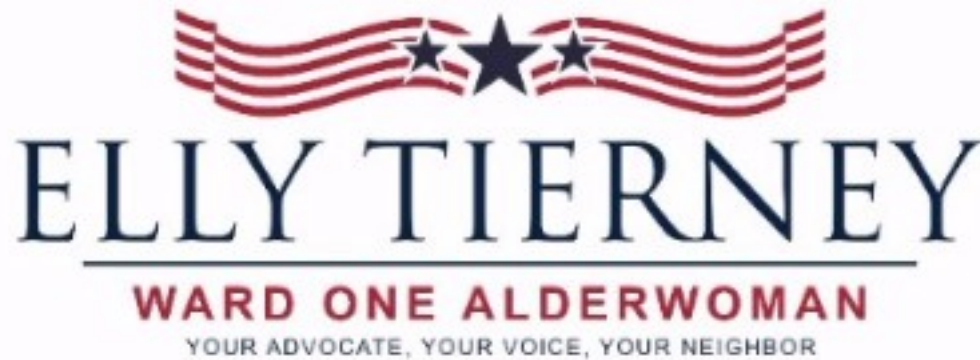


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Budget Review (cont'd)

Dear constituents,

At last night's City Council Meeting the Council received the Finance Committee's recommendations in a report. Here is the [link](#) to the report. As reported, subsequent to the Mayor's proposed budget, City Manager Teresa Sutherland determined the city will receive \$1.4 million in additional revenue from income tax following federal tax legislation. In addition, the committee recommended less money than initially proposed toward police staffing and overtime; vehicle purchase and sidewalk, road and facility maintenance; and department-requested enhancements. The Committee's proposed plan would equal a 9.9 cent tax increase. the tax rate would increase from 64.9 cents per \$100 of assessed property value to 74.8 cents per \$100. This is a reduction in the Mayor's 13 cents proposal.

The Finance Committee will present a full report of budget findings and recommendations, at a public forum on fiscal 2019 budget and capital projects proposals. The meeting is set at 7 p.m. May 30 at Maryland Hall for the Creative Arts, 801 Chase St. in Annapolis. And until the final vote on the budget (June 25) public hearing is open.

In regard to Capital Projects, I will voice my dismay, that yet again; Hillman Garage replacement is off the radar at least as a capital expenditure in the hope that we may have a P3 opportunity on a mixed use replacement. I'm also concerned that there isn't a top down strategy that *aligns* with proposed capital expenditures. As I have said in the past, I support the Mayor's vision of

improving Market Space, Public Art, Open Spaces and expanding Main Street for public transit, but we have to prioritize projects so that they can be done as planned. For example, we can't replace Hillman, a major revenue source for the City, without a logistic plan to reroute cars and parking during construction nor can we widen Main Street. We also cannot assume that the 'discussed' hotel and u/g garage at the end of City Dock will be the solution for employee parking or visitor overflow. Nor will it incorporate greening and sustainability principles. I also don't believe that replacing Hillman with a P3 garage structure convertible to switch to condos or retail use will be feasible within the HPC height restrictions. Nor are we at the point where everyone can be shuttled elsewhere.

We have two very large restaurants soon to open at the top of Main Street and at 110 Compromise, and it is inevitable that the adjacent residential areas will be saturated with employee parking until we have a viable plan for their parking. I ran on replacing Hillman, as I believe that in light of driverless cars and Uber, etc. we *unfortunately still need* an efficient downtown (hidden) garage, with spaces allocated for employee voucher parking. I believe that if we solicit bids for an efficient precast structure and capture a *full level* below grade, and *expand the present top level*, at Hillman, we will succeed in obtaining 100 more spaces. The Naval Academy's recent garage is an example of such efficiency. The Mayor and I are in 'disagreement' about this, but I would like your thoughts. Unfortunately, we should have had this discussion 4 years ago but we can prevent having it 4 years from now if we move Hillman back into the planning. This 40 year old structure needs our attention. And I'll close with the approved [City Dock Master Plan](#), page 17. re: Dock Street development : *'The extra pavement along the water's edge now devoted to parking would be re-purposed for essential public goods such as flood protection and for wider sidewalks along the storefronts'*

That sounds pretty good to me.

As always please e-mail or call me with your thoughts as I apologize for the subjectivity.

Kind regards,

Alderwoman Elly Tierney

May 15, 2018



My mailing address is:

160 Duke of Gloucester St. Annapolis, MD 21401

My contact info is:

e-mail elly@ellytierney.com

aldtierney@annapolis.gov

phone 410-231-1316

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Alderwoman Elly Tierney · P.O. Box 1934 · Annapolis, Md 21401 · USA

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