



City of Annapolis

160 Duke Of Gloucester
Street
Annapolis, MD 21401

Regular Meeting Minutes - Final

City Council

Monday, October 13, 2025

7:00 PM

Mayor John T. Chambers, Jr.
City Council Chambers

Regular Meeting

Call To Order

Mayor Buckley called the Regular Meeting to order at 7:02 pm.

Invocation

Given by Alderman Schadelmeier.

Pledge of Allegiance

Led by Mayor Buckley.

Roll Call

Tonight's roll call began with Alderwoman Finlayson.

Present: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schadelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

Approval of Agenda

Alderwoman Finlayson moved to approve the AGENDA as AMENDED to ADD: R-44-25 A Resolution Calling for Reinvestment in Pedestrian Safety, Transit Access, Affordability, and Climate Action over Highway Expansion and to REMOVE: ID-149-25 Annual Eastport "Declaration of War" Charity Event. Seconded. CARRIED on voice vote.

Ceremonial Items

[ID-133-25](#) City Council Member Recognition

This Ceremonial Item was not addressed.

[ID-138-25](#) Citation: Matthew Franko of Sir Speedy Annapolis

This Ceremonial Item was presented.

[ID-139-25](#) Citation: Shelley Rowe, Board Chair of the Annapolis Symphony

This Ceremonial Item was presented.

[ID-153-25](#) Citation: Joe Toolan

This Ceremonial Item was presented.

[ID-154-25](#) Citation: Hispanic Heritage/Fuerza Latina I

This Ceremonial Item was presented.

[ID-155-25](#) Citation: Hispanic Heritage/Feurza Latina II

This Ceremonial Item was presented.

[ID-159-25](#) Proclamation: Recognizing Fire Prevention Month

This Ceremonial Item was presented.

PETITIONS, REPORTS & COMMUNICATIONS

Update from Mayor

Good evening! Today is Indigenous People's Day and I would like to begin by acknowledging that we meet on land long stewarded by the Piscat-away, Paw-tuxent, Acco-keek, Yaya-comaco [YAY-ah-co-mi-co], Susque-hannock and related communities, who cared for these lands and waters long before colonists arrived. We recognize and acknowledge these indigenous peoples and the history that disrupted and displaced them, while affirming that these communities are still here, alive, resilient, and preserving their cultures for future generations.

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We have just concluded Hispanic Heritage Month – and of course we just handed out citations to the many partners who helped us make it a success. Thank you all! Throughout the month we had a little something for everyone, including art exhibits, poetry books, and Latino business events. I want to give a shout out to Rossio Smith, our Hispanic Outreach Coordinator, for her work on all these, as well as for the hugely successful Day of the Dead festival held this past weekend where the food was amazing, the performances exhilarating, and the margaritas smooth. Thank you Rossio and thank you to all your team! I also want to acknowledge Adetola Ajayi, and all of his team for their work on the summer program of 'pop-up' community resource fairs that finished last Thursday. Each week since July, the No Harm team has coordinated with community partners to go into underserved neighborhoods including Bloomsbury Square, Annapolis Gardens, Morris Blum, Robinwood, Bay Ridge Garden – to name just a few.

They visited 14 underserved communities in total, bringing resources and staff directly to residents where they live. By the end they had collected 325 completed community surveys – to help us understand resident needs and feedback; distributed over 80 gun locks; and served over 1000 residents with a range of health, education and pantry resources as well as information. We'd like to say a huge thanks to the residents who turned out and to all our City and County partners who made it all possible.

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Over the past weekend residents and visitors have enjoyed the Annapolis fall Boat Show series. On Friday, the line to get into the show went all the way across the Spa Creek/Eastport bridge! Thank you to our boat show organizers and

all
who came downtown and helped make this iconic Annapolis event such a
huge
success.

Boat show organizers like to say they don't mind a little rain for the sailboat
show
because sailors will still come, they just show up in all-weather gear.

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I want to recognize David Buegelmans and his team from MORE for the new
mountain bike park that opened two weeks ago at Waterworks Park. It is for
all

experience levels, but the riders we saw at the park on opening day were
making
the most of the jumps and features, showing off real skill.

This project is a great example of how partnerships between the City and
local

organizations can create new, healthy, and fun opportunities for residents to
enjoy our parks and open spaces.

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Speaking of local organizations creating opportunities, National Lutheran
broke
ground on Providence Point last week. This project has been more than two
decades in the making, and I want to thank landowner Janet Pearson, former
Sen.

Gerald Winegrad, and our Director of Planning & Zoning Chris Jakubiak
for their

work to arrive at a compromise that required a little give and take from all
involved.

The great news is that as they begin construction on senior housing on 66
acres,

an additional 123 acres will be put into a conservation easement, never to be
developed.

I'd like to acknowledge Josh Falk and Scenic Rivers Land Trust for managing
the
easement in perpetuity.

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Our General Election is a little over two weeks away and ballots for Nov 4
election

are being readied right now.

If you asked for a mail-in ballot for the primary, you will automatically get
one for

the general election. Please note: the board of elections will NOT be sending
additional ballot request forms to all voters. If you'd like a mail-in ballot, you
can

visit the city website and use the keywords "Elections 2025."

Voters have until Oct. 31 to request a ballot and until Nov. 4 to return it either
by

drop box or US mail. Drop boxes are available in each of the 8 wards.

For those who want to vote in person, polls will be open from 7 am to 8 pm
on

Tuesday, Nov. 4.

Please note: there is no same day voter registration and there is no early
voting in

municipal elections.

Make your voice heard - vote!

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Finally, coming up this weekend, it's Annapolis Pride, which got a new date after

bad weather canceled the parade and festival planned in June. The 2025

Annapolis Pride parade steps off at 10 a.m. on Saturday from Calvert Street at

Bladen, with parade participants lining up along St. John's and College Avenue.

Please follow Annapolis Police directions downtown.

From the starting point at the State Garage, the parade goes down Calvert St. to

West Street and then along West Street to Amos Garrett. From there, parade participants and spectators can make their way to Maryland Hall and Bates Field

for the festival which will run from 11 a.m. to 4 p.m.

Happy Pride Annapolis!

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Now let's get on with our meeting.

Reports by Committees

Standing Committee Dates:

Finance Committee Regular Meeting

Wednesday, October 15, 2025 10:00 AM

Housing & Human Welfare Committee Regular Meeting

Monday, October 20, 2025 06:30 PM

Comments by the General Public

Comments from the General Public Speakers:

Will Scott, 308 Carriage Run Road, Annapolis, Maryland 21401.

Craig Harrison, 264 King George Street, Annapolis, Maryland 21401.

Lisa Hillman, 4 Randall Court, Annapolis, Maryland 21401.

Jacqueline Green, 70 Clay Street, Annapolis, Maryland 21401.

Sveinn Storm, 120 Dock Street, Annapolis, Maryland 21401.

Kati McDermont, 50 Franklin Street, Annapolis, Maryland 21401.

Karen Brown, 18 Pinkney Street, Annapolis, Maryland 21401.

Dan Clemons, 17 Southgate Avenue, Annapolis, Maryland 21401.

Sophia Rehindi, 37 Pinkney Street, Annapolis, Maryland 21401.

Tara Stout, 1174 Bay Holland Drive, Annapolis, Maryland 21401.

Patty Cousins, 60 Southgate Avenue, Annapolis, Maryland 21401.

Rachel Robinson, 18 Pinkney Street, Annapolis, Maryland 21401.

Antonia Berry, 100 S. Cherry Grove Avenue, Annapolis, Maryland 21401.

Isaac Vineyard, 92 Clay Street, Annapolis, Maryland 21401.

Tom Kriek, 14 Murray Avenue, Annapolis, Maryland 21401.

Lori Sullivan, 25 Wagner Street, Annapolis, Maryland 21401.

Carl Larkin, 154 Prince George Street, Annapolis, Maryland 21401.

Robert O'Shea, 129 Grandville Avenue, Annapolis, Maryland 21401.

Winship Wheatley, 159 Monticello Avenue, Annapolis, Maryland 21401.

Mayor Buckley declared comments from the general public closed.

CONSENT CALENDAR**Approval of the Consent Calendar**

Alderman Ross Arnett moved to approve the Consent Calendar. Seconded. The motion carried by the following vote:

Approval of Journal Proceedings

[CCM 9.8.25](#) Regular Meeting Minutes

Alderman Ross Arnett moved to approve CCM 9.8.25. Seconded. The motion carried by the following vote:

[CCM 9.29.25](#) Special Meeting Minutes

Alderman Ross Arnett moved to approve CCM 9.29.25. Seconded. The motion carried by the following vote:

Appointments

[AP-55-25](#) Appointment - Mr. Phinehas Doraisingh - Transportation Board

Alderman Ross Arnett moved to approve AP-55-25. Seconded. The motion carried by the following vote:

End of Consent Calendar**BUSINESS & MISCELLANEOUS****Action Item**

[ID-151-25](#) Technical Correction to O-13-25, Compensation of Mayor, Alderpersons, and City Manager

Alderman Gay moved to approve ID-151-25. Seconded. CARRIED on voice vote.

LEGISLATIVE ACTION**FIRST READERS**

R-43-25**Annual Meeting and Tourism Industry Reception Fee Waiver**

For the purpose of identifying the Annual Meeting and Tourism Industry Reception hosted by Visit Annapolis and Anne Arundel County that will be held on January 27, 2026, as a Special Event and waiving certain City of Annapolis fees for services related to that event.

Sponsors: Buckley

Alderwoman O'Neill moved to adopt R-43-25 on first reader. Seconded. CARRIED on voice vote.

Mayor Buckley referred R-43-25 to the Finance Committee.

SECOND READERS**Charter Amendment**CA-1-25**City Council Compensation Commission**

For the purpose of updating the process for setting the City Council's compensation; removing it from the Council Elections Article of the City Charter and inserting it under The City Council Article; and removing the requirement that the Council's compensation commission sets the City Manager's compensation.

Sponsors: Buckley

Acting City Manager Buckland was present and answered questions from the council.

Alderman Schandelmeier moved to adopt CA-1-25 on second reader. Seconded. CARRIED on voice vote.

Alderwoman Finlayson moved to adopt CA-1-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

CA-2-25**City Council Pay and Benefits Deadline**

For the purpose of allowing the City Council until the general election to finalize pay and benefits for the upcoming term.

Sponsors: Buckley

Alderman Savidge moved to adopt CA-2-25 on second reader. Seconded. CARRIED on voice vote.

Alderman Arnett moved to adopt CA-2-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 7 - Mayor Buckley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Nay: 1 - Alderman Huntley

Absent: 1 - Alderwoman Pindell Charles

Ordinances

[O-14-25](#)

Implementation of Annapolis Ahead Comprehensive Plan, 2040

For the purpose of implementing the adopted Comprehensive Plan; in Planned Development Chapter 21.24, revising the purpose statements and approving criteria for planned development by linking them to the Comprehensive Plan's goals and community benefits, increasing the share of a planned development that may be devoted to a mix of land uses, allowing for increases in the number of housing units in certain planned developments; revising the definition of common open space and expanding the required percentage of such space in planned developments; in Residential Districts Chapter 21.40, more strictly defining how to compute the size of a house in the R2-NC district; in Terms and Definition Chapter 21.72, updating the definitions of "Floor area" and "Half Story"; in Heights and Bulk Limits Chapter 21.56, updating what appurtenances and types of structure are allowed to project above certain maximum height limits; in Parking and Loading Regulation Chapter 21.66, clarifying the off-street parking exception in the C2 and C2A district so its applicable to all buildings sizes not just those under 20,000 square feet in size; in Certificate of Approval-Commission Decision Chapter 21.56, replacing references to the Department of Public Works with the Department of Planning and Zoning; and generally related to comprehensive plan updates in Title 21.

Sponsors: Buckley, Arnett, Finlayson, Schandlmeier and Gay

Alderman Schandlmeier moved to adopt O-14-25 on second reader.

Alderman Huntley moved to amend O-14-25 as follows:

Amendment #1:

**On page 11, in line 16, strike "or" and after ":" insert "and" .. Seconded.
CARRIED on voice vote.**

Mayor Buckley moved to amend O-14-25 as follows:

Amendment #2:

On page 11, in line 28, add Section 21.56.190, "Front Setback for Replacement Building" and amend as follows:

Title 21 - PLANNING AND ZONING
Division IV - Overlay District Regulations
Chapter 21.56 Historic District
Section 21.56.190 Front setback for replacement buildings.

1. Within the limits of the historic district, front setback provisions for the C1, C1A, C2, C2A and C2P districts shall be modified to provide that where a new building is constructed which takes the place of an existing building, the new building may be constructed with the same front setback as existed for the building it replaces; otherwise, the new building shall be subject to the provisions of the bulk regulations for those districts.

2. Where, on property with frontage on Dock Street between Craig Street and the easternmost terminus of Dock Street, a new building is to be constructed with the same front setback as the building it replaces. The maximum allowable architectural bulk of the new building shall be constrained by the application of the height and setback provisions of this chapter, rather than the floor area ratio standard applicable to the C2 District. Seconded. CARRIED on voice vote.

Alderman Savidge moved to amend O-14-25 as follows:

Amendment #3:

On page 7, in line 17, insert "4. This section does not supersede Adequate Public Facilities requirements in Title 22." Seconded. CARRIED on voice vote.

Alderman Arnett moved to amend O-14-25 as follows:

Amendment #4:

1. On page 3, in line 31, unstrike "a design" and strike "development."
2. On page 4, strike lines 1 through 12 and on line 1 insert the following:
 - a. Promoting a mix of land use types within development projects (mixed use) that support the principles of the Comprehensive Plan 2040;
 - b. Promoting the installation and use of infrastructure such as sidewalks, trails, bikeways, and transit (active transportation), parks and neighborhood services such as but not limited to daycare, health care, shopping, dining and entertainment;
 - c. Promoting the supply of affordable housing, especially multi-family housing types (missing middle housing), which can be developed at a lower cost per unit than single-family housing;
 - d. Promoting physical connections to area waterways through such things as dedicated routes and recreational enhancements to waterfront land (public water access);
 - e. Promoting the linking of open spaces for environmental and recreational benefits (greenways); and
 - f. Foster improvements to the environment through development that improves air and water quality. Seconded. CARRIED on voice vote.

Alderman Savidge moved to amend O-14-25 as follows:

Amendment #5 w/ Arnett Friendly Amendment ' to include enclosed stairwells:

1. On page 10, on line 15, insert the following new sections:

Section 21.56.095 - Green Roof Standards in the Historic District

A. Purpose. To enable environmentally beneficial green (living) roofs while preserving the

historic character, materials, and skyline of the Historic District.

B. Applicability. This section applies to green roofs proposed in the Historic District.

C. Design and performance standards.

1. Performance.

The system shall be designed for storm water retention and attenuation, as well as thermal performance, with climate-appropriate plantings (extensive, semi-intensive, or intensive).

2. Structural and Waterproofing.

a. A licensed design professional shall certify structural load capacity and waterproofing integrity; assemblies shall include a root barrier and drainage layer.

b. Waterproof membrane and root barriers shall meet ANSI/SPRI/ESR standards.

3. Reversibility.

Installation shall be removable without permanent damage to the historic fabric and shall avoid adverse moisture or drainage impacts on historic materials.

4. Visibility and Placement.

Vegetation and associated assemblies shall not be visible above the roofline from public rights of way unless explicitly approved as compatible by the Historic Preservation Commission.

5. Drainage and Irrigation.

a. Drainage layer and filter fabric shall be required for uniform moisture retention and substrate retention.

b. Temporary irrigation is permitted only during plant establishment (max one summer season). Planting requiring no irrigation is preferred.

6. Maintenance.

a. A maintenance plan shall be implemented for irrigation, seasonal care, and

replacement of vegetation to prevent die-off or visual degradation.

b. The vegetative roof system shall be maintained in a healthy growing condition, free of dead or dying plant material, noxious weeds, and accumulated debris.

c. Vegetation visible from the street shall be regularly pruned and trimmed to present a neat and orderly appearance.

d. The property owner shall inspect the green roof at least twice a year and carry out necessary maintenance tasks. This includes removing and replacing any failed vegetation, controlling weeds, and stabilizing soil.

Additionally, the owner must keep inspection and maintenance records for at least three years and make them available to the Department of Planning and Zoning upon request.

D. Submittals. Applications shall include:

1. A roof plan with locations of assemblies and rooftop accessory structures;

2. Structural and waterproofing certifications;

3. Planting plan and specifications; and
4. A maintenance plan.

E. Storm Water Credits.

Section 21.56.105 - Rooftop Accessory Structure Design Guidelines

A. Materials and Finishes.

1. Cladding for accessory structures must match or complement adjacent roof materials in color, texture, and finish.

2. Guard rails, screening, and louvers shall be durable, non-reflective, low-profile, and designed to complement and integrate with building architecture.

B. Visibility Minimization.

Equipment enclosures, planters, and dining parapets shall be arranged to reduce perceived bulk and maintain historic roof line continuity.

C. Prohibited Features.

No enclosed accessory structure shall include space for dining, bar use, or other habitable uses, except for an elevator lobby - "and stairwells".

Section 21.56.115 - Rooftop Dining Area Design Standards

A. Applicability.

This section applies to all rooftop dining areas at properties on Dock Street between Craig Street and its easternmost terminus of Dock Street.

B. Height and Enclosure.

Guard rails and parapets serving dining areas may not exceed 42 inches above the

roof surface and shall be in addition to § 21.64.540(A)(2)(d).

C. Coverage and Setbacks.

1. Rooftop dining platforms shall not exceed 30% of the roof plate.

2. Dining areas must be set back at least five feet from any roof edge fronting a

public right-of-way.

3. Guardrails and seating platforms may encroach within two feet of the roof edge,

provided they are constructed of clear glass or cable railing systems not exceeding

four feet in height, and are visually transparent from street level.

D. Review Findings.

The Certificate of Approval must include findings that the dining installation preserves sightlines to the historic roof lines.

2. On page 11, strike lines 8 through 2, and insert the following:

2. On properties with frontage on Dock Street between Craig Street and the easternmost terminus of Dock Street:

a. Mechanical penthouses, and other roof top appurtenances and accessory structures may extend up to 10 feet beyond the applicable allowed height limit, and elevator shaft overruns may extend an additional five feet, provided:

i. The roof is a green (living) roof designed and engineered for stormwater management, energy efficiency and planted with vegetation;

ii. The aggregate footprint of any such structures shall comprise no more than 25% of the area of the roof; or

iii. Any such structure shall be positioned on the roof, to minimize, to the extent possible, the degree to which it is viewable from all

public rights-of-way and shall be screened on all four sides, with such screening being an integral architectural element of the building and the required green (living) roof.

b. The applicant must demonstrate that:

i. The extra height is necessary and minimal;

ii. Visual impacts are reduced through greater setbacks, appropriate screening, materials, or colors; and

iii. All other overlay standards, including green roofs, coverage limits, maintenance, and historic district requirements, are satisfied.

3. On page 12, in line 22, before "Section II", insert the following instructions and new terms:

Insert the following terms in alphabetical order:

"Accessory Structure, Rooftop" means any enclosed or unenclosed element on a roof

incidental to the principal use, including mechanical penthouses, elevators and elevator

overrides, guard rails, screening, stair towers, and rooftop dining areas. Does not include

rooftop decks regulated under § 21.56.115.

"Elevator Override" means an enclosed rooftop accessory structure containing elevator

machinery, hoistway extension, emergency egress stair tower, and related controls.

"Green Roof" means a vegetated roof assembly consisting of a waterproof membrane,

root barrier, drainage layer, filter fabric, and growing medium that supports droughttolerant plantings.

"Mechanical Penthouse" means an enclosed rooftop accessory structure housing

mechanical, electrical, plumbing, or fire-protection equipment, including ductwork,

piping, or exhaust. Shall contain no habitable or assembly uses.

"Rooftop Dining Area" means an unenclosed or partially enclosed platform on a roof for

outdoor seating, tables, and service incidental to a restaurant. Rooftop dining areas are

subject to design, setback, and coverage standards in § 21.56.115. Seconded.

CARRIED on voice vote.

Alderman Gay moved to amend O-14-25 as follows:

Amendment Friendly to Amendment #6::

On page 12, of the amendment, in section, 21.24.055 C.2. remove in its entirety "d. and e" and on page 13, in 21.24.055 insert the following after D. Monitoring, Reporting, and Enforcement. 1. Annual Reporting. Insert "Every two years" and delete "The developer or". Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 7 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Nay: 1 - Alderwoman Finlayson

Absent: 1 - Alderwoman Pindell Charles

Planning and Zoning Director Jakubiak, Chief of Comprehensive Planning Leshinsky and Acting City Manager Buckland were present and answered questions from the council.

Alderman Savidge moved to amend O-14-25 as follows:

Amendment # 6 w/ Gay Friendly Amendment:

On page 12, of the amendment, in section, 21.24.055 C.2. remove in its entirety "d. and e" and on page 13, in 21.24.055 insert the following after D. Monitoring, Reporting, and Enforcement. 1. Annual Reporting. Insert "Every two years" and delete "The developer or".

1. On page 5, in line 13, before Subsection B, insert the following:
7. To support development built around and connected to transit to improve residents' mobility, reduce automobile dependence, reduce traffic and parking pressures, reduce the need for large asphalt parking lots, and optimize land use efficiency.
2. On page 6, in line 16, strike "150%" and after "exceed" insert "125%"; and in line 33, strike "850" and after "area by" insert "1,400".
3. On page 7, in line 3, insert the following new subsection C:
C. Conditional Density Bonus Tied to High-Value Transit Improvements.
 1. Conditional density increases allowed.
 - a. Residential Planned development. The maximum number of dwelling units allowed, as calculated in section B(1) above, may be increased to a maximum of 200%.
 - b. Special mixed planned development. Instead of the 1,400 square feet mentioned in section B(3) above, only 850 square feet may be used when determining the maximum number of allowed dwelling units.
 2. The density increases in this section shall become effective only upon satisfaction of all:
 - a. Transit Conditions.
 - i. High-value Transit Service Confirmation. The property must be or become served by high-value transit services, as demonstrated by the provision or initiation of these services approved by the City or designated transit authority.
 - ii. Developer Contribution. The developer shall:
 - (1) Enter into a binding Community Benefits Agreement (CBA).
 - (a) This agreement shall obligate them to contribute financial resources, provide inkind services, or offer other support to improve the project and benefit the surrounding community.
 - (b) The agreement may include requirements such as prioritizing the construction of below-market-rate housing, promoting local hiring and workforce development, making investments and reinvestments in the community, adhering to

environmental and sustainability standards, supporting local business and economic development, and ensuring accountability and monitoring of these efforts.

(2) Contribute financial resources, in-kind services, or other support identified for improvements that help to optimize transit and/or bicycle use for residents and visitors of the project and the surrounding community.

(a) These contributions may include the following: Transit pass incentives for residents, bicycle lockers, public restrooms with showers for bicycle users, and a rebate for residents to purchase a bicycle.

(b) The City Council shall approve such an agreement with recommendations from the Planning Commission.

b. Transit-Oriented Development (TOD) and Tax Incremental Financing (TIF) Establishment.

i. The City shall establish a Transit-Oriented Development (TOD) Tax Increment Financing (TIF) district.

ii. The incremental tax revenues generated as a result of the increased density shall be earmarked for financing further high-value transit-related infrastructure enhancements in the area, or for related operations and maintenance costs.

c. Affordable Housing Conditions.

i. The percentage of below-market-rate housing provided on the property shall be at least 30% of the total units.

ii. At least half of the below-market-rate housing shall be complete and ready for occupancy before issuing any certificate of occupancy for market-rate units at an above-baseline density.

3. Failure to meet any condition of this section voids the bonus, and the project shall be limited to the baseline density pursuant to § 21.24.050(B).

4. On page 7, before Section 21.24.060, insert new Section 21.24.055 as follows:

Section 21.24.055 – Transit-Oriented Development (TOD) Parking Reduction and Transportation Demand Management

A. **Eligibility.** Projects that satisfy all requirements pursuant to § 21.24.050.C (Conditional Density Bonus Tied to High-Value Transit Improvements) are eligible to apply for the benefits in subsections B and C.

B. **Parking Reduction Incentive.** Eligible projects may reduce required offstreet parking by up to 30% below the ratios in Chapter 21.66, provided they

demonstrate compliance with subsection C.

C. **Transportation Demand Management (TMD) Plan Requirement.**

1. **Approval Process.**

a. The developer shall submit a detailed Transportation Demand Management (TDM) Plan to the Department of Planning & Zoning for review at the time of the site design plan submission.

b. The Planning Commission must approve the Transportation Demand Management (TDM) Plan before building permits for density above the baseline are issued.

2. **Mandatory Elements.** The Transportation Demand Management (TDM) Plan shall include, at a minimum, all of the following:

- a. **Parking Pricing.** Tiered or unbundled parking pricing for residents and visitors to encourage mode shift;
- b. **Bicycle Infrastructure.** Secure bicycle parking equals at least one space per ten dwelling units and at least one short-term rack per fifty units;
- c. **Carshare/Rideshare Integration.** On-site carshare or rideshare pick-up/drop-off zones, including at least one dedicated stall;
- d. **Transit Pass Subsidy.** Offer every residential and nonresidential tenant a transit pass discount or subsidy for a minimum of one year; and
- e. **Mobility Coordinator.** Retain an on-site mobility coordinator responsible for:
 - i. Marketing Transportation Demand Management (TDM) services and alternative-mode options;
 - ii. Tracking mode-split data (annual mode-share survey); and
 - iii. Hosting quarterly outreach sessions (e.g., transit fairs, bike-to-work days).

3. **Coordination with High-Value Transit (HVT) and Active Transportation.** The Transportation Demand Management (TDM) Plan must describe how the project will connect to adjacent highvalue transit facilities and active-transportation networks, including safe, direct pedestrian and bicycle routes to stations or stops.

D. **Monitoring, Reporting, and Enforcement.**

1. **Annual Reporting.** The developer or property owner shall submit an annual Transportation Demand Management (TDM) Report to the Department of Planning & Zoning documenting:
 - a. Parking utilization rates;
 - b. Transit-pass uptake;
 - c. Bike parking usage;
 - d. Carshare/ride-share trip counts; and
 - e. Results of mode-split surveys
2. **Performance Security.** A performance bond or letter of credit equal to 10% of the estimated cost of on-site Transportation Demand Management (TDM) measures shall be posted before the first certificate of occupancy for bonus units.
3. **Penalties.** Failure to achieve or maintain 20% non-single-occupant vehicle mode share within two years of full build-out may trigger revocation of further permits for density above baseline and require additional Transportation Demand Management (TDM) enhancements at the developer's expense.
5. On page 8, strike paragraph 8, and insert a new paragraph 8 and 9 as follows:

8. **Conditional Transit-Oriented Development (TOD) Findings.** The Planning Commission may approve any density above the baseline in § 21.24.050(B) or any bonus under § 21.24.050(C) only upon a written finding that all of the following have been satisfied:

- a. All transit infrastructure conditions pursuant to § 21.24.050;

- b. Execution of the required Community Benefits Agreement (CBA);
- c. Adoption of the Transit-Oriented Development (TOD), Tax Incremental Financing (TIF) overlay;
- d. Provision of affordable housing pursuant to § 21.24.050;
- e. Approval of a Transportation Demand Management (TDM) plan as required pursuant to § 21.24.055; and
- f. Posting performance security in less than 125% of estimated public infrastructure costs to guarantee High-Value Transit (HVT), Community Benefits Agreement (CBA), and affordable housing delivery.

9. Density Limitation. If the Commission finds that any condition of this item has not been met within the required timeframe and manner, the project shall be approved only up to the baseline density pursuant to § 21.24.050(B), and no conditional bonus shall apply.

6. On page 12, insert the following definitions in alphabetical order:

“High-value transit (HVT)” means a fixed transportation route that includes enhanced reliability and service frequency with headways of at least 20 minutes; dedicated transit infrastructure (e.g., travel lanes); comprehensive station upgrades with real-time arrival/departure information; multi-modal integration with walking, biking, and microtransit; and seamless intermodal connectivity.

“Transportation Demand Management (TDM)” means a package of strategies, programs, and services designed to reduce reliance on single-occupant vehicle trips, improve system efficiency, and shift travel toward high-value transit, walking, biking, and other lowemission modes. TDM measures may include transit subsidies, carshare/vanpool integration, bicycle infrastructure and amenities, telework/flex scheduling, on-site mobility coordination, and information-sharing platforms.

“Transit-Oriented Development (TOD)” means development sited and designed to prioritize access to high-quality public transit and active transportation. TOD is characterized by increased residential and/or employment density within walking distance of transit stops, pedestrian-oriented site and street design, safe and direct bicycle and pedestrian connections to transit, integration of Transportation Demand Management measures, and reduced automobile-oriented parking. Mixed use is encouraged but not required where demonstrated high-quality transit service, multimodal access, and TDM commitments are provided.

“Tax incremental financing” (TIF) means, a public financing mechanism in which the City designates a defined district and fixes a base year taxable value for property therein; thereafter, the increase in property tax revenue above the base (the “tax increment”) is

captured and deposited into a dedicated fund to pay for eligible public improvements that benefit the district, including transportation, utility, streetscape, parks, environmental remediation, and transit-supportive infrastructure. TIF may be implemented on a pay-as-you-go basis or used to secure bonds or other obligations, with repayment limited to the tax increment and any other pledged revenues. Establishment of a TIF district does not by itself raise tax rates, and use of TIF revenues shall be limited to purposes and expenditures authorized by the creating ordinance and applicable law within or benefiting the district. Seconded. The motion DEFEATED by the following vote:

Aye: 4 - Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Nay: 4 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill and Alderwoman Finlayson

Absent: 1 - Alderwoman Pindell Charles

Alderman Schandelmeier moved to adopt O-14-25 as amended on second reader. Seconded. A roll call vote was taken. The motion DEFEATED by the following vote:

Aye: 4 - Mayor Buckley, Alderwoman Finlayson, Alderman Schandelmeier and Alderman Gay

Nay: 4 - Alderman Huntley, Alderwoman O'Neill, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

Planning and Zoning Director Jakubiak was present and answered questions from the council.

Alderman Huntley moved to reconsider O-14-25 on second reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 5 - Mayor Buckley, Alderman Huntley, Alderwoman Finlayson, Alderman Schandelmeier and Alderman Gay

Nay: 3 - Alderwoman O'Neill, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

Alderman Huntley moved to adopt on second reader. Seconded.

Alderman Huntley moved to amend O-14-25 as follows:

Amendment #1:

On page 11, in line 16, strike "or" and after ":" insert "and"

Amendment #2:

On page 11, in line 28, add Section 21.56.190, "Front Setback for Replacement

Building" and amend as follows:

Title 21 - PLANNING AND ZONING

Division IV - Overlay District Regulations

Chapter 21.56 Historic District

Section 21.56.190 Front setback for replacement buildings.

1. Within the limits of the historic district, front setback provisions for the C1, C1A, C2,

C2A and C2P districts shall be modified to provide that where a new building is

constructed which takes the place of an existing building, the new building may be

constructed with the same front setback as existed for the building it replaces; otherwise,

the new building shall be subject to the provisions of the bulk regulations for those

districts.

2. Where, on property with frontage on Dock Street between Craig Street and the easternmost terminus of Dock Street, a new building is to be constructed with the same front

setback as the building it replaces. The maximum allowable architectural bulk of the new

building shall be constrained by the application of the height and setback provisions of

this chapter, rather than the floor area ratio standard applicable to the C2 District.

Amendment #3:

On page 7, in line 17, insert "4. This section does not supersede Adequate Public Facilities requirements in Title 22."

Amendment #4:

1. On page 3, in line 31, unstrike "a design" and strike "development."

2. On page 4, strike lines 1 through 12 and on line 1 insert the following:

a. Promoting a mix of land use types within development projects (mixed use) that support the principles of the Comprehensive Plan 2040;

b. Promoting the installation and use of infrastructure such as sidewalks, trails, bikeways, and transit (active transportation), parks and neighborhood services such as but not limited to daycare, health care, shopping, dining and entertainment;

c. Promoting the supply of affordable housing, especially multi-family housing types (missing middle housing), which can be developed at a

lower cost per unit than single-family housing;

- d. Promoting physical connections to area waterways through such things as dedicated routes and recreational enhancements to waterfront land (public water access);
- e. Promoting the linking of open spaces for environmental and recreational benefits (greenways); and
- f. Foster improvements to the environment through development that improves air and water quality.

Amendment #5 w/ Arnett Friendly Amendment ' to include enclosed stairwells:

1. On page 10, on line 15, insert the following new sections:

Section 21.56.095 - Green Roof Standards in the Historic District

A. Purpose. To enable environmentally beneficial green (living) roofs while

preserving the historic character, materials, and skyline of the Historic District.

B. Applicability. This section applies to green roofs proposed in the Historic District.

C. Design and performance standards.

1. Performance.

The system shall be designed for storm water retention and attenuation, as well as thermal performance, with climate-appropriate plantings (extensive, semi-intensive, or intensive).

2. Structural and Waterproofing.

a. A licensed design professional shall certify structural load capacity and waterproofing integrity; assemblies shall include a root barrier and drainage layer.

b. Waterproof membrane and root barriers shall meet ANSI/SPRI/ESR standards.

3. Reversibility.

Installation shall be removable without permanent damage to the historic fabric and shall avoid adverse moisture or drainage impacts on historic materials.

4. Visibility and Placement.

Vegetation and associated assemblies shall not be visible above the roofline from public rights of way unless explicitly approved as compatible by the Historic Preservation Commission.

5. Drainage and Irrigation.

a. Drainage layer and filter fabric shall be required for uniform moisture retention and substrate retention.

b. Temporary irrigation is permitted only during plant establishment (max one summer season). Planting requiring no irrigation is preferred.

6. Maintenance.

a. A maintenance plan shall be implemented for irrigation, seasonal care, and replacement of vegetation to prevent die-off or visual degradation.

b. The vegetative roof system shall be maintained in a healthy growing condition, free of dead or dying plant material, noxious weeds, and accumulated debris.

c. Vegetation visible from the street shall be regularly pruned and trimmed to present a neat and orderly appearance.

d. The property owner shall inspect the green roof at least twice a year and carry out necessary maintenance tasks. This includes removing and

replacing any failed vegetation, controlling weeds, and stabilizing soil. Additionally, the owner must keep inspection and maintenance records for at least three years and make them available to the Department of Planning and Zoning upon request.

D. Submittals. Applications shall include:

1. A roof plan with locations of assemblies and rooftop accessory structures;
2. Structural and waterproofing certifications;
3. Planting plan and specifications; and
4. A maintenance plan.

E. Storm Water Credits.

Section 21.56.105 - Rooftop Accessory Structure Design Guidelines

A. Materials and Finishes.

1. Cladding for accessory structures must match or complement adjacent roof materials in color, texture, and finish.
2. Guard rails, screening, and louvers shall be durable, non-reflective, low-profile, and designed to complement and integrate with building architecture.

B. Visibility Minimization.

Equipment enclosures, planters, and dining parapets shall be arranged to reduce perceived bulk and maintain historic roof line continuity.

C. Prohibited Features.

No enclosed accessory structure shall include space for dining, bar use, or other habitable uses, except for an elevator lobby - "and stairwells".

Section 21.56.115 - Rooftop Dining Area Design Standards

A. Applicability.

This section applies to all rooftop dining areas at properties on Dock Street between Craig Street and its easternmost terminus of Dock Street.

B. Height and Enclosure.

Guard rails and parapets serving dining areas may not exceed 42 inches above the

roof surface and shall be in addition to § 21.64.540(A)(2)(d).

C. Coverage and Setbacks.

1. Rooftop dining platforms shall not exceed 30% of the roof plate.

2. Dining areas must be set back at least five feet from any roof edge fronting a

public right-of-way.

3. Guardrails and seating platforms may encroach within two feet of the roof edge,

provided they are constructed of clear glass or cable railing systems not exceeding

four feet in height, and are visually transparent from street level.

D. Review Findings.

The Certificate of Approval must include findings that the dining installation preserves sightlines to the historic roof lines.

2. On page 11, strike lines 8 through 2, and insert the following:

2. On properties with frontage on Dock Street between Craig Street and the easternmost terminus of Dock Street:

a Mechanical penthouses, and other roof top appurtenances and accessory structures may extend up to 10 feet beyond the applicable allowed height limit, and elevator shaft overruns may extend an additional five feet, provided:

i. The roof is a green (living) roof designed and engineered for stormwater management, energy efficiency and planted with vegetation;

ii. The aggregate footprint of any such structures shall comprise no more than 25% of the area of the roof; or

iii. Any such structure shall be positioned on the roof, to minimize, to the extent possible, the degree to which it is viewable from all public rights-of-way and shall be screened on all four sides, with such screening being an integral architectural element of the building and the required green (living) roof.

b. The applicant must demonstrate that:

i. The extra height is necessary and minimal;

ii. Visual impacts are reduced through greater setbacks, appropriate screening, materials, or colors; and

iii. All other overlay standards, including green roofs, coverage limits, maintenance, and historic district requirements, are satisfied.

3. On page 12, in line 22, before "Section II", insert the following instructions and new terms:

Insert the following terms in alphabetical order:

"Accessory Structure, Rooftop" means any enclosed or unenclosed element on a roof

incidental to the principal use, including mechanical penthouses, elevators and elevator

overrides, guard rails, screening, stair towers, and rooftop dining areas. Does not include

rooftop decks regulated under § 21.56.115.

"Elevator Override" means an enclosed rooftop accessory structure containing elevator

machinery, hoistway extension, emergency egress stair tower, and related controls.

"Green Roof" means a vegetated roof assembly consisting of a waterproof membrane, root barrier, drainage layer, filter fabric, and growing medium that supports droughttolerant plantings.

"Mechanical Penthouse" means an enclosed rooftop accessory structure housing

mechanical, electrical, plumbing, or fire-protection equipment, including ductwork,

piping, or exhaust. Shall contain no habitable or assembly uses.

"Rooftop Dining Area" means an unenclosed or partially enclosed platform on a roof for

outdoor seating, tables, and service incidental to a restaurant. Rooftop dining areas are

subject to design, setback, and coverage standards in § 21.56.115. Seconded. CARRIED on voice vote.

Alderman Arnett moved to consider legislative actions beyond 11:00 pm . Seconded. CARRIED on voice vote.

Alderman Huntley moved to recessed at 11:00 p.m. and reconvened at 11:10 p.m.. Seconded. CARRIED on voice vote.

Alderman Schandelmeier moved to amend as follows:

On page 11, of the ordinance, strike Lines 1-26. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 7 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

Abstain: 1 - Alderman Gay

Alderman Huntley moved to amend O-14-25 as follows:

To strike amendments #1 and #5 .Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 6 - Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Savidge and Alderman Arnett

Nay: 2 - Mayor Buckley and Alderman Gay

Absent: 1 - Alderwoman Pindell Charles

Alderman Savidge moved to amend O-14-25 as follows:

Amendment # 6 w/ Gay Friendly Amendment:

On page 12, of the amendment, in section, 21.24.055 C.2. remove in its entirety "d. and e" and on page 13, in 21.24.055 insert the following after D. Monitoring, Reporting, and Enforcement. 1. Annual Reporting. Insert "Every two years" and delete "The developer or".

1. On page 5, in line 13, before Subsection B, insert the following:
 7. To support development built around and connected to transit to improve residents' mobility, reduce automobile dependence, reduce traffic and parking pressures, reduce the need for large asphalt parking lots, and optimize land use efficiency.
2. On page 6, in line 16, strike "150%" and after "exceed" insert "125%"; and in line 33, strike "850" and after "area by" insert "1,400".
3. On page 7, in line 3, insert the following new subsection C:

C. Conditional Density Bonus Tied to High-Value Transit Improvements.

 1. Conditional density increases allowed.
 - a. Residential Planned development. The maximum number of dwelling units allowed, as calculated in section B(1) above, may be increased to a maximum of 200%.
 - b. Special mixed planned development. Instead of the 1,400 square feet mentioned in section B(3) above, only 850 square feet may be used when determining the maximum number of allowed dwelling units.
 2. The density increases in this section shall become effective only upon satisfaction of all:
 - a. Transit Conditions.
 - i. High-value Transit Service Confirmation. The property must be or become served by high-value transit services, as demonstrated by the provision or initiation of these services approved by the City or designated transit authority.
 - ii. Developer Contribution. The developer shall:
 - (1) Enter into a binding Community Benefits Agreement (CBA).
 - (a) This agreement shall obligate them to contribute financial resources, provide inkind services, or offer other support to improve the project and benefit the surrounding community.
 - (b) The agreement may include requirements such as prioritizing the construction of below-market-rate housing, promoting local hiring and workforce development, making investments and reinvestments in the community, adhering to environmental and sustainability standards, supporting local business and economic development, and ensuring accountability and monitoring of these

efforts.

(2) Contribute financial resources, in-kind services, or other support identified for improvements that help to optimize transit and/or bicycle use for residents and visitors of the project and the surrounding community.

(a) These contributions may include the following: Transit pass incentives for residents, bicycle lockers, public restrooms with showers for bicycle users, and a rebate for residents to purchase a bicycle.

(b) The City Council shall approve such an agreement with recommendations from the Planning Commission.

b. Transit-Oriented Development (TOD) and Tax Incremental Financing (TIF) Establishment.

i. The City shall establish a Transit-Oriented Development (TOD) Tax Increment Financing (TIF) district.

ii. The incremental tax revenues generated as a result of the increased density shall be earmarked for financing further high-value transit-related infrastructure enhancements in the area, or for related operations and maintenance costs.

c. Affordable Housing Conditions.

i. The percentage of below-market-rate housing provided on the property shall be at least 30% of the total units.

ii. At least half of the below-market-rate housing shall be complete and ready for occupancy before issuing any certificate of occupancy for market-rate units at an above-baseline density.

3. Failure to meet any condition of this section voids the bonus, and the project shall be limited to the baseline density pursuant to § 21.24.050(B).

4. On page 7, before Section 21.24.060, insert new Section 21.24.055 as follows:

Section 21.24.055 – Transit-Oriented Development (TOD) Parking Reduction and Transportation Demand Management

A. Eligibility. Projects that satisfy all requirements pursuant to § 21.24.050.C (Conditional Density Bonus Tied to High-Value Transit Improvements) are eligible to apply for the benefits in subsections B and C.

B. Parking Reduction Incentive. Eligible projects may reduce required offstreet parking by up to 30% below the ratios in Chapter 21.66, provided they

demonstrate compliance with subsection C.

C. Transportation Demand Management (TMD) Plan Requirement.

1. Approval Process.

a. The developer shall submit a detailed Transportation Demand Management (TDM) Plan to the Department of Planning & Zoning for review at the time of the site design plan submission.

b. The Planning Commission must approve the Transportation Demand Management (TDM) Plan before building permits for density above the baseline are issued.

2. Mandatory Elements. The Transportation Demand Management

(TDM) Plan shall include, at a minimum, all of the following:

- a. **Parking Pricing.** Tiered or unbundled parking pricing for residents and visitors to encourage mode shift;
- b. **Bicycle Infrastructure.** Secure bicycle parking equals at least one space per ten dwelling units and at least one short-term rack per fifty units;
- c. **Carshare/Rideshare Integration.** On-site carshare or rideshare pick-up/drop-off zones, including at least one dedicated stall;
- d. **Transit Pass Subsidy.** Offer every residential and nonresidential tenant a transit pass discount or subsidy for a minimum of one year; and
- e. **Mobility Coordinator.** Retain an on-site mobility coordinator responsible for:
 - i. **Marketing Transportation Demand Management (TDM) services and alternative-mode options;**
 - ii. **Tracking mode-split data (annual mode-share survey); and**
 - iii. **Hosting quarterly outreach sessions (e.g., transit fairs, bike-to-work days).**

3. **Coordination with High-Value Transit (HVT) and Active Transportation.** The Transportation Demand Management (TDM) Plan must describe how the project will connect to adjacent highvalue transit facilities and active-transportation networks, including safe, direct pedestrian and bicycle routes to stations or stops.

D. Monitoring, Reporting, and Enforcement.

1. **Annual Reporting.** The developer or property owner shall submit an annual Transportation Demand Management (TDM) Report to the Department of Planning & Zoning documenting:
 - a. **Parking utilization rates;**
 - b. **Transit-pass uptake;**
 - c. **Bike parking usage;**
 - d. **Carshare/ride-share trip counts; and**
 - e. **Results of mode-split surveys**
2. **Performance Security.** A performance bond or letter of credit equal to 10% of the estimated cost of on-site Transportation Demand Management (TDM) measures shall be posted before the first certificate of occupancy for bonus units.
3. **Penalties.** Failure to achieve or maintain 20% non-single-occupant vehicle mode share within two years of full build-out may trigger revocation of further permits for density above baseline and require additional Transportation Demand Management (TDM) enhancements at the developer's expense.
5. On page 8, strike paragraph 8, and insert a new paragraph 8 and 9 as follows:

8. **Conditional Transit-Oriented Development (TOD) Findings.** The Planning Commission may approve any density above the baseline in § 21.24.050(B) or any bonus under § 21.24.050(C) only upon a written finding that all of the following have been satisfied:

- a. **All transit infrastructure conditions pursuant to § 21.24.050;**
- b. **Execution of the required Community Benefits Agreement (CBA);**
- c. **Adoption of the Transit-Oriented Development (TOD), Tax Incremental Financing (TIF) overlay;**
- d. **Provision of affordable housing pursuant to § 21.24.050;**

e. Approval of a Transportation Demand Management (TDM) plan as required pursuant to § 21.24.055; and

f. Posting performance security in less than 125% of estimated public infrastructure costs to guarantee High-Value Transit (HVT), Community Benefits Agreement (CBA), and affordable housing delivery.

9. Density Limitation. If the Commission finds that any condition of this item has not been met within the required timeframe and manner, the project shall be approved only up to the baseline density pursuant to § 21.24.050(B), and no conditional bonus shall apply.

6. On page 12, insert the following definitions in alphabetical order:

“High-value transit (HVT)” means a fixed transportation route that includes enhanced reliability and service frequency with headways of at least 20 minutes; dedicated transit infrastructure (e.g., travel lanes); comprehensive station upgrades with real-time arrival/departure information; multi-modal integration with walking, biking, and microtransit; and seamless intermodal connectivity.

“Transportation Demand Management (TDM)” means a package of strategies, programs, and services designed to reduce reliance on single-occupant vehicle trips, improve system efficiency, and shift travel toward high-value transit, walking, biking, and other lowemission modes. TDM measures may include transit subsidies, carshare/vanpool integration, bicycle infrastructure and amenities, telework/flex scheduling, on-site mobility coordination, and information-sharing platforms.

“Transit-Oriented Development (TOD)” means development sited and designed to prioritize access to high-quality public transit and active transportation. TOD is characterized by increased residential and/or employment density within walking distance of transit stops, pedestrian-oriented site and street design, safe and direct bicycle and pedestrian connections to transit, integration of Transportation Demand Management measures, and reduced automobile-oriented parking. Mixed use is encouraged but not required where demonstrated high-quality transit service, multimodal access, and TDM commitments are provided.

“Tax incremental financing” (TIF) means, a public financing mechanism in which the City designates a defined district and fixes a base year taxable value for property therein; thereafter, the increase in property tax revenue above the base (the “tax increment”) is captured and deposited into a dedicated fund to pay for eligible public improvements that benefit the district, including transportation, utility, streetscape, parks, environmental

remediation, and transit-supportive infrastructure. TIF may be implemented on a pay-as-you-go basis or used to secure bonds or other obligations, with repayment limited to the tax increment and any other pledged revenues. Establishment of a TIF district does not by itself raise tax rates, and use of TIF revenues shall be limited to purposes and expenditures authorized by the creating ordinance and applicable law within or benefiting the district. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 7 - Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Nay: 1 - Mayor Buckley

Absent: 1 - Alderwoman Pindell Charles

Alderman Huntley moved to amend Amendment #6 AMENDED as follows:

On page 5, of Amendment #6 as Amended strike "2. Performance Security. A performance bond or letter of credit equal to 10% of the estimated cost of on-site Transportation Demand Management (TDM) measures shall be posted before the first certificate of occupancy for bonus units. And; 3. Penalties. Failure to achieve or maintain 20% non-single-occupant-vehicle mode share within two years of full build-out may trigger revocation of further permits for density above baseline and require additional Transportation Demand Management (TDM) enhancements at the developer's expense." Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

Alderman Savidge moved to amend O-14-25 as follows:

Amendment #6 w/ friendly amendments from Ald. Gay/ Huntley:

1. On page 5, in line 13, before Subsection B, insert the following:
7. To support development built around and connected to transit to improve residents' mobility, reduce automobile dependence, reduce traffic and parking pressures, reduce the need for large asphalt parking lots, and optimize land use efficiency.
2. On page 6, in line 16, strike "150%" and after "exceed" insert "125%"; and in line 33, strike "850" and after "area by" insert "1,400".
3. On page 7, in line 3, insert the following new subsection C:
C. Conditional Density Bonus Tied to High-Value Transit Improvements.
 1. Conditional density increases allowed.
 - a. Residential Planned development. The maximum number of dwelling units allowed, as calculated in section B(1) above, may be increased to a maximum of 200%.
 - b. Special mixed planned development. Instead of the 1,400 square feet mentioned in section B(3) above, only 850 square feet may be used when determining the maximum number of allowed dwelling units.
 2. The density increases in this section shall become effective only upon satisfaction of all:
 - a. Transit Conditions.
 - i. High-value Transit Service Confirmation. The property must be or become served by high-value transit services, as demonstrated by the provision or initiation of these services approved by the City or designated transit authority.
 - ii. Developer Contribution. The developer shall:
 - (1) Enter into a binding Community Benefits Agreement (CBA).
 - (a) This agreement shall obligate them to contribute financial resources, provide inkind services, or offer other support to improve the project and benefit the surrounding community.
 - (b) The agreement may include requirements such as prioritizing the construction of below-market-rate housing, promoting local hiring and workforce development, making investments and reinvestments in the community, adhering to environmental and sustainability standards, supporting local business and economic development, and ensuring accountability and monitoring of these efforts.
 - (2) Contribute financial resources, in-kind services, or other support identified for improvements that help to optimize transit and/or bicycle use for residents and visitors of the project and the

surrounding community.

(a) These contributions may include the following: Transit pass incentives for residents, bicycle lockers, public restrooms with showers for bicycle users, and a rebate for residents to purchase a bicycle.

(b) The City Council shall approve such an agreement with recommendations from the Planning Commission.

b. Transit-Oriented Development (TOD) and Tax Incremental Financing (TIF) Establishment.

i. The City shall establish a Transit-Oriented Development (TOD) Tax Increment Financing (TIF) district.

ii. The incremental tax revenues generated as a result of the increased density shall be earmarked for financing further high-value transit-related infrastructure enhancements in the area, or for related operations and maintenance costs.

c. Affordable Housing Conditions.

i. The percentage of below-market-rate housing provided on the property shall be at least 30% of the total units.

ii. At least half of the below-market-rate housing shall be complete and ready for occupancy before issuing any certificate of occupancy for market-rate units at an above-baseline density.

3. Failure to meet any condition of this section voids the bonus, and the project shall be limited to the baseline density pursuant to § 21.24.050(B).

4. On page 7, before Section 21.24.060, insert new Section 21.24.055 as follows:

Section 21.24.055 – Transit-Oriented Development (TOD) Parking Reduction and Transportation Demand Management

A. **Eligibility.** Projects that satisfy all requirements pursuant to § 21.24.050.C (Conditional Density Bonus Tied to High-Value Transit Improvements) are eligible to apply for the benefits in subsections B and C.

B. **Parking Reduction Incentive.** Eligible projects may reduce required offstreet parking by up to 30% below the ratios in Chapter 21.66, provided they

demonstrate compliance with subsection C.

C. **Transportation Demand Management (TMD) Plan Requirement.**

1. **Approval Process.**

a. The developer shall submit a detailed Transportation Demand Management (TDM) Plan to the Department of Planning & Zoning for review at the time of the site design plan submission.

b. The Planning Commission must approve the Transportation Demand Management (TDM) Plan before building permits for density above the baseline are issued.

2. **Mandatory Elements.** The Transportation Demand Management (TDM) Plan shall include, at a minimum, all of the following:

a. **Parking Pricing.** Tiered or unbundled parking pricing for residents and visitors to encourage mode shift;

b. **Bicycle Infrastructure.** Secure bicycle parking equals at least one space per ten dwelling units and at least one short-term

rack per fifty units;

c. Carshare/Rideshare Integration. On-site carshare or rideshare pick-up/drop-off zones, including at least one dedicated stall;

d. Transit Pass Subsidy. Offer every residential and nonresidential tenant a transit pass discount or subsidy for a minimum of one year; and

e. Mobility Coordinator. Retain an on-site mobility coordinator responsible for:

- i. Marketing Transportation Demand Management (TDM) services and alternative-mode options;
- ii. Tracking mode-split data (annual mode-share survey); and
- iii. Hosting quarterly outreach sessions (e.g., transit fairs, bike-to-work days).

3. Coordination with High-Value Transit (HVT) and Active Transportation. The Transportation Demand Management (TDM) Plan must describe how the project will connect to adjacent highvalue transit facilities and active-transportation networks, including safe, direct pedestrian and bicycle routes to stations or stops.

D. Monitoring, Reporting, and Enforcement.

1. Annual Reporting. The developer or property owner shall submit an annual Transportation Demand Management (TDM) Report to the Department of Planning & Zoning documenting:
 - a. Parking utilization rates;
 - b. Transit-pass uptake;
 - c. Bike parking usage;
 - d. Carshare/ride-share trip counts; and
 - e. Results of mode-split surveys
2. Performance Security. A performance bond or letter of credit equal to 10% of the estimated cost of on-site Transportation Demand Management (TDM) measures shall be posted before the first certificate of occupancy for bonus units.
3. Penalties. Failure to achieve or maintain 20% non-single-occupant vehicle mode share within two years of full build-out may trigger revocation of further permits for density above baseline and require additional Transportation Demand Management (TDM) enhancements at the developer's expense.
5. On page 8, strike paragraph 8, and insert a new paragraph 8 and 9 as follows:

8. Conditional Transit-Oriented Development (TOD) Findings. The Planning Commission may approve any density above the baseline in § 21.24.050(B) or any bonus under § 21.24.050(C) only upon a written finding that all of the following have been satisfied:

- a. All transit infrastructure conditions pursuant to § 21.24.050;
- b. Execution of the required Community Benefits Agreement (CBA);
- c. Adoption of the Transit-Oriented Development (TOD), Tax Incremental Financing (TIF) overlay;
- d. Provision of affordable housing pursuant to § 21.24.050;
- e. Approval of a Transportation Demand Management (TDM) plan as required pursuant to § 21.24.055; and
- f. Posting performance security in less than 125% of estimated public infrastructure costs to guarantee High-Value Transit (HVT), Community Benefits Agreement (CBA), and affordable housing delivery.

9. Density Limitation. If the Commission finds that any condition of this item has not been met within the required timeframe and manner, the project shall be approved only up to the baseline density pursuant to § 21.24.050(B), and no conditional bonus shall apply.

6. On page 12, insert the following definitions in alphabetical order:

“High-value transit (HVT)” means a fixed transportation route that includes enhanced reliability and service frequency with headways of at least 20 minutes; dedicated transit infrastructure (e.g., travel lanes); comprehensive station upgrades with real-time arrival/departure information; multi-modal integration with walking, biking, and microtransit; and seamless intermodal connectivity.

“Transportation Demand Management (TDM)” means a package of strategies, programs, and services designed to reduce reliance on single-occupant vehicle trips, improve system efficiency, and shift travel toward high-value transit, walking, biking, and other lowemission modes. TDM measures may include transit subsidies, carshare/vanpool integration, bicycle infrastructure and amenities, telework/flex scheduling, on-site mobility coordination, and information-sharing platforms.

“Transit-Oriented Development (TOD)” means development sited and designed to prioritize access to high-quality public transit and active transportation. TOD is characterized by increased residential and/or employment density within walking distance of transit stops, pedestrian-oriented site and street design, safe and direct bicycle and pedestrian connections to transit, integration of Transportation Demand Management measures, and reduced automobile-oriented parking. Mixed use is encouraged but not required where demonstrated high-quality transit service, multimodal access, and TDM commitments are provided.

“Tax incremental financing” (TIF) means, a public financing mechanism in which the City designates a defined district and fixes a base year taxable value for property therein; thereafter, the increase in property tax revenue above the base (the “tax increment”) is captured and deposited into a dedicated fund to pay for eligible public improvements that benefit the district, including transportation, utility, streetscape, parks, environmental remediation, and transit-supportive infrastructure. TIF may be implemented on a pay-as-you-go basis or used to secure bonds or other obligations, with repayment limited to the tax increment and any other pledged revenues. Establishment of a TIF district does not by

itself raise tax rates, and use of TIF revenues shall be limited to purposes and expenditures authorized by the creating ordinance and applicable law within or benefiting the district.

On page 12, of the amendment, in section, 21.24.055 C.2. remove in its entirety "d. and e" and on page 13, in 21.24.055 insert the following after D. Monitoring, Reporting, and Enforcement. 1. Annual Reporting. Insert "Every two years" and delete "The developer or".

On page 5, of Amendment #6 as Amended strike "2. Performance Security. A performance bond or letter of credit equal to 10% of the estimated cost of on-site Transportation Demand Management (TDM) measures shall be posted before the first certificate of occupancy for bonus units. And; 3. Penalties. Failure to achieve or maintain 20% non-single-occupant-vehicle mode share within two years of full build-out may trigger revocation of further permits for density above baseline and require additional Transportation Demand Management (TDM) enhancements at the developer's expense." Seconded. CARRIED on voice vote.

Alderman Arnett moved to adopt O-14-25 as amended on second reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 5 - Alderman Huntley, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Savidge and Alderman Arnett

Nay: 2 - Mayor Buckley and Alderwoman O'Neill

Absent: 1 - Alderwoman Pindell Charles

Abstain: 1 - Alderman Gay

Alderman Savidge moved to adopt O-14-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 4 - Alderman Huntley, Alderman Schandelmeier, Alderman Savidge and Alderman Arnett

Nay: 3 - Mayor Buckley, Alderwoman O'Neill and Alderwoman Finlayson

Absent: 1 - Alderwoman Pindell Charles

Abstain: 1 - Alderman Gay

O-15-25**Accessory Dwelling Unit Requirements**

For the purpose of removing the residency requirement for property owners who have an Accessory Dwelling Unit (ADU) on their residential property; defining "ownership" in Title 21; limiting short-term rentals to one of the two dwelling units on an ADU property; and generally related to Accessory Dwelling Unit requirements of Titles 21 and 17.

Sponsors: Schandlmeier

Alderman Schandlmeier moved to withdraw O-15-25 without objection.
Seconded. CARRIED on voice vote.

O-17-25**Limiting Short-term Rentals per Blockface**

For the purpose of limiting the number of short-term rentals in the City to 10% of the residences in a blockface; defining blockface; and generally dealing with short-term rentals in the City of Annapolis.

Sponsors: Huntley

Alderman Schandlmeier moved to adopt O-17-25 on second reader.
Seconded.

Alderman Schandlmeier moved to amend O-17-25 as follows::

Amendment #1:

On page 8, strike lines 26 and 27, and insert a new subparagraph "2" followed by the following:

"Blockface" means one side of a street between two consecutive features intersecting that street.

a. The features can be other streets or boundaries of standard geographic areas.

b. In areas with irregular features that do not directly meet the definition, the blockface shall be determined by the Director of Planning and Zoning.'
Seconded. CARRIED on voice vote.

Planning and Zoning Director Jakubiak and Acting City Manager Buckland were present and answered questions from the council.

Alderman Savidge moved to amend O-17-25 as follows:

Amendment #2:

On page 5, in line 26, insert a new item "b" followed by "This subparagraph shall apply to non-owner-occupied short-term rentals"; and renumber the subparagraphs accordingly. Seconded. CARRIED on voice vote.

Planning and Zoning Director Jakubiak was present and answered questions from the council.

Alderman Savidge moved to amend O-17-25 as follows:

Amendment #3:

1. On page five, strike lines 22 through 33, and on page 6 strike lines 1 through 6.

2. On page five, on line 22 insert the following:

1. **Applicability & Exemptions.**

a. This section applies only to short-term rentals that are not owner-occupied.

b. Owner-occupied short-term rentals are exempt from blockface caps and may renew without any restrictions.

c. Short term rentals during the Boat Shows and Commission Week shall be exempt from this section.

2. **Blockface Caps.**

a. On any blockface, the total number of non-owner-occupied short-term rental licenses shall not exceed 10% of the residential units on that blockface.

b. On blockfaces with fewer than ten residential units, a maximum of one non-owner-occupied short-term rental license may be issued or renewed.

3. **Phase-in of License Lottery System.**

On blockfaces that exceed the 10% cap, the following phase-in and lottery launch shall apply.

a. **Phase-In Renewals.** Non-owner-occupied licenses may be renewed up to November 1, 2027 regardless of the cap, but the Director of Planning and Zoning shall not issue licenses that extend beyond November 1, 2027.

b. **End of Phase-In.** As of November 1, 2027, the Director of Planning and Zoning shall not process any short-term rental license renewals that would result in a blockface exceeding its applicable limit.

c. **Lottery Commencement.**

i. At the close of the Phase-In period, the waiting list for each over-cap

blockface
shall become the initial lottery pool.

ii. Only applicants in good standing—that is, those with no outstanding violations or fees—shall be eligible.

iii. **Lottery phases and priority.** The lottery shall be done in phases based upon the following tiers:

(1) **Tier I:** Properties seeking renewals that are owned by Annapolis or Anne Arundel County residents;

(2) **Tier II:** Properties seeking new permits that are owned by Annapolis or Anne Arundel County residents; and

(3) **Tier III:** Properties seeking renewals that are owned by person(s) outside of Annapolis and Anne Arundel County.

iv. Licenses awarded through the lottery shall be granted by a random, public lottery among eligible waiting-list applicants according to the priority tiers in the previous section.

4. Transfer of Permits.

a. Any non-owner-occupied short-term rental license on a blockface exceeding its cap shall be non-transferable.

b. Transfer, sale, or assignment of the property or license shall cause the short-term rental license to expire at term's end.

5. New Licenses Issued Under the Blockface Cap.

a. License Lottery.

i. New licenses shall be issued by lottery from the waiting list for any blockface that is below its capacity after November 1, 2027, pursuant to §17.44.090 (D)(3).

ii. If there are more applicants than available slots, licenses shall be granted in the following order: first from Tier 1, then from Tier 2, and finally from Tier 3 through a lottery system.

b. **License Limit.** No new non-owner-occupied licenses shall be issued once a blockface reaches its cap. **Seconded.** A roll call vote was taken. The motion **CARRIED** by the following vote:

Aye: 5 - Mayor Buckley, Alderman Schadelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Nay: 3 - Alderman Huntley, Alderwoman O'Neill and Alderwoman Finlayson

Absent: 1 - Alderwoman Pindell Charles

Alderman Arnett moved to adopt O-17-25 as amended on second reader.
Seconded. CARRIED on voice vote.

Alderman Arnett moved to adopt O-17-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 6 - Mayor Buckley, Alderman Huntley, Alderman Schadelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Nay: 2 - Alderwoman O'Neill and Alderwoman Finlayson

Absent: 1 - Alderwoman Pindell Charles

O-18-25

Re-Allowing Historic Duplexes in R2 Zoning Districts

For the purpose of allowing duplexes to be built in R2 zoning districts, provided they resemble the existing single-family homes in the neighborhood; and generally related to R2 Single-Family Residence district requirements.

Sponsors: Huntley

Alderman Huntley moved to withdraw O-18-25 without objection. Seconded.
CARRIED on voice vote.

O-19-25

Regulation of Tours in Historic Annapolis

For the purpose of regulating walking tours operated by tour companies in the Annapolis Historic District; requiring a City business license, and insurance coverage; ensuring the protection of historic buildings and spaces; requiring free-flow of pedestrian and vehicular traffic; and generally related to business licenses of tour operators in the City.

Sponsors: Huntley

Alderman Gay moved to adopt O-19-25 on second reader. Seconded.

Alderman Huntley moved to amend O-17-25 as follows:

Amendment #1:

1. On page 2, in line 6, before "Walking tour" insert the following and renumber accordingly:
 5. "Tour operator" means an individual or organization duly licensed by the City to lead tours of its points of interest. Tour operators employ at least two people, including independent contractors, to conduct tours.
 6. "Individual sightseeing guide" means a self-employed person who conducts tours. This guide operates independently and shall not work as a contractor for a tour operator; however, they may hire a freelance guide for assistance as needed.
2. On page 2, strike lines 6 through 9 and insert the following:
 7. "Walking tour" means any guided tour conducted on foot and organized by a commercial tour operator or an Individual Sightseeing Guide. These tours involve groups of people walking through the Historic District, utilizing city streets, sidewalks, rights-of-way, or other public properties
3. On page 2, strike lines 13 through 32, and on page 2, strike lines 1 through 20; and on page 2, in line 13, insert the following:
 - A. City License.
 1. Tour Operators. Any person, firm, or corporation that does business as a commercial tour operator by providing a tour guide or originating tours within the city limits must obtain a license from the City, pursuant to Chapter 7.04.
 2. Independent Tour Guides. Individual sightseeing guides are exempt from license requirements but shall follow all other requirements of this Chapter and any related regulations promulgated by the Department.
 - B. Obtaining a License. Tour operator licenses shall be obtained through the Department of Planning and Zoning.
 1. The applicant shall provide the following information and shall amend the application with any changes to the information:
 - a. Name of business/organization;
 - b. Name of the responsible party;
 - c. Legal corporate address of business;
 - d. Nature and description of the tours offered; and
 - e. Other information as required by the Department.
 2. Tour operators shall be legally registered with the State of Maryland's Department of Assessment and Taxation and maintain that registration in good standing.
 3. Tour operators shall affirm their compliance with all Maryland laws, particularly in relation to the unauthorized use of legal names, service marks, and any registered doing business as (DBA) names with the State of Maryland's Department of Assessment and Taxation.
 4. The Department of Planning and Zoning may promulgate other regulations as

deemed necessary.

5. The Director shall review license applications based on the following criteria:

- a. Compliance with City laws and regulations;
- b. Impact on public safety and traffic flow; and
- c. Potential impact on the historic resources of the Historic District.

C. Indemnification and Insurance Required.

1. Tour Operators. The applicant shall indemnify the City for all claims and provide the City with a certificate of insurance demonstrating the tour is

insured for liability related to injuries, damages, or losses to persons or property.

a. The insurance shall cover claims arising from the actions or omissions of the applicant, as well as the applicant's agents, employees, and contractors, during the planning and operation of the tour.

b. The coverage amounts must be acceptable to the City.

c. The City and its elected officials, employees, and agents shall be named additional insureds and reflected on the insurance certificate.

d. Any certificate of insurance is subject to approval by the City Attorney or their designee.

e. Such insurance policies shall be filed with the license and shall provide that the City be notified before the policy is canceled.

2. Independent Tour Guides. Independent Tour Guide shall:

a. Indemnify, defend and hold harmless the City from all claims, losses, damages and liabilities arising from all tours conducted;

b. Maintain an insurance policy covering their tour activities;

c. Secure and maintain a certificate of insurance that names the City as an additional insured entity; and

d. Present the indemnification and certificate of insurance to the City upon request.

D. Fees. A license fee, as established by the annual resolution of the City Council, is

required for all tour licenses and shall be paid before the tour operator license is

issued

4. On page 3, in line 24, after "Walking" change "tour" to "tours", change "conduct" to "conducted", strike "their tours"; in line 30 change "tour" to "tours", strike "operators and participants"; and in line 34, after "tour operator" insert "or guide". Seconded. CARRIED on voice vote.

Alderman Savidge moved to adopt O-19-25 as amended on second reader. Seconded. CARRIED on voice vote.

Alderman Arnett moved to adopt O-19-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

O-21-25**Annapolis Harbor Lines at 423 Chester Avenue on Back Creek**

For the purpose of changing the Annapolis harbor line on Back Creek at 423 Chester Avenue in the vicinity of the Safe Harbor Annapolis piers; and matters generally related to harbor lines.

Sponsors: Arnett

Alderman Arnett moved to withdraw O-21-25 without objection. Seconded. CARRIED on voice vote.

O-24-25**Election Report Deadlines**

For the purpose of adding two election reporting deadlines for candidates for City elections; eliminating the campaign report deadline on the fourth Tuesday preceding any general election; -copyediting and reformatting the section; and generally related to required election reports.

Sponsors: Huntley

Alderman Huntley moved to adopt on second reader. Seconded.

Alderman Huntley moved to amend O-24-25 as follows:

Amendment #1:

1. On page 3, in line 7, strike the following "1. No later than the 26th Tuesday preceding any primary election";

2. On page 3, in line 9, strike "fourth" and before "Tuesday" insert "4th";

3. On page 3, in line 11, insert a new line "4.", No later than the 4th Tuesday immediately preceding any general election;"

4. And renumber accordingly . Seconded. CARRIED on voice vote.

Alderman Huntley moved to adopt O-24-25 as amended on second reader. Seconded. CARRIED on voice vote.

Alderman Huntley moved to adopt O-24-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

O-29-25**Tyler Avenue Complete Community Overlay District**

For the purpose of establishing the Tyler Avenue Complete Community overlay district as a new zoning district, which will supersede the existing zoning districts within the boundary of the new district.

Sponsors: Gay

Alderman Huntley moved to adopt O-29-25 on second reader. Seconded.
CARRIED on voice vote.

Alderman Huntley moved to adopt O-29-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandlmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

O-30-25**Business Revitalization District Regulation Change**

For the purpose of correcting a key bulk standard for the Business Revitalization (BR) zoning district by increasing the allowable floor area compared to the size of the lot from a 2.0 to 2.5 floor area ratio; require conformance with the general architectural design of the buildings around the property; and generally related to Business Revitalization District requirements.

Sponsors: O'Neill and Gay

Alderman Arnett moved to adopt on second reader. Seconded.

Alderwoman O'Neill moved to amend O-30-25 as follows:

Amendment #1:

On page 3, under the Bulk Regulation Table BR District table, insert "Table Notes" and add a new Note "3" that reads as follows:

"3 The height of rooftop accessory structures, including, but not limited to, utility penthouses and architectural appurtenances, shall not exceed 12 feet above the maximum height under this section. No accessory structures shall exceed 25% of the rooftop area on which it is affixed, except that accessory structures exceeding this height and/or area requirement may be allowed as a special exception, subject to the provisions of Chapter 21.26." Seconded. CARRIED on voice vote.

Alderwoman O'Neill moved to amend O-30-25 as follows:

Amendment #2:

On page 3, at the end of Section 1 and before Section 11, insert the following:

**Title 21-PLANNING AND ZONING
Division II – ADMINISTRATION AND ENFORCEMENT
Chapter 21.20 – ZONING DISTRICT BOUNDARY ADJUSTMENTS**

Section 21.20.030 – Review criteria and findings

The Board of Appeals may grant a zoning district boundary adjustment based upon the following findings:

A. Unique Conditions. Owing to conditions peculiar to the property and not because of any action taken by the applicant, a literal enforcement of the zoning law would result in practical difficulty as specified in the zoning law.

B. Public Welfare and Safety. The granting of the district boundary adjustment will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

C. Surrounding Properties. If a specific use is proposed, the applicant shall demonstrate that the proposed use will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion of the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values with the neighborhood. If a specific use is not proposed, the applicant shall demonstrate the suitability of the property in question to the uses permitted under the proposed zoning classification.

D. Property Size. The granting of a zoning district boundary adjustment shall be limited to parcels of one acre or less in size.

E. Location. The zoning district boundary adjustment is for a property located in Ward 8. Seconded. CARRIED on voice vote.

Alderwoman O'Neill moved to adopt O-30-25 as amended on second reader. Seconded. CARRIED on voice vote.

Alderman Arnett moved to adopt O-30-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

O-34-25

FY 2026 Changes in Exempt Service Job Classifications

For the purpose of updating the list of exempt service positions; and generally related to exempt service positions.

Sponsors: Buckley

**Alderman Arnett moved to adopt O-34-25 on second reader. Seconded.
CARRIED on voice vote.**

Alderman Arnett moved to adopt O-34-25 on third reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

Resolutions

R-5-25

Maryland Hall for the Creative Arts Fee Waiver

For the purpose of waiving certain fees for the Maryland Hall for the Creative Art's third phase of its multi-year project to renovate its 93-year-old building and facilities in and around the building.

Sponsors: Buckley

**Alderman Huntley moved to withdraw R-5-25 without objection. Seconded.
CARRIED on voice vote.**

R-33-25

Speed Monitoring System Fines

For the purpose of establishing updated fines for Speed Monitoring Systems, also known as speed cameras, pursuant to § 12.08.140.

Sponsors: Huntley and Savidge

Alderman Huntley moved to adopt R-33-25 on second reader. A roll call vote was taken. The motion DEFEATED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

R-34-25**Market Space Interest Charge Waiver**

For the purpose of waiving interest charges from unpaid monthly rent for parking spaces on Market Space, the street used for dining next to Market House in downtown Annapolis.

Sponsors: Buckley

Acting City Manager Buckland was present and answered questions from the council.

Alderman Huntley moved to postpone R-34-25 until the Special Meeting on Monday, October 27, 2025. Seconded. CARRIED on voice vote.

R-35-25**181 Prince George Street Sidewalk Easement**

For the purpose of the City Council waiving City restrictions on a trash can enclosure that encroaches on the City sidewalk in front of 181 Prince George Street; and generally relating to waiver of requirements of § 14.20.080 of the City Code.

Sponsors: Buckley

Alderman Arnett moved to adopt R-35-25 on second reader. Seconded. A roll call vote was taken. The motion DEFEATED by the following vote:

Aye: 2 - Mayor Buckley and Alderwoman Finlayson

Nay: 5 - Alderman Huntley, Alderwoman O'Neill, Alderman Schandelmeier, Alderman Gay and Alderman Savidge

Absent: 1 - Alderwoman Pindell Charles

Abstain: 1 - Alderman Arnett

R-41-25**2025 Go Bowling Military Bowl Parade and Football Game**

For the purpose of identifying the Go Bowling Military Bowl Parade and Football Game that will be held on Saturday, December 27, 2025, as a Major Special Event; and waiving charges for specific City of Annapolis costs related to the Go Bowling Military Bowl.

Sponsors: Buckley

Alderman Arnett moved to adopt on second reader. Seconded.

Alderman Huntley moved to amend R-41-25 as follows:

Amendment #1:

1. On page 1, in lines 1, 2, and 16, and on page 2, in lines 25 and 30, strike "and Football Game".

2. On page 2, in line 30, strike "15,000" and insert "20,000". Seconded. CARRIED on voice vote.

Alderman Savidge moved to adopt R-41-25 as amended on second reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

R-42-25

Compensation of Acting City Manager Victoria Buckland

For the purpose of expressly consenting to compensate an acting city manager when the position remains vacant for six months, and setting an effective date.

Alderman Arnett moved to adopt R-42-25 on second reader. Seconded. A roll call vote was taken. The motion CARRIED by the following vote:

Aye: 8 - Mayor Buckley, Alderman Huntley, Alderwoman O'Neill, Alderwoman Finlayson, Alderman Schandelmeier, Alderman Gay, Alderman Savidge and Alderman Arnett

Absent: 1 - Alderwoman Pindell Charles

LEGISLATIVE ACTION

FIRST READERS

Resolution

R-44-25**A Resolution Calling for Reinvestment in Pedestrian Safety, Transit****Access, Affordability, and Climate Action over Highway Expansion -**

For the purpose of urging the Maryland Department of Transportation State Highway

Administration (MDOT SHA) to align the I97 widening project with the State's

Complete Streets Policy, Vision Zero, and climate commitments, and with the City of Annapolis's adopted goals for safe streets, resilience, affordable housing, and expanded transit access; and to express the City Council's preference that State transportation funding be coordinated or reallocated toward multimodal,

climate forward, and transitready investments rather than highway expansion alone,

including the incorporation of express bus or transit lanes designed for future

upgrading to fixedrail service, consistent with other regional fixedrail projects

advancing in Maryland.

Sponsors: Savidge

Alderman Arnett moved to adopt R-44-25 on first reader. Seconded. CARRIED on voice vote.

ADJOURNMENT

Upon motion duly made, seconded and adopted, the Regular Meeting was adjourned at 12:29 am.

Regina C. Watkins-Eldridge, MMC
City Clerk