

SPECIAL MEETING
October 7, 2013

The Special Meeting of the Annapolis City Council was held on October 7, 2013 in the Council Chamber. Mayor Cohen called the meeting to order at 7:11 p.m.

Present on Roll Call: Mayor Cohen, Aldermen Budge, Paone, Alderwomen Hoyle, Finlayson, Aldermen Littmann, Kirby, Pfeiffer, Arnett

Absent on Roll Call: Alderman Littmann

Staff Present: City Manager Mallinoff, City Attorney Hardwick, Planning Zoning Director Arason, Chief of Comprehensive Planning Nash

PETITIONS, REPORTS AND COMMUNICATIONS

Comments by the General Public

Lew Bearden, 1301 Tar Cove Road, Pasadenda, Maryland 21122 representing the Fleet Reserve Club spoke in favor of the traffic circle and spoke on the traffic engineering and round-a-bouts.

Heather Hurtt, 820 Chesapeake Avenue, Annapolis, Maryland 21403 representing Connect Annapolis and spoke in favor of the City Dock Master Plan Draft.

Claudia Lane, 2541 Steele Road, Apt A, Baltimore, Maryland 21209 representing Tour Guides in Baltimore and Anne Arundel County spoke on the long list of amendments and request the public hearing on R-49-13 scheduled for 9/14/13 be rescheduled, and spoke in favor of the traffic circle.

Scarlett Breeding, 209 Main Street, Annapolis, Maryland 21401 spoke in favor of adding flexibility in the height guidelines described in the City Dock Master Plan Draft.

Chris Scheim, 15 Thompson Sreet, Annapolis, Maryland 21401 spoke to the issue of compatibility in the design, and in favor of the height tolerance.

Joe Rubino, 3133 Starboard Drive, Annapolis, Maryland 21403 spoke in favor of Alderman Budge's Amendments.

Steve Rogers, 139 Eastern Avenue, Annapolis, Maryland 21403 spoke on fire safety, the City's Transportation Plan, the preservation of the City and the offering of low cost loans to investors.

Debbie Gosslin, 980 Awald Road, Annapolis, Maryland 21403 representing Watermark spoke in favor of Alderman Budge's Amendments and requested there be no change in the Maritime Zones.

Brian Miller, 114 Market Street, Annapolis, Maryland 21401 asked the City Council "why are we in a hurry" and requested the process slow down a little, "why do we need 2 story buildings" "do we really need new development in the City of Annapolis" and spoke on the 2 a.m. licenses.

Grant Dehart, 138 Lafayette Avenue, Annapolis, Maryland 21401 spoke in favor of Alderman Budge's Amendments spoke in opposition to the height limits in the staff amendments.

Elly Tierney, 85 East Street, Annapolis, Maryland 21401 spoke on the height of buildings in Washington, DC.

Pete Chambliss, 110 Compromise Street, Annapolis, Maryland 21401 representing the Save Annapolis spoke on slowing down the process.

Bruce Chance, 110 Main Street, Annapolis, Maryland 21401 representing the Annapolis Business Association spoke in support of Alderman Budge's Amendments.

Bevin Buchheister, 5 Wagner Street, Annapolis, Maryland 21401 spoke on the 1 page charge to the Planning Committee from former Alderman Israel mandate to the 2009 Comprehensive Plan and requested the sidewalks be widened.

- Mayor Cohen declared petitions, reports and communication closed.

City Council Actions Beginning 9/23/13

LEGISLATIVE ACTIONS

RESOLUTION – 2ND READER

R-49-12 2012 City Dock Master Plan - For the purpose of adopting the Draft City Dock Master Plan as an addendum to the 2009 Annapolis Comprehensive Plan. For the purpose of considering amendments.

Planning and Zoning Director Arason and Chief of Comprehensive Planning Nash were present and answered questions from Council.

Chris Jakubiak, 222 Courthouse Court, Suite 1 C, Towson, Maryland 21204 representing Jakubiak Town & City Planning was present and answered questions from Council.

Development Consultant Caroline Moore, 3430 2nd Street, Suite 320 Baltimore, MD 21225 representing Ekistics, LLC was present and answered questions from Council.

- Alderman Budge moved to adopt R-49-12 on second reading. Seconded.
- Alderman Arnett moved to amend R-49-12 as follows:

City Dock Master Plan Major Consideration Areas: DRAFT dated September 23, 2013, Staff Recommendation # 2 Management Entity on page 28, to delete Staff Amendment #2 as follows:

On page 28, strike

“A. Management Entity on City Dock

The creation of a management entity on City Dock was one of the six principles agreed to by the City Dock Advisory Committee and is therefore listed as the first supporting strategy. This Plan recommends that the Mayor and City Council create by ordinance a City Dock Management District and a Management Authority. The Authority should be run as a public-private organization authorized to raise and expend revenues within a City Dock Management District. A Board of governance should be composed of Annapolis citizens who share a commitment to the broad principles laid out by the City Dock Advisory Committee and are committed to implementing the City Dock Master Plan including representation of businesses on Dock and Market Streets. The Authority should work to promote the economic vitality and revitalization of City Dock.

The responsibilities of the Authority should include managing supplemental upkeep on City Dock. The Authority would not have primary responsibility for maintaining City Dock, which is a function of the City of Annapolis. However, some upkeep, such as seasonal planting or cleanup after special events, might readily be undertaken by the Authority. Second, the Authority could provide supplemental security of public and/or public-private spaces. Third, the Authority should manage and license events on City Dock. Fourth, the Authority should facilitate the installation of public art and arts programming in the public spaces on City Dock, along with others qualified to decide what public art should go where and when. Fifth, the Authority should have a voice in the management of parking on City Dock, being an advocate for the transition contemplated in this Plan toward parking management and public spaces. Lastly, the Authority should advocate for and educate the public about the City Dock Master Plan in support of its implementation and updating over time.

Possible sources of funding for the Authority, in support of a full time Executive Director and small staff, should include City and County general funds, the sale and lease of city owned properties on City Dock, a portion of Boat Show license fees, mooring and docking fees, license fees for events on City Dock, and approved commercial use or concessions on public spaces. The Authority should also raise revenues through a tax on property located within the District and

though contributions, donations, grants and revenues from Authority sponsored special events. If the Authority, acting in concert with the City, were to acquire an interest in the Annapolis Boat Show, annual revenues could accrue to the public for ongoing improvements on City Dock. The full potential of this should be explored in the near term.”

And replace with Alderman Budge’s Amendment 9:

“The management of City Dock should be coordinated year-round. The purview of any management function or entity should include the programming of public space, ensuring trash pick-up and cleanliness, reducing clutter, monitoring the progress of implementing visions for City Dock, collecting data, incorporating feedback, coordinating marketing, and supervising Market House operations. This management should support local businesses as well and help them to thrive. Furthermore, the management should advocate for City Dock and protect the historic core. The management of City Dock should receive input from and be responsive to the key stakeholder organizations in the City representing the business community, residents, visitors, and major property owners within the City Dock area.” Seconded. CARRIED on voice vote.

- Alderman Arnett moved to amend R-49-12 as follows:

City Dock Master Plan Major Consideration Areas: DRAFT dated September 23, 2013, Staff Recommendation #5 Amortizing nonconforming billboards, on page 30, in the Annapolis City Dock Master Plan, A Framework to Guide Improvements & Redevelopment DRAFT dated December 2012, strike the last paragraph on page 30 as follows:

“The aim of one of the first zoning amendments for City Dock should be a provision that requires the removal of the non-conforming billboard sign on Dock Street after a reasonable amortization period, for instance, five years.”

And replace with the following text:

"The plan recommends a provision that requires the removal of the non-conforming billboard signs on Dock Street by appropriate legislation, as provided for under state law". Seconded. CARRIED on voice vote.

City Council Actions Beginning 9/30/13:

- Alderman Budge moved to amend R-49-12 as follows with Alderman Budge's Amendment #6. Seconded.

On page 9, modify last sentence as follows:

This potential is particularly achievable, if the ~~opportunity to convert Memorial Circle to a more space-efficient T intersection is taken~~, as streetscape is modified by either the T intersection or the shift-circle option that are discussed later in the Plan.

On page 13, delete last sentence of second paragraph:

Presently Market House and Hopkins Plaza together comprise 16,000 square feet. As proposed in this Plan, the total space would approximate 22,800 square feet. The square in front of market house could extend 150 feet from the edge of Market House toward Main Street and 100 feet across from Market Place to Randall Street. Businesses with sidewalk frontage could extend out into Market Space or at least onto the proposed wider sidewalks which would extend 24 to 30 feet from the building’s edge. ~~Beginning at the approaches from all directions, the intersection would become a slow moving environment through the use of textured pavement and other means to calm traffic.~~

On page 16, amend first paragraph:

The most prominent example of transition toward balance can be found in the Plan's approach to the intersection of Compromise, Main, and Randall. While the City Dock Advisory Committee could not find consensus on how best to address this intersection, the Plan does recognize that ~~converting~~ shifting Memorial Circle or converting the Circle to a "T" intersection is an opportunity to improve the pedestrian experience and create useable public spaces. Therefore the Plan ~~features a "T" intersection with Randall Street intersecting Compromise and Main at a right angle, while~~ recognizes that more community discussion will need to be devoted to this question. ~~This adjustment to the physical layout of City Dock would reduce weekend traffic delays and back-ups during the spring and summer months when traffic is heaviest and have other traffic flow benefits.~~ More detail regarding how the "T" intersection operates is provided in Section F. Improving traffic flow at City Dock remains a challenge due to its dual nature: During the week cars drive through City Dock. On weekends visitors coming to City Dock are added to that traffic, creating a more congested environment. Changes that may improve one will impact the other. Improved traffic operations are not the only benefit of a new intersection; the main public benefit is the balance it brings to the flow of cars and pedestrians year round while allowing useable public space at Market House and the Alex Haley Memorial.

On page 16, append after the last paragraph:

However, several concerns have been cited regarding the "T" intersection. These include the increased automotive transit times through the intersection during normal operation, the elimination of most of the "ad hoc" loading zones in the Study Area, the elimination of a historical element of the streetscape, the introduction of traffic signals into the City's most prominent viewshed, the elimination of the Veteran's Memorial, and that the intersection and numerous traffic signals are out of character with the existing urban design of our baroque city plan. Some of these concerns might be addressed by the inclusion of a circular element in the design of the new Market Square.

On page 17, amend as follows:

As mentioned earlier, CDAC has not found consensus on how best to address the intersection. Other options were designed and studied, including a modification to the current roundabout. If the City adopted a Modified Circle option (shown on this page), the lanes entering and within the circle would be narrowed and the circle would be shifted northward on Main Street. This would free up space that could be added to Hopkins Plaza and along the water (shown in orange in the large exhibit below). The Circle has been proven as safe, as there have been no accidents during the study period. Most of the time traffic flows well and without delay. Backups can be addressed by improved crossings leading up to the circle. In addition the Modified Circle option recognizes that a circle at the intersection has been an element of the landscape for over 125 years and currently serves as a Memorial to our City's military veterans. Traffic engineering evaluations of this option revealed it offered no improvements to existing traffic operations, ~~largely because a roundabout in an urban context like City Dock cannot account for the conflicting movements of pedestrians and vehicles and the variety of offsetting intersection approaches. As cars yield to pedestrians, traffic inevitably backs up into the circle.~~ Further, access to the parking along the buildings at the intersection ~~would~~ might have to be limited to right-hand turns from Green Street - this requires additional study.

The other option considered was a traditional traffic circle enclosing pedestrian space similar to Church Circle and State Circle. This option had the advantage of enclosing a large amount of public open space but was judged impractical because pedestrians would have to cross multiple lanes of traffic to enter the encircled public space. The option of doing nothing is also an option that the City may wish to take. The drawbacks of making no changes to the intersection are that there can

~~be no gains in public space or improvements to the pedestrian environment. New pedestrian crossings cannot be introduced under the currently configured circle without risking pedestrian safety.~~

~~In sum, because the main transition envisioned by the community is one toward balance and away from car dominance, the intersection of Compromise, Main, and Randall demands much attention. Getting to a balance does require physical changes to the intersection that must be evaluated further. The most frequently cited concern about the “T” intersection is that it might create new or increased traffic congestion. The City’s consulting engineer Sabra Wang Associates, Inc. evaluated this and determined that a “T” intersection improves overall traffic conditions as discussed previously. The other concern raised about the “T” intersection speaks to aesthetics, viewsheds, and historic context. These too are important concerns to embrace and, in so doing, one must recall how the current context in which a raised traffic island in the center of the intersection, planted with 14 foot tall trees, impedes views to and from the water. The current circle is a “within living memory” feature of City Dock.~~

The City will prepare, for Council approval, a plan for the two Randall Street intersections and crosswalks in the Study Area which considers the area’s dual role as both a destination and a throughway, gathering space for pedestrians, pedestrian and bicycle access to and through City Dock, wayfinding, bus and truck access, loading, and unloading, and the constraints of the historical context. This plan will include factors both inside and outside the Study Area that contribute to the congestion at City Dock such as the existing stoplights on Main and Randall Streets and the Spa Creek Drawbridge, and the potential impact of the plan’s implementation on routes outside the study area. This transportation plan is inextricably linked to “the parking plan described on page 20.” Seconded. CARRIED on voice vote.

On page 13, of the City Dock Master Plan DRAFT, un-strike the last sentence of the second paragraph:

"Beginning at the approaches from all directions, the intersection would become a slow moving environment through the use of textured pavement and other means to clam traffic. Seconded. CARRIED on voice vote.

On page 13, of the City Dock Master Plan DRAFT, in the last sentence of the second paragraph strike "would" and insert the word "can." Seconded. CARRIED on voice vote.

On page 16, amend first paragraph of the City Dock Master Plan DRAFT amend as follows:

After the word “intersection” strike "operates" and insert "options” Seconded. CARRIED on voice vote.

- Alderman Arnett moved to amend Alderman Budge Amendment #6 as follows:

On page 16, amend first paragraph of the City Dock Master Plan DRAFT after the word “discussion” insert “, informed with the benefit of research,” Seconded. CARRIED on voice vote.

On page 13, of the City Dock Master Plan DRAFT in last sentence of the second paragraph delete the word “would” and insert “can” Seconded. CARRIED on voice vote.

- Alderman Budge moved his amendment #6 as follows:

On page 16, append after the last paragraph:

However, several concerns have been cited regarding the “T” intersection. These include the increased automotive transit times through the intersection during normal operation, the elimination of most of the “ad hoc” loading zones in the Study Area, the elimination of a historical element of the streetscape, the introduction of traffic signals into the City’s most prominent view shed, the elimination of the Veteran’s Memorial, and that the intersection and numerous traffic signals are out of character with the existing urban design of our baroque city plan. Some of these concerns might be addressed by the inclusion of a circular element in the design of the new Market Square. Seconded. CARRIED on voice vote.

- Alderman Budge moved his amendment #6, on page 16, amend the last paragraph as follows:

On page 16, amend the last paragraph, to strike “by the inclusion of a circular element” Seconded. CARRIED on voice vote.

- Alderman Budge moved his amendment #6, on page 16, amend the last paragraph as follows:

After the word “concerns” strike “might” and insert “must.” Seconded. CARRIED on voice vote.

On page 17, top of the page, amend as follows:

In the first sentence strike after the word address “the”

To delete “The Circle has been proven as safe, as there have been no accidents during the study period. Most of the time traffic flows well and without delay. Backups can be addressed by improved crossings leading up to the circle. In addition the Modified Circle option recognizes that a circle at the intersection has been an element of the landscape for over 125 years and currently serves as a Memorial to our City’s military veterans.”

To strike the following language “, largely because a roundabout in an urban context like City Dock cannot account for the conflicting movements of pedestrians and vehicles and the variety of offsetting intersection approaches. As cars yield to pedestrians, traffic inevitably backs up into the circle.”

To strike after the word intersection “would”

To insert after the word Street “;” and delete “-” Seconded. CARRIED on voice vote.

- Alderman Budge moved his amendment #8.

To delete the last 2 paragraphs on page 23, and replace with:

The entire City Dock Study Area lies within an identified floodplain area. FEMA rules no longer allow for either major renovations or construction of ~~new buildings~~ habitable space within a floodplain. Although FEMA does not have jurisdiction over construction at City Dock, their rules mean habitable space built below the 100-year flood plain will be uninsured and ineligible for disaster assistance in future flood events. In order to allow rehabilitation of existing buildings and the creation of new ones, the Historic District’s height regulations should be modified to begin height measurement at grade or at the flood protection elevation, whichever is greater, and could allow a small ~~variance~~ tolerance for hazard mitigation within the floodplain. As now, the HPC should retain the authority to judge the height and bulk of individual proposals on a project-by-project basis in a fashion consistent with the Historic District Ordinance and the HPC’s Design Guidelines. Seconded. CARRIED on voice vote.

Over the long term however, the historic built environment of City Dock and the City's infrastructure under Dock, Compromise and Randall Streets, and Market Space are threatened by sea level rise. The City will explore and present to the City Council for consideration several strategies for addressing the 100-year flood and sea level rise, including:

- Building a low, configurable seawall as depicted here,
- Building a seawall at the water's edge or at the sidewalk's edge,
- Raising buildings subject to the 100-year flood above the flood line,
- Other strategies which may be identified in the course of the study, and
- Allowing buildings to flood.
- “Avoid redevelopment and new building construction within the 100 year flood plane, and improve City Dock with larger pedestrian walkways, plazas, green space, and temporary events, including boat shows, concerts, farmers markets and parking, that can be relocated in advance of flooding and do not need flood insurance.”

The study of strategies for addressing sea level rise will include impacts on the historic fabric and infrastructure, visual impact, economic impact, engineering feasibility, insurability of structures, cost/benefit analysis, impact on the use of space in the City Dock area for other purposes, and relationship to the flood control measures and plans of the United States Naval Academy. Seconded. CARRIED on voice vote.

- Alderman Budge moved his amendment #7.

Append to page 20:

There needs to be a comprehensive parking plan that addresses the current and future parking needs for the area. Before removing a significant number of parking spaces or formal or informal loading zone spaces in the City Dock study area, the City of Annapolis will develop and present to City Council for approval a Parking Management Relocation Plan which identifies and considers:

- The inventory of parking spaces and loading zones both within the Study Area and within walking distance.
- The parking spaces, loading zones, and parking management practices necessary to support a vibrant economy in the City Dock Study Area,
- Specific programs for relocating parking from within the Study Area to locations outside the Study Area. The parking relocation programs must meet the needs for success of existing and new businesses.
- The economic impacts of those relocation programs,
- The impacts of those relocation programs on parking elsewhere in the City, at other parking facilities and on-street in both business and residential areas,
- Alternatives to parking that will help City residents and visitors access City Dock without the need for a car,
- The costs and expected benefits of those programs,
- The provision of periodic evaluation of parking supply and demand in the study area, and;
- ~~And~~ † “T” he timing of those programs with respect to the anticipated reconstruction of the Hillman Garage. Seconded. CARRIED on voice vote.

- Alderman Budge moved his amendment #5.

To delete on page 14, paragraph 3, and; to remove the arrows from the graphic on page 14. Seconded. CARRIED on voice vote.

- Alderwoman Finlayson on page 19, of the City Dock Master Plan DRAFT as follows:

To delete in 1st paragraph, in 4th line delete sentence "The intersection of St. Mary's Street should define the point of entry or gateway into the City Dock Area". Seconded. CARRIED on voice vote.

City Council Actions Beginning 10/7/13

- Alderman Budge moved to amend the Annapolis City Dock Master Plan Draft dated October 2013 on page 14, and 15 "in red" as follows:

The Plan envisions that redevelopment will occur on City Dock. Three opportunity sites are shown on the exhibit below. Each project has the ability to contribute to the context and setting of City Dock and indeed each has the potential to distract from it as well. **REDEVELOPMENT OF THE OPPORTUNITY SITES SHOULD RETAIN THE "SMALL TOWN FEEL" OF DOWNTOWN ANNAPOLIS.** The approximate footprint of the buildings are set outside of the principal viewsheds to and from the water. **IN ADDITION THE HARBORMASTER BUILDING, WHICH PRESENTLY FORMS A WALL ACROSS THE MIDDLE OF DOCK STREET, IS REMOVED.** ~~However, it will be imperative that viewshed analyses be undertaken during the plan-review process for any new development or major redevelopment projects on City Dock.~~

~~Apart from views, other important considerations should be made. For example, for the proposed redevelopment projects along Dock Street, strong building massing of three--to five--story heights facing the water will help activate and frame the open spaces. Such larger buildings also have the potential to distract from the architectural patterns established on Prince George Street. This is especially the case on that section of Prince George Street between Craig Street and Randall Street. New building forms facing Prince George Street at this location will need to fit harmoniously with a historic residential character.~~

On the former Fawcett's site, the Plan's principal objectives include setting new buildings back from the water's edge by 45 to 55 feet. This allows space for the promenade and ample room for flood mitigation infrastructure while leaving space for outdoor use by the users of the building in ways that will energize and enliven this side of City Dock. **FOR SIMILAR REASONS, AND TO PROVIDE VIEWS TOWARD THE WATER FROM COMPROMISE STREET, THE BUILDING SHOULD BE SET BACK 20 TO 25 FEET FROM NEWMAN STREET.** It is recommended that the buildings have a ~~far~~ smaller setback along Compromise Street; 15 to 20 feet would be about enough to secure the proposed sidewalk width needed in this area. ~~The building would likely be developed in part on property presently owned by the City (the "Fleet" parking lot, located at the intersection of Newman and Compromise Streets.).~~ The massing of building(s) on the former Fawcett site should provide a beautiful enhance the historic character and provide a compatible backdrop to the proposed public space on the Donner Lot and help frame, in the distance, the proposed market square. Two ~~to three~~ **AND ONE-HALF** stories are recommended. **IT WILL BE IMPERATIVE THAT VIEWSHED ANALYSES BE UNDERTAKEN DURING THE PLAN-REVIEW PROCESS FOR ANY PROJECTS IN THIS OPPORTUNITY SITE.**

WITH THE PROPOSED OPPORTUNITY SITES ALONG DOCK STREET, REMOVING THE HARBORMASTER BUILDING AND MOVING THE BUILDING FOOTPRINTS OUTWARD AS DEPICTED WILL ACTIVATE AND FRAME THE OPEN SPACE FACING THE WATER WITH BUILDINGS OF THREE STORIES. CURRENTLY THE HARBORMASTER BUILDING AND THE LARGE OFFSET TO THE OUTER DOCK STREET SIDEWALK PRESENT A VISUAL BARRIER THAT INHIBITS PEDESTRIAN FLOW OUT THE LANDWARD SIDE OF DOCK STREET. RECONFIGURING THE BUILDING FOOTPRINTS WOULD ALLOW THE BUILDINGS TO BE ON A CONTINUOUS SIGHTLINE, HELPFUL TO THE FLOW OF PEDESTRIAN RETAIL TRAFFIC. BRINGING THE ARCHITECTURE CLOSER TO THE WATER BRINGS THE PEOPLE CLOSER TO THE WATER AND GENERATES MORE VITALITY AND BUSINESS ACTIVITY.

FLEXING OF FOOTPRINT AND HEIGHT THAT RESPECTS VIEWSHEDS AND SIGHT LINES MAY BE APPROPRIATE IN THE IMMEDIATE CONTEXT

BECAUSE THERE ARE FEWER HISTORIC PROPERTIES IN THIS LOCATION AND THE USNA BACKDROP COMPROMISES THE STREETScape. AT THE SAME TIME WE MUST HONOR [ACKNOWLEDGE] THE PRESENT BUILDING LINE THAT DATES BACK AT LEAST AS FAR AS 1878. PRIOR TO ENACTING CHANGES IN THE DOCK STREET OPPORTUNITY SITES THE CITY MUST PREPARE A PROFESSIONAL CULTURAL LANDSCAPE REPORT THAT RECOGNIZES THE NATIONAL HISTORIC LANDMARK DESIGNATION AND APPLIES THE SECRETARY OF THE INTERIOR'S STANDARD'S FOR TREATMENT OF HISTORIC PROPERTIES IN ASSESSING THE SIGNIFICANT HISTORIC ASSETS IN THE VICINITY, CONDUCTING A VIEWSHED ANALYSIS, AND DETERMINING THE IMPACT OF THE PROPOSED DEVELOPMENTS ON THOSE PROPERTIES AND OTHER ASPECTS THAT MAY BE PERTINENT. THE STUDY MUST BE DONE UNDER THE DIRECTION OF CITY STAFF AND SPECIFICALLY THE CHIEF OF HISTORIC PRESERVATION TO INSURE ITS RELEVANCE TO PRESERVATION REQUIREMENTS.

- Alderman Arnett moved to approve on page 14, of the City Dock Master Plan Draft dated October 2013, to strike “~~HONOR~~” and insert “ACKNOWLEDGE”. Seconded. CARRIED o voice vote.
- Alderman Arnett moved to approve on page 14, of the City Dock Master Plan Draft dated October 2013, insert after “REQUIREMENTS.” “The study results will be presented to the City Council and the Historic Preservation Commission for consideration.” Seconded. CARRIED on voice vote.

THE PROPOSED CHANGES TO BUILDING FOOTPRINTS IN THE OPPORTUNITY SITES WILL HAVE IMPACTS ON THE BUSINESS CLIMATE IN THE AREA. THIS PLAN ENVISIONS THOSE CHANGES WILL BE POSITIVE, BUT THEY ARE NOT WITHOUT RISK. THE RESTRUCTURING OF THE BUILT ENVIRONMENT MUST NOT TAKE PLACE UNTIL THE CITY HAS ASSESSED TO COUNCIL’S SATISFACTION HOW THE DEVELOPMENT WILL AFFECT EXISTING BUSINESSES, INCLUDING THE BOAT SHOWS, AND THE ABILITY OF THE AREA TO SUPPORT NEW BUSINESSES GIVEN THE CONSTRAINTS OF SPACE, PARKING, AND TRANSPORTATION.

NEW CONSTRUCTION IN THE OPPORTUNITY SITES MUST PRESERVE THE DESIGN GUIDELINES AND ARCHITECTURAL PRINCIPLES FOUND THROUGHOUT THE HISTORIC LANDMARK DISTRICT WITH REGARDS TO SCALE, MASSING, AND RHYTHM AND REMAIN SUBJECT TO REVIEW AND APPROVAL BY THE HISTORIC PRESERVATION COMMISSION, AS IS PRESENTLY THE CASE.

- Alderman Pfeiffer moved to approve on page 15, after the word “CASE.” insert “IN ORDER TO FACILITATE NEW CONSTRUCTION IN THE OPPORTUNITY SITES, THE HPC, AS PART OF ITS REVIEW, SHOULD HAVE THE AUTHORITY TO GRANT SMALL TOLERANCES TO ALLOWABLE HEIGHT IF NEW CONSTRUCTION IS NOT OTHERWISE FEASIBLE.” Seconded. CARRIED on voice vote.
- At 9:34 p.m., Mayor Cohen requested Alderman Arnett preside over the meeting during his absence.
- At 9:42 p.m., Mayor Cohen resumed the duties of the Chair.
- Alderman Budge moved to strike on page 29, of the City Dock Master Plan Draft dated October 2013, the last paragraph as the following:

“, AND COULD ALLOW A SMALL VARIANCE TOLERANCE FOR HAZARD MITIGATION WITHIN THE FLOODPLAIN.” Seconded. CARRIED on voice vote.

- Alderman Paone moved to recess the meeting until Thursday, October 10, 2013 at 2:00 p.m. Seconded. CARRIED on voice vote.

Upon motion duly made, seconded and adopted, the meeting was adjourned at 11:13 p.m.

Regina C. Watkins-Eldridge, MMC
City Clerk