the Board's part. A garage at City Dock may be possible after all. Should we build it?

In September, 2011 the City Dock Advisory Committee formed a sub-committee to focus on two questions: Should there be structured parking behind the Green Street School? If so, in what ways, if any, should the structure be constrained to fit with the City's plan for City Dock? The sub-committee was to review the materials, presentations, and testimony presented to CDAC in public meetings and recommend to the whole committee how a garage might fit within CDAC's Vision and Guiding Principles, within the design for City Dock they will be developing, and within the City's Comprehensive Plan.

The members of the Garage Sub-Committee are all members of CDAC who volunteered themselves to serve. By design we sought both members who were predisposed to view the garage favorably and members who were not. This report reflects the sub-committee's unanimous recommendation to CDAC.

Nomenclature

The parking lot behind Green Street Elementary School and the garages which might be built upon it have been called by many names over the years. Most commonly it's named after the school, as in "the Green Street lot" or the "Green Street garage". A sign on-site currently calls it the "Green Street Parking Lot". This confuses the uninitiated as the lot is neither visible nor accessible from Green Street. Recent City planning documents refer to it as the "Board of Education lot" and sidestep the question of what to call the garage, for certainly it won't be the Board of Education's garage. In the interest of keeping matters simple this report refers to the Green Street School's parking lot as "the School lot" and any structured parking which may appear upon it as a "Compromise Street garage".

Site Description

Two adjacent parcels of public land adjoin the uphill side of the 100 block of Compromise Street. One parcel belongs to the Anne Arundel County Board of Education and serves as the parking lot and P.E. space for the Green Street School which is immediately adjacent. The second parcel belongs to the City of Annapolis and holds a park, a basketball court and a children's playground.

The flat, paved portion of the School lot covers approximately 0.81 acres. The front portion of the lot is used for parking, holding 62 parking spaces. A low fence crosses the back, separating out 20% of the lot for P.E. and other uses. The school has no other outdoor fields or recreational areas.

The parking portion of the School Lot is used for teacher and staff parking during school hours. Aerial images show 45-50 cars in the lot. Parents park here as well during school functions. At other times the lot is opened for public parking, for which the Anne Arundel County Career and Technology Education Students collect fees for the benefit of the County Schools.

From June, 2012 through August, 2014 the Board will overhaul the Green St. School. A portion of the project will include reconfiguring and landscaping the lot. The Board of Education shared their preliminary plans for the redesign with CDAC in February, 2011. Although landscaped it will fundamentally remain a flat paved lot. A traffic lane will be included for public safety vehicles and so that the lot may better serve as the site for student drop-offs and pickups by parents. The reconfigured lot will contain 52 spaces plus handicapped parking for two (based proposed site plan dated May 6, 2011.)

The School property currently contains an additional 9 parking spaces along the side of the Brown Building. These spaces are eliminated in the redesign.

The Annapolis parcel is slightly smaller: 0.66 acres. It is divided roughly into thirds. The lower third is a pedestrian park with landscaping, sitting areas, and trees. The plantings were donated to the City by the Annapolis Rotary, whose volunteers provide continuing maintenance. An open air basketball court occupies the middle third, surrounded by a 12-foot chain-link fence. The upper third is a children's playground, separated from Newman Street by a 6-foot chain-link fence. The playground contains two play structures over a mulch surface. Rebuilt in 2003, the playground conforms to the National Playground Safety Standards. The playground is heavily used by both families and by schoolchildren from Green Street Elementary.

The two parcels are bounded by Compromise Street, Newman Street, and other properties. Compromise is a busy three-lane street, the second busiest street in downtown. Newman is relatively narrow, having room for one lane of traffic and one lane of parallel parking. The sidewalks uphill from the Annapolis lot are one pedestrian wide, constrained between the street and a retaining wall. This portion of Newman is one-way, downhill. The city has removed parking from lower Newman to allow 2-way traffic to access the Old Recreation Center. The north and west side of the School lot is bounded by the Green Street School, the adjacent Brown Building, and the commercial space on Compromise presently occupied by the Summer Garden Theatre. Both the Annapolis and Board of Education lots are bounded to the rear by residential properties which front Duke of Gloucester and Newman Streets.

Flooding is a consideration for the site. Annapolis residents well know that Compromise Street regularly floods from high tides and storms. The lots in question lie on the uphill side of the street and thus escape the near-monthly flooding experienced on the water side. Flooding does occur however, especially at the Newman Street corner. Approximately the lower third of the School lot lies below the 100-year flood line. The 100-year flood line crosses the Annapolis parcel just above the basketball court.

Garage Proposals – Past and Present

The Garage Sub-Committee is aware of a half-dozen specific plans and concepts for structured parking on the Compromise Street site. The variety of plans helped our Committee identify the different variables which would be key to consider. We reviewed the following material:

1993 Ward One Sector Study: Place “Residential/Retail” along Compromise Street, wrapping around to lower Newman. Structured parking fills the space behind, with a green roof. Narrow Compromise Street to two lanes, widen the sidewalks and plant trees in them.

2009 O'Dougherty Group Landscape Architecture: Four-story automated structured parking holding 650 vehicles on combined lots with 1.12 acre Bay View Park on roof.

2010 Catholic University/Jakubiak Studio: Erect large structured parking on School lot, leave Downtown Park intact.

2011 Urban Land Institute: Combine School and Annapolis lots under an unspecified economic development organization for redevelopment as mixed use with structured parking.

2011 RSA Landscape: Place retail along Compromise St. with an underground garage beneath the combined lots. The remaining surface of the lots would be park space.

2011 Compromise LLC: Place mixed-use along Compromise Street, wrapping around to lower Newman Street. Structured parking fills the space behind, leaving an open lane around the rear perimeter for school busses and fire access. The structured parking would extend one level below grade and four levels above grade. (This proposal is actively under discussion and subject to change.)

Conclusions

CDAC, meeting as a whole, received presentations on traffic studies, garages, flooding and sea level rise, and prior plans and studies of the City. The Garage Sub-Committee reviewed these materials, the written comments of individual Committee members contained in CDAC's report, and the body of *CDAC's Visions and Guiding Principles* document itself. In addition sub-committee members bring our individual expertise, experiences, and assessments as residents and businessmen.

The Garage Sub-Committee recommends structured parking that will promote the City Dock Advisory Committee's vision if developed around the following principles:

Principle 1: The City's purpose for developing the study area is to enable creation of quality open public space adjacent to the water in the City Dock area and to improve the streetscape along Compromise Street.

The City of Annapolis currently owns 45% of the land which would be used by a Compromise Street Garage, and the remainder is owned by the County Board of Education. The City land is occupied by a well-used public park, and the county land provides parking and some P.E. space for the school. Today all of the land is in public hands for public benefit. In order to give up this space for another purpose or to privatise it, the City must receive significant value in exchange. If anything is done here it must first and foremost be good for the City of Annapolis.

Over the years some garage projects have been proposed whose primary purpose was direct economic development of the area – simply bringing more customers to City Dock by providing more parking spaces there. We do not believe this approach is practical due to neighborhood compatibility and traffic constraints, which we discuss further below. *Rather, we must enhance City Dock's economy by*

increasing the area's attractiveness – enticing customers to come down to the water, leaving their cars elsewhere if need be.

In its *Visions and Guiding Principles* Report to City Council, CDAC recommended the removal of considerable parking from both sides of Ego Alley in order to create high-quality pedestrian spaces (Principle Three.) The existing City Dock is dominated by asphalt roads and parking lots. The area needs additional open space for people, some along the water. Attractive public space with efficient parking will draw people and customers, cause them to linger and spend money. During the CDAC meetings business and property owners along City Dock reminded the Committee that their businesses are critically dependent on parking in the area. Attractive public space but no parking would not be a formula for success. The Committee's Principle Four says, in part: "There should be an emphasis on expanding off-street capacity and maximizing the use of garages." A garage on Compromise Street provides our City an opportunity to relocate some parking from the existing pavement into a structure. Current parking lots become free to transform into the pedestrian space we seek. The Garage sub-committee recommends that opening new pedestrian space surrounding City Dock should be the primary purpose of a Compromise Street garage development. The majority of parking spaces within the garage should be devoted to moving cars off City Dock and/or the Compromise Street waterside parking. *The City should not countenance a garage project which is not firmly linked to substantial net new pedestrian space.*

CDAC also noted that the streetscape along Compromise offers room for improvement. Studies as far back as the 1993 Ward One Sector Study call for wider sidewalks, vegetative buffers, and trees. Our sub-committee concurs that these recommendations should become part of the City Dock plan. By extension, then, part of the public purpose of any development along Compromise St., including the garage project, should be this enhancement of the streetscape.

The City's purpose is the enhancement of the public space, not the expansion or creation of private interests. That being said, we have no objection to participation by private interests provided that the project achieves the City's purpose.

Principle 2: The height, bulk, and character of any structures must be compatible with the surrounding commercial and residential neighborhoods. Compatibility with the existing historic commercial zone should be a dominant consideration. Structures should be varied in height and character consistent with the downtown commercial frontage and conform to the existing height and bulk regulation.

The Compromise Street site lies completely within the Historic District and is presently zoned C1 (Conservation Residence). Current uses of the site as an institutional parking lot and park are non-conforming but allowed by the zoning law's grandfathering of pre-existing uses. Redevelopment of the whole site into a garage complex would require rezoning. That, in turn, triggers review by the Planning Commission and the City Council. The Historic Preservation Commission will also review detailed plans according to their guidelines. Our sub-committee does not presume to usurp the authority of these bodies or to pre-judge the outcome of their deliberations. However CDAC is chartered to provide advice to both the Planning Commission and City Council. In that context, therefore, we recommend the following:

The 2009 Annapolis Comprehensive Plan establishes the following policies: "Infill development, redevelopment, and expansion outside of the four defined Opportunity Areas should be consistent with the character of the surrounding community." And: "Continue to maintain stringent historic

preservation requirements in the downtown area.” *Our sub-committee views these policies as binding upon us.*

Establishing compatibility with the surrounding area is inherently difficult for the site as it is bounded by at least four different communities. Large institutional uses border both sides (the Green St School buildings and the old Recreation Center.) The Compromise St. frontage abuts historical shops having a rich texture of varying appearances and sizes. The three buildings closest to the site (i.e, Summer Garden Theater, the Museum Store, and Mangias) are 170 to 200 years old, brick, having two stories with pitched gable roofs. A 20th century one-story building with a flat roof is located across the street. Overlooking the site are residences in a C1A (Special Conservation Residence) zone. Six of these residences date to 1764 and 1773-74 and collectively are key contributors to the City's designation as a National Historic Landmark District. Indeed, four of these houses would merit individual listing as National Historic Landmarks. The garden of one, the Ridout House, is a rare example of an intact, colonial-period terraced urban garden, a further distinction with national significance.

We must also consider this site's importance with respect to the viewsheds of Annapolis. Section 21.62.060 of the Municipal Code specifically mandates to site reviewers: “Special consideration shall be given to the impact of projects on views of the Annapolis historic district from ... City dock.” CDAC's own Guiding Principle One states:

“Improvements should be made gradually and emphasize historic layout and scale, access to the waterfront, sight lines and views. A preservation ethic should be reflected in our treatment of City Dock. ... All improvements should reinforce the “Beautiful Historic Seaport” brand and maintain a strong, clear identity.”

With the existing largely open lots on the water side of Compromise Street, whatever is constructed on the uphill side of Compromise St. will become the face of the Annapolis Harbor. When viewed from the water or from the far side of Ego Alley the new structure will be just as visible as the buildings lining Memorial Circle, Market Space, and Dock Street.

With this viewshed in mind, the Garage Sub-Committee recommends that *compatibility with the existing historic commercial zone should be a dominant consideration*. The structure's streetside faces should be varied in height and character consistent with the downtown commercial frontage. The height of the structure should conform to the existing height and bulk regulation.

While the water viewshed and compatibility with the adjacent commercial zone should be dominant considerations, this is not the only consideration. *It is critically important that the structured parking not dominate over the landmark colonial residences and gardens behind it.*

Principle 3: The ground floor of the building along Compromise Street should be designed for retail with residential or office use in the stories above and structured parking behind. As part of the City Dock plan the School and Annapolis lots should be re-zoned to be consistent with this use.

As noted above, the site is presently zoned C1 (Conservation Residence). In actuality it has been used for park and parking for decades. The 2009 Annapolis Comprehensive Plan proposes it be zoned to be consistent with current use: the School lot would become “Institutional” and the park would become “Recreation and Open Space”. *Both current zoning and the zoning proposed in the Comprehensive Plan are incompatible with structured parking covering the entire site.*

Since the 1993 Ward One Sector Study, planners have decried the sterile nature of both sides of this block of Compromise St. Lined mostly with surface parking lots, there is little here to attract or engage the pedestrian. CDAC expressed the vision of transforming some or all of the lots on the water side of the street into green space. The Garage Sub-Committee has considered land use on the uphill side.

Structured parking on Compromise Street presents its own problem. To be blunt: no one wants to look at a parking structure. There are several ways to hide one, the most obvious being a façade. We note, however, that many now criticize City Dock for giving cars the best view of the water. A street-front parking structure on the Compromise Street site simply moves that problem to a different locale.

Without elaboration, the 1993 Ward One Sector Study recommended placing “Residential/Retail” along Compromise Street, wrapping around to lower Newman. Structured parking filled the space behind. Several others have incorporated this into their garage proposals using the more modern terminology “mixed use.” Placing retail along the street, with active offices or residential above it has three effects which we believe are desirable. First, it gives people rather than automobiles access to the water views created by the structures. Second, it fosters economic opportunity and provides new housing opportunities. Third, it activates the streetscape – giving pedestrians a reason to be there rather than simply pass through.

The Garage Sub-Committee endorses structured parking hidden behind a frontage of ground floor retail on this site, with office or retail above, provided that it adheres to the restrictions described in our other Principles.

Several garage concepts propose enlarging the garage by digging below grade. The sub-committee has no issue with extending a garage down. We recognize, however, that this site is subject to occasional flooding, a problem that will grow more frequent and acute in coming decades. Ground-level and any below grade construction on site should be designed with the inevitability of salt water immersion in mind. Significant mechanical systems should be placed above the flood line. In our view this precludes an automated parking structure at or below grade on this site.

Principle 4: Commercial development along Compromise Street must allow for a full-depth streetscape containing trees, sidewalk seating for cafes and so forth.

In its discussion of Compromise Street CDAC says:

“The Compromise Street Corridor is an important, if somewhat underrated, gateway into the City. The Committee sees this corridor as the location of mixed and flexible uses that enhance downtown and the public enjoyment of City Dock. Mixed uses ... should contribute to the sense of place and create a variety of commercial and residential options. Here, as well as the City Dock as a whole, could be the site for beautiful and functional improvements.

“The key idea for this corridor should be “integration.” The Committee’s recommendations include improved sidewalks and buffers; safe and more coherent linkages to the playground on Newman Street;”

The 2009 Annapolis Comprehensive Plan says that the City Dock plan should maximize pedestrian-friendly features. In its *Visions*, CDAC itself pointed out that the City Dock area should be comfortable

and attractive on a human scale as well as on the greater “civic” scale. Studies as far back as the 1993 Ward One Sector Study call for wider sidewalks, vegetative buffers, and trees along Compromise Street. Since that time the City has allowed sidewalk seating for restaurants. Our own experiences on Main Street and around Market Space testify to the huge popularity of these spaces among businesses and their customers and lead us to recognize the consequent need for sidewalks with sufficient breadth to accommodate multiple uses.

Our sub-committee concurs that these recommendations should become part of the City Dock plan. There should be a welcoming pedestrian experience and improved streetscape for Compromise Street - including the burying of utility lines, providing wider brick sidewalks, street lighting, site furniture (benches, litter receptacles) and street trees.

Principle 5: The functionality and quality of the existing playground should be preserved within the Historic District.

The Annapolis Park contains a popular, well-used playground and outdoor basketball court. The two playground structures are designed for specific age groups of children. Children aged three to five enjoy the smaller structure, only five steps off the ground with short slides and a small tube for climbing through. Older children — ages six to 12 — seek out the taller and more challenging structure to scale a short faux-rock wall or walk up the handicap-accessible ramp, slip down a number of curvy slides or swing from loop-like monkey bars. The adjacent basketball court is used by Green Street students and young children for kickball and by teens and adults for basketball. As the only play area downtown, the playground and basketball courts are keys to the livability of the urban residential community.

The playground was first constructed on a former parking lot which, in turn, had replaced a dense cluster of late 19th century houses. In September, 1987 the playground was dramatically upgraded in a community effort involving hundreds of volunteers working with nationally renowned playground designer Robert Leathers. In planning for that project, the City promised the residents that if they built the playground, the City would guarantee it would remain a playground. In 2003 the City rebuilt the playground to conform to the National Playground Safety Standards.

The sub-committee believes the City must honor its commitment to retain the playground in spirit if not in physical fact. If the existing playground is removed to make way for a parking structure, a replacement playground must be established in an equally safe and attractive area.

We note two complications with respect to siting a replacement playground. First, students from Green Street Elementary School use the playground during recess. If this practice is to continue the playground could not be located very far afield or across a busy street. However, as of this writing the Board of Education has not expressed a firm requirement for access to the playground.

Some have suggested moving the playground across Compromise St. to one of the City lots along the water. A playground there would require children to cross Compromise Street and the playground would need substantial fencing to separate the children from Compromise St. itself and from the water. The fencing would not further CDAC’s goals of improving pedestrian access to the water and would add further visual impediments to views of the waterfront. In addition the near-monthly tidal flooding which occurs at the foot of Newman Street would wash away the playground surface and rapidly corrode the metal in the play structures.

Principle 6: There should be no net increase in parking spaces within the City Dock Study Area.

The *Bicycle, Automotive and Pedestrian Safety Evaluation*, a 2011 study commissioned by the City and undertaken by Sabra, Wang & Associates with Toole Design Group, found:

The inner block of Compromise Street is one of the most-heavily used streets downtown during the weekday morning peak.

Duke of Gloucester is the second most-heavily used street downtown during the weekday morning peak.

Compromise Street and Duke of Gloucester tie for second most-heavily used streets downtown during the weekday evening peak.

Duke of Gloucester is the most heavily-used street downtown during the Saturday peak.

Compromise Street is among the heavily-used streets downtown during the Saturday peak.

Furthering this study, Sabra, Wang & Associates' *City Dock Concept Refinement and Traffic Analysis* in late 2011 found:

The intersections of Green Street with Main and of Randall Street with Dock Street are rated "C" (35-sec wait) during the weekday mornings.

The Randall/Dock Street intersection degrades to "D" (55-sec wait) weekdays after noon.

The intersections of Green Street with Main and of Randall Street with Dock Street degrade to "F" (more than 80-sec wait) on Saturdays.

These studies, public comments received by CDAC, and our own experience as residents confirm that traffic in the City Dock area regularly reaches capacity, especially during times when City Dock is the destination. A high-capacity parking structure which attracts additional vehicles down to City Dock would further degrade an already-failing situation. Further, Newman Street is too narrow to accommodate high-volume traffic flows, and access from Newman Street onto Compromise Street is already challenging at peak periods. These problems are amplified by morning drop-off and afternoon pick-up of students at both St. Mary's and Green Street schools. *Therefore we conclude that a Compromise Street parking structure must be modest in scope.* The garage should relocate existing parking spaces, not generate new ones.

Even by simply relocating parking, any parking structure on the Compromise Street site will create its own set of traffic issues. Traffic volume will move from one side of Ego Alley to the other and the additional left turning traffic will cause tie-ups on Newman and Compromise. We feel that by limiting the scope of the project, this disruption can be minimized, allowing the City Dock area as a whole to benefit.

Our sub-committee recognizes the desire for additional parking in downtown Annapolis. Towards that end we recommend that the City examine extending the Hillman Garage underground when it rebuilds that structure in the near future. *We believe this alternative could address the same array of problems with significantly less impact on traffic and viewsheds.*

Principle 7: The County Board of Education's functional requirements for the ongoing use of their property must be met.

As the Board of Education owns the School lot, it is self-evident that redevelopment of the site will not proceed without the Board's consent. Representatives of the Board have made clear that they are in the Education "business" and have no interest in being in the garage business. They would consider proposals, however, which:

- Are funded by parties other than the Board of Education;
- Are built and operated by parties other than the Board of Education;
- Provide the Green Street School with 50 parking spaces when school is open;
- Allow school bus and emergency vehicle access to the rear of the Green Street School;
- Provide adequate PE space for the school's activities.

Principle 8: Do not rush into an incomplete plan.

In February the City Dock Advisory Committee will begin drafting a Master Design Plan for the City Dock area. The Design Plan will address the objectives expressed in the *Committee's Vision and Guiding Principles* and will be produced by a design team or teams contracted by the City. The Planning and Zoning office estimates it will take five months of careful work by consultants and the Committee to develop a review-ready draft.

In developing this report, the Garage Sub-Committee considered testimony and materials already presented to CDAC with a narrow focus: recommending to the whole Committee on establishment of a Compromise Street garage. This report is a contribution to the Master Plan, subject to deliberation by the Committee as a whole in the context of other matters the Committee may consider between now and May. This report should not be misinterpreted as a component of a plan which does not yet exist.

Appendix: City Dock Garage Sub-Committee Members

Anthony Clarke is the co-owner of Galway Bay Restaurant, located on Maryland Avenue in downtown Annapolis. He is also a board member for the Annapolis & Anne Arundel County Conference and Visitors Bureau.

Chance Walgran is a downtown resident and manager at Laurance Clothing on Main Street. He currently serves as the president of the City of Annapolis' Parking Advisory Commission.

Chris Schein has been an Annapolis resident since 1985. He is also an urban designer and landscape architect, currently a principal with Hord, Coplan, Macht, Inc. in Baltimore.

Joe Budge has lived in the Annapolis area for 16 years and has been active with various non-profit groups in the City. He currently is the president of the Ward One Residents Association. He also served on the City's Comprehensive Plan Citizens Advisory Committee. His professional experience includes finance, marketing, and computer science.

Orlando Ridout V is a long-time downtown Annapolis resident and scholar. Currently, he is chief of the field research office of the Maryland Historical Trust, the state preservation office. He holds a bachelor of arts degree in architectural history from the University of Virginia and has published a number of works on the architecture and landscape of the Chesapeake region.