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**Chris F. Buchheister**  
President, WORA

## President's Letter

Dear Neighbor,  
Hail and Farewell:

As you may have heard by now, Jackie Wells stepped down as WORA President to spend more time with other endeavors. We will miss her calm practical approach to the issues and hope she continues in an active role with WORA.

We welcome **Carolyn Patenaude** (President's Hill) to the WORA Board. She is also the Chair of WORA Parking Committee. She is looking for volunteers, if you would like to get involved with parking, please contact Carolyn: carolynpatenaude@gmail.com

February promises to be a busy month and according to Punxsutawney Phil (the Groundhog) we will have an early Spring.

In this issue we have updates on current issues from our members: Comprehensive Plan (**Mark Mhley**), City Dock/Parking Garage replacement (**Carl Larkin**), Moratorium on STVR's (**Chris Cole**) and, Alderwoman Tierney's update – Efforts to sublet DNR Docks to a non-profit.

We are delighted to have **Jane McWilliams**, renowned Historian and award-winning author speak at our February 18th meeting at Federal House, second floor, 6-7pm Social Hour and 7pm presentation: "What's an Old House Worth." You may be surprised how a small group of dedicated citizens made a difference in historic preservation of Annapolis and how close we came to becoming a Georgetown on the Severn.

We are also pleased to announce new our new WORA website: WardOne.org is "live" thanks to **Lisa Fontaine** and Mark Mhley. By the time you read this, you'll be able to renew your membership on-line.

Thanks to all our Board and Members who stay active and engaged in the many goings on about town.

Chris F. Buchheister  
President, WORA

*WORA's mission is to promote a strong community that encourages long-term residency, improves our quality of life, preserves the historic nature of our unique neighborhoods, and supports a diverse commercial district that serves the needs of residents.*



**Carl Larkin**  
Board Member, WORA

## HOW NOT TO Replace City Dock & Hillman Garage

The City has asked two large groups/teams of companies (one with 10 firms and one with seven firms) to submit "technical" proposals that the City will evaluate to select a winning proposal by April 3. The technical proposals will describe how these large partnerships will:

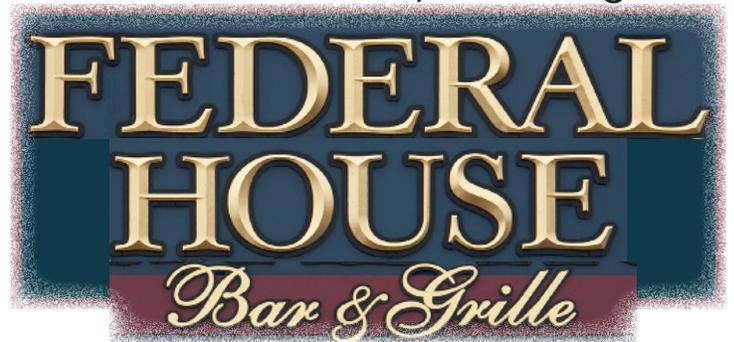
**Perform studies** – parking assessments, assess and develop a mobility strategy, assess and develop real-time messaging, assess and develop street improvements, and assess and develop security.

**Develop conceptual** garage designs/options for 700 new parking spots, with an optimum number of spots within the footprint of the current garage. Then design, build, operate, maintain and finance the garage.

Finally, the successful team may be awarded the redevelopment of City Dock.

*continue on page 5*

## WORA February Meeting



**22 MARKET STREET**

**TUESDAY, February 18**

**Jane McWilliams**

**GUEST SPEAKER**

## What's an Old House Worth?

**6-7pm HAPPY HOUR • 7-8pm MEETING**

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**Alex Tower Sears**  
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## STR Update: Changes to occupancy tax

There are two short-term rental (STR)-related developments since City Council's passage of O-26-19 at the January 13, 2020 meeting. On February 3, 2020, **Anne Arundel County Council** passed its bill 88-19, changing the county's occupancy tax and its application to

STRs. Paraphrasing from the bill's preamble, the purpose of county's change was to amend the tax to apply to all transient lodging, including STRs; the bill also outlines how this tax should be collected and remitted by the host platforms. If you STR, the full text of the adopted legislation is available online at <https://www.aacounty.org/departments/county-council/legislation/bills-and-resolutions/88-191.pdf>

To highlight the key changes: the 7% occupancy tax is no longer defined as applying to hotels with 3 or more bedrooms, because it now applies to all "short-term rentals," which the bill defines as including hotels, motels, B&Bs, and "short-term residential rental(s)." A "short-



term residential rental" is the same type of rental covered by O-26-19: basically, agreeing to rent all or part of a dwelling on a short-term basis, where the agreement is facilitated by an online hosting platform like Airbnb, VRBO, etc. The changes go into effect 45 days from date of passage.

The county bill further specifies that collection and remittance of the occupancy tax (from the guest, on behalf of the host) is the responsibility of the hosting platform. While specific details aren't currently available, it's anticipated that the tax will be a 'pass-through,' like collection of state sales tax, and that the county will probably pursue agreements with the various platforms for this purpose. The intent with a pass-through tax is to both streamline the process for property owners, and is an approach taken by other jurisdictions. Of note: the property owner is ultimately responsible for the tax. During the January 21, 2020 meeting, representatives of the County Administration clarified that a host will be responsible for remitting the occupancy tax if the hosting platform fails to do so.

– Chris Cole,  
Ward One Resident

### Closer to home:

Resolution R-10-20 was introduced on Monday, February 10th, at the **Annapolis City Council** meeting. It was sponsored by Alderman Savage and supported by Alderpersons Tierney and Paone. The moratorium is not intended to undo the provisions of O-26-19. It is instead meant to hit a 'pause' on the issuance of STR licenses. Such a pause would allow City Council to – among other things – determine its STR inventory, rules and procedures for enforcement of 26-19's changes and evaluate possible solutions to address density in certain neighborhoods (including Ward One). Full text of R-10-20 is available online ([www.annapolis.gov](http://www.annapolis.gov)). The moratorium is proposed for 365 days and will not apply to currently-licensed properties, if in compliance with all relevant code provisions.



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## **BELIEVE IT OR NOT**

**“... some animals are more equal than others.”**

*A Lawmaker, who is a Delegate from Prince Georges County, is renting a house on our street for 91 days.*

*She has obtained an annual residential parking permit despite the law requiring primary residency of more than 180 days to get a parking permit. How did she obtain the parking pass?*

*Mayor Buckley's staff granted her a "special exception." I wonder how a "special exception" is granted when there is no provision in the law to do so? We asked the City, and they remain silent on the issue with no resolution.*

*Buckley's staff member, Hilary Raftovich, claimed she was merely helping a "resident." Well, this Delegate is neither a resident, nor does she require help from the city staff when she has a taxpayer funded, designated parking place in the State garage less than one thousand feet from this rental house!*

*Another question: why is the State funding a person, whose home of record is within commuting distance, a place to live in Annapolis for 91 days?*

*How many of you drive over 30 minutes to work? What would your boss say if you were to try and claim reimbursement for a hotel rather than go home after the work day?*

*I guess George Orwell was right: When it comes to lawmakers: "All animals are equal, but some animals are more equal than others."*

*Chris F. Buchheister  
Annapolis RESIDENT*

GUEST SPEAKER AT OUR FEBRUARY 18TH MEMBERSHIP MEETING

## **JANE McWILLIAMS**

ANNAPOLIS HISTORIAN AND AUTHOR

Ward One Residents Association is pleased to present Annapolis' Historian and Author Jane McWilliams discussion: **"What's an Old House Worth?"** at our February Member Meeting.

Learn how a small group of Annapolis Residents made a difference and preserved Annapolis for future generations – You and Me!

**McWILLIAMS BRINGS ALIVE THE PEOPLE OF ANNAPOLIS  
AS SHE RECOUNTS THEIR FORTUNES AND FOIBLES**

The story of Annapolis resonates in every century of American history. Annapolis has been home to tobacco plantations, political intrigue, international commerce, the U.S. Naval Academy, ballooning population growth, and colonial, state, and national government. Jane Wilson McWilliams's captivating history explores Annapolis from its settlement in 1650 to its historic preservation campaign of the late twentieth century.

**WHEN AND WHERE: Tuesday, February 18th 6pm-7pm Social Hour with her discussion beginning at 7pm on the Federal House's Second Floor. Cash bar and light fare offered by Federal House.**

## HOW NOT TO DO IT

continued from page 1

Under normal circumstances, several of these project components would be separate contracts. However, that does not appear to be the intent. In addition, **no financial information is being requested from the bidders** nor are there any plans to assess project costs during the City's evaluation of the proposals. And the City has not offered any form of contract that would provide the City authority to guide the garage and dock development toward its goals, they have not requested rates for the various pay levels of people assigned to the work, nor have they retained the ability to approve who is assigned to work on the projects, and the City will have no right to approve what subcontractors are employed on the project.

**If the project is not separately contracted in phases**, we would hope that the city's evaluation team would test the experience and efficiency of the bidding teams' proposed project programs, tools and personnel. Will all the bidders' team members be familiar with and using the same programs and tools? If not, there could be confusion and lost efficiency, and additional costs to the City.

Since the winning bidder may operate the garage, no sale or ground rent payable by the successful bidder is expected to be established until after the winner is chosen. **Why are the bidders not asked to submit that information in their proposals?**

The revenue from the existing Hillman Garage provides funding for much of the City's transportation system. If the successful team becomes the operator of the garage as envisioned in the RFP, **shouldn't the City specify the amount of funds from the expanded garage that must flow back to the City to continue funding the City's Transportation System** and whatever else the Hillman Garage currently funds? If not, the Transportation System will need to be funded by the City's increase in riders' fare and/or taxes.

Theresa Sunderland argued that only City Employees and City selected consultants were permissible on the Evaluation Team because of the possible confidentiality and proprietary information that may be in the bidders submitted information. They would sign a confidentiality agreement. No city councilman nor business or residential representative could be on the evaluation team. That is hogwash! **A Confidentiality Agreement is enforceable against everyone that signs it.**

And the latest information is that Peter Fillat, a member of one of the bidding teams, is lobbying Council Members for legislative action supporting a hotel adjacent to City Dock. We have been through that before.

**The City's current initiative is to select and award a contract for both projects to one of the partnerships without any public or City Council review.**



The City's request for a Funding Authority turns the CDAC's suggested reason for an authority similar to the MD Stadium Authority turned upside down. The initial thought was that an authority was needed to build an organization outside the City with experience and capabilities to execute such a large City Dock Project. It was generally believed that the City lacked the experience and capability to effectively execute the City Dock Project while also carrying out its daily duties. At the same time, it was recognized that legislation would be needed to establish an Authority to independently execute the City Dock Project. The City on its own initiative combined the City Dock Project with its Hillman Garage Replacement Project, to seek only a Funding Authority, and to execute both projects with oversight by its own limited resources. The City has now continued with its plans to select one of the two partnerships consisting of 7 to 10 firms to execute both the Hillman Garage Replacement Project and City Dock Project using its own resources who have little experience in executing very large projects. The City's current initiative is to select and award a contract for both projects to one of the partnerships without public or Council review.

So, as Gilbert Renaut said to the City several years ago, "a Funding Authority should not be used to bypass the limits on the City's ability to raise funds."

**Our sincere hope** is that the City will start small by awarding only the studies, options and conceptual designs needed to define what will replace Hillman Garage and the City Dock, and how the funding of our transportation system will be maintained. Thereby postponing award of the very large contracts until a definitive designs and plans are selected and bidders can offer realistic estimates that Council Members can review and share with the public.

– Carl Larkin, WORA Board Member

## TIDBITS

### Sidewalk Sale - May 2

WORA Announces first annual Community wide Sidewalk Sale or Treasure Hunt. On Saturday May 2nd we will sponsor a sidewalk sale. This is a great opportunity to sell some of your items and an opportunity for others to Find Treasures in Annapolis.

### WANTED

#### Parking Committee Volunteers

Calling for Volunteers! Are you passionate about Parking and Transportation? Have ideas to improve the flow and congestion? Please contact Carolyn Patenaude and join our Transportation – Parking Committee. Send her an email: [carolynpatenaude@gmail.com](mailto:carolynpatenaude@gmail.com).

### ANNAPOLIS CITY POLICE CHIEF Lecture Series

Please join us for the start of the Chief's Lecture Series. Annapolis Police Chief Edward Jackson will lead an informative conversation about the U.S. Constitution on 02/27 at St. Martin's Lutheran Church at 1120 Spa Road. The church is providing a free spaghetti meal starting at 5:15pm, with the speaking starts at 6:30pm. RSVP to attend on Eventbrite <https://www.eventbrite.com/e/chiefs-lecture-series-us-constitution-tickets-92398445237>.

### Spring Fling Scholarship Fundraiser

The Annapolis Police Department is co-hosting a benefit for the Annapolis Police Scholarship Fund on 03/18 at the Annapolis Market House. The event starts at 6pm for VIP tickets and at 7pm for standard tickets. Tickets range in price from \$45 to \$75. Visit <https://annapolispolicescholarship.org/e1-2/> to buy tickets and find out more about the Annapolis Police Scholarship Fund.

## YES!

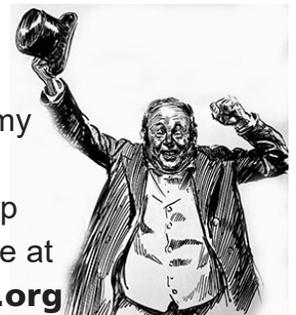
### I DID IT!

I just paid my WORA \$20

membership

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**WardOne.org**





Elley Tierney  
Ward One Alderwoman

## Return our historic Burtis House Dock

During colonial Annapolis times, the Maryland Gazette would report on the coming and going of vessels to City Dock. (Today, dock typically means a pier or wharf, but in the eighteenth century it referred to the basin or water in which the boat sat). Specific to Annapolis were the transatlantic tobacco fleets arriving in the spring and leaving in the fall. Smaller boats would arrive from

Virginia, Boston, Philadelphia, North Carolina, Bermuda, Barbados and Antigua to Annapolis via the Severn River. To collect needed revenue, the Royal Deputy Customs Collector and the 'Proprietary naval office for the Annapolis district' would collect the fees, fines and duties, issuing certificates and checking cargos. It was usually the same man with needed assistants and clerks to manage the comings and goings.

The railroad emergence transferred this activity to the land somewhat, but we continued to accept visiting steamships. For it was the steam technology that was found suitable for naval warfare. And what suitable place for a shore based naval school to be built. This was fortunate as The Annapolis port was overshadowed by Baltimore and lost its reign as Maryland's largest port. This shift of commerce translated the cultural landscape of the Dock to maritime land based

industries, predominantly oyster-packing businesses. A waterman, Capt. William H. Burtis bought property and the adjoining dock at the end of Prince George Street appropriately named Burtis Row. Like many Annapolis dwellings two homes became one and housed generations of the Burtis family on the dock.

The dock was full year-round with boats of all shapes and sizes, but mostly sailing; sailing schools and charters; sailing boat dealers and builders sprouted over to Eastport to support the industry. Decades later, The

National Sailing Hall of Fame (NSHOF), only a virtual existence at the time, wanted to build a museum at the now vacated historic Captain Burtis House. Its noble mission was to "promote sailing by preserving America's sailing legacy and to engage the next generation by sharing the benefits, excitement and beauty of sailing."

But unfortunately after a decade of trying, it couldn't come up with the funding to finance the project. It moved to Newport, RI. The associated long dock was temporarily morphed last year into a 'Sailing Center' with remaining NSHOF supporters. The Burtis House is now surplus property in final negotiations to transfer ownership. Today its dock has a padlock on it waiting for its fate.

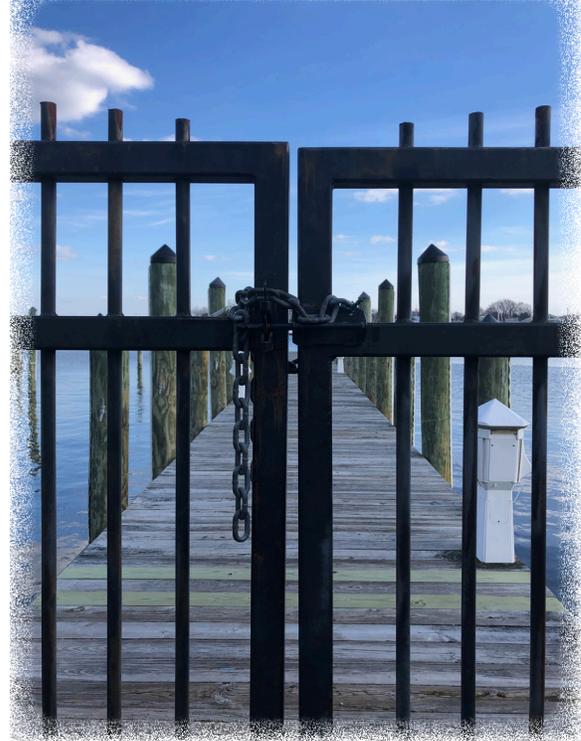


photo by Elley Tierney

**The Burtis House is now surplus property in final negotiations to transfer ownership. . . Today its dock has a padlock on it, waiting for its fate.**

This brings the question of highest and best use of this dock after a decade of the City having no control. There presently remains a strong lobbying effort for a sole source Sailing Center to be located there. However, the sailing opportunities it provides, however altruistic, are offered at existing yacht clubs and nonprofit organizations scattered across the Annapolis waterfront. In addition, Chesapeake Region Accessible Boating is in final negotiations to relocate its adaptive boating programs from Sandy Point to Back Creek.

**We finally have the opportunity to once again use this dock appropriately.**

Can we take lessons from our history and circle back to the 18th century – that man with the fancy title that was tasked in scheduling vessel docking and collecting the associated fees. That would translate today to our Harbormaster who is tasked and paid by taxpayers to manage private and public moorings, 1,500 feet of bulkhead, 18 slips at City Dock, and more than 17 miles of shoreline.

Our present harbormaster office, under the department of Parks and Recreation has become a successful revenue source for the City of Annapolis. The harbormaster is the gatekeeper of our Dock, (using the historical definition of Dock). This should include the long dock where, for example, the City Council will support a fee waiver to dock the Pride of Baltimore this spring when the harbormaster knows that berth would be otherwise not utilized. It relies on this waiver to support its operating expenses while it promotes goodwill and tourism. It proudly represents the people of Maryland in every port it docks. How far we have come in our sea visitors to the Dock and now we have the opportunity, with the Harbormaster, to welcome them and use the long dock, a City Dock, appropriately.



MARKS MHLEY  
WORA Board Member

## UPDATE 2020 Annapolis Comprehensive Plan

The 10-year update to the Annapolis Comprehensive Plan is underway. The Director of Planning and Zoning, Dr. Sally Nash, reviewed the process with WORA at our January WORA membership meeting, and invited WORA and other community organizations to provide ideas and input to the effort. In fact, the process depends on our input! So, let's review what the plan is, what it does for the City and its residents, and how we can contribute.

The Comprehensive Plan is a broad statement about the community's vision for the future, looking approximately 20 years ahead. The plan includes goals and strategies to achieve the goals, with specific performance measures and targets that will help determine if these goals are being met. The 2020 Comprehensive Plan development process will be looking at how we can ensure a healthy community, economy, and environment.

The plan guides decision-making and directs implementation actions. Implementation happens through the combined efforts of individuals, communities, civic groups, and the City government. Many of the plan's goals and policies reflect this shared responsibility. The City's two main implementation tools are regulating development and funding capital improvements such as roads and parks.

The new plan will build on the 2009 Comprehensive Plan with public input, data collection, goal definition, strategies, performance measures, and performance targets to ensure that it all gets put into action.

At the January WORA membership meeting it was pointed out to Sally Nash that the 2009 Comprehensive Plan's position on preventing commercial inroads into neighborhoods conflicted with the city council's recent passage of O-26-19 (Short Term Rental legislation). While there are numerous examples of elected leaders enacting legislation the conflicts with the 2009 vision and plan for the city, it's important nonetheless to set out a 2020 vision based on current realities, to help guide future decision making. Certain sections of the plan are required by the Land Use Article from State of Maryland Law. The plan begins with a demographic analysis of the City and will include sections on Land Use, Environment, Water Resources and Sea Level Rise, Historic and Neighborhood Conservation, Housing, Transportation, Parks and Community Facilities, Sensitive Areas, and Municipal Growth.

There are a number of things you can do to help WORA convey relevant and impactful input back to Annapolis' Planning and Zoning:

- 1) Come to our March member meeting for a facilitated session to collect your overall goals, strategies to achieve each, and performance measures and targets for each.
- 2) Volunteer to join Planning and Zoning's Comprehensive Plan working group, which will assist the city with collecting, reviewing, prioritizing, and writing the final product. Email your interest to [MarkMhley@gmail.com](mailto:MarkMhley@gmail.com).
- 3) Take a few minutes to complete Planning & Zoning's survey for the 2020 Annapolis Comprehensive Plan. Visit our Facebook or [WardOne.org](http://WardOne.org) for a link
- 4) Attend any of the upcoming Comprehensive Plan meetings, which the public is encouraged to attend:

- February 13: Nitty-Gritty Committee. Pip Moyer Recreation Ctr, 7pm
- February 18: Form-Based Code Learning Session. Pip Moyer Rec Ctr, 7pm
- February 20: City Council Work Session. City Council Chambers, 3pm
- February 20: Follow-up Meeting with the Chairs of the City's Boards and Commissions, Pip Moyer Recreation Center, 7pm
- February 25: Art in Public Places Commission, Pip Moyer Rec Ctr, 7pm
- April 30: Public meeting, Pip Moyer Recreation Center, 7pm

**charts and graphics pertaining to this article are found here:**  
<https://www.annapolis.gov/1446/2020-Comprehensive-Plan>

## Residents Reminded to Redeem Value of Legacy Temporary Parking Permits

The City of Annapolis and Annapolis Parking remind residents who live in zoned parking districts that legacy temporary parking permits – those purchased prior to July 1st, 2019 – are no longer valid, according to a City Ordinance O-4-19. Vehicles using these legacy temporary permits will be issued a citation.

Ordinance O-4-19, enacted by the City Council on April 29, 2019, applies expiration dates to temporary parking permits issued on or after July 1, 2019.

Under the ordinance, a maximum of 10 single-day permits may be purchased each month by residents of the residential parking districts in which they reside, and those permits expire at the end of each month.

Legacy temporary parking permits issued before July 1, 2019 are **no longer valid effective January 1, 2020**. Residents who still have legacy permits may receive credit for their value by visiting the office of Annapolis Parking (SP+), the city's parking management firm at 60 West Street, Suite 106. Annapolis Parking is open for service between 8 a.m. and 4 p.m. Monday through Friday. Residents with questions may contact Annapolis Parking at (443) 648-3087 or [annapolisparking@spplus.com](mailto:annapolisparking@spplus.com).



### Animal Control Laws

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WORA February Membership Meeting



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