

**GLOUCESTER CITY COUNCIL MEETING**

Tuesday, February 23, 2016 – 7:00 p.m.

Kyrouz Auditorium – City Hall

**-MINUTES-**

**Present: Chair, Councilor Joseph Ciolino; Vice Chair, Steven LeBlanc, Jr.; Councilor Paul Lundberg; Councilor Valerie Gilman; Councilor Scott Memhard; Councilor Sean Nolan; Councilor James O'Hara; Councilor Joseph Orlando, Jr.**

**Absent: Councilor Cox**

**Also Present: Mayor Sefatia Theken; Linda T. Lowe; Kenny Costa; Jim Destino; Chip Payson; John Dunn; Stephen Winslow; State Senator Bruce Tarr, State Rep. Ann-Margaret Ferrante; Barry Pett, Community Liaison from Senator Tarr's Office**

**The meeting was called to order at 7:00 p.m. The Council President announced that this meeting is recorded by video and audio, in accordance with state Open Meeting Law.**

**Flag Salute & Moment of Silence. Council President Ciolino** dedicated the Moment of Silence in memory of Attorney Dean Harrison who passed away on Sunday, Feb. 20, former Community Development Director for the city and Councilor At Large, an advocate for Gloucester's working waterfront he founded the city's first seafood auction. He asked the day of the memorial service for Mr. Harrison that the flag be flown at half-staff at City Hall.

**Mayor Sefatia Theken** announced that the city has reached an agreement with the YMCA mixed development team for the purchase of the Fuller School property. She extended her appreciation to the seated Council and the past Council for their guidance and support. She thanked the city's proposal review team led by Jim Destino, CAO; representatives from the Assessor's Department; the Purchasing Agent; Community Development Department, the Chief Financial Officer; the Economic Development Director and the city's legal team who worked hard on behalf of the city. She said the team worked tirelessly to ensure that the city obtained the best deal possible. She said she was pleased with the proposal's conclusion as it bring millions of dollars in benefits to the city over the years which will help to drive the local economy to create jobs, build affordable housing, will benefit the Gloucester's working families. The Fuller Mixed Use Venture said from the start of negotiations said they would give \$1 million included in the purchase price that will go to the city's the Affordable Housing Trust enabling the city to build its own affordable housing, which she said was made clear from the start. She said the Mixed Use Venture team was informed up front that the total contribution was going to have to be \$1.5 million; they gave the additional \$500,000 to the city for affordable housing. She mentioned Lee Delliker of Windover Construction; Jack Meany at the Y.M.C.A.; Sam Park; and the Dolben Company, the Fuller Mixed Use Venture team. She advised that the city will move quickly to build affordable housing units in two Gloucester locations, with one project dedicated to the city's veterans and one project dedicated to the city's seniors. She said that change is not easy, she said, noting that the Fuller School was around for many years and served the community well but urged residents to embrace this change to move the city forward with a project that will expand the city's tax base, create jobs and build a state-of-the-art Y.M.C.A. to benefit citizens for years to come. She urged the city to embrace the Fuller together.

**Council President Ciolino** welcomed State Sen. Bruce Tarr and Barry Pett, his Community Liaison, as well as State Rep. Ann-Margaret Ferrante.

**Oral Communications:**

**Ross Burton**, 1193R Washington Street, said two weeks ago made a request and hasn't received a written document on that request and is still waiting for a response from the Mayor's office.

**Presentations/Commendations:**

1 of 1: State Senator Bruce Tarr – Update on Gloucester Train Bridge

**Council President Ciolino** thanked the city's state legislative representatives for gathering the bridge engineers and representatives from the Massachusetts Bay Transportation Authority (MBTA) to bring the Council up to date on the plans for the Annisquam River Train Bridge replacement, a critical part of the city's transportation infrastructure. He said it is important to have the work done as quickly as possible mentioning the five year rehabilitation of the A. Piatt Andrew Bridge that caused untold disruption to Cape Ann residents throughout that project.

**State Senator Bruce Tarr** expressed agreement that the MBTA commuter rail train bridge over the Annisquam River is a very important project for Cape Ann, because it is one of the main ways to convey visitors to visit Cape Ann and as a commuting route for so many to and from their jobs and schools. He indicated great concern was expressed in 2010 when the bridge was identified as the worst structural deficient bridge in terms of safety in the state. He reminded the Council that it was the original plan of the MBTA to repair the bridge but after further analysis it was deemed not feasible to repair the bridge and it was prudent to replace it. He said that the MBTA has taken the time to look carefully at the project although it took several more years than anticipated to set all the plans correctly in place. The legislative team has made the Annisquam Train Bridge replacement a priority and that it be done expediently, he said. He pointed out that the engineering team has been very responsive to answering the legislative team's questions and expediting the plans for the bridge's replacement.

**State Rep. Ann-Margaret Ferrante** added her thanks for the opportunity and to have this as a priority to have this review before the Council because it is such an important means of travel for Cape Ann residents. Cape Ann is one of the communities in greatest need of public infrastructure with limited means to get on and off the island -- there are only two bridges by road in and out of Cape Ann and one train bridge.

**John Schwartz**, MBTA, Director of Bridge and Tunnel Projects, said that the Annisquam Train Bridge, fitted with two train tracks, was built in 1911 making it 105 years old, and is past its useful life. This will be a full replacement of the bridge in the same location with minimal disruption to Gloucester and Rockport train travelers. He said the new bridge will be constructed one half at a time to maintain train service throughout the construction project. He advised that the bridge design is 100 percent stage and is fully funded.

**Bashir Madamidola**, MBTA Project Manager, said that the bridge replacement project is in its final design phase. He said that similar meetings have been had with city officials including the city's emergency services and the Harbormaster. He advised that the MBTA has met with the Conservation Commission as well as the Historical Commission, and noted there have been two publicized public information meetings also along with legislative briefings. He said that the current Annisquam River train bridge will be completely replaced with a new modern structure.

**Brian Brenner, P.E.**, Bridge Engineer, for Stantec, an engineering design firm leading the consulting team for the Annisquam River Train Bridge Replacement Project with the Massachusetts Bay Transportation Authority who gave the City Council the following update on the removal of the current Annisquam River train bridge and the new construction of the replacement train bridge over the Annisquam River as follows by way of an animated Power Point presentation:

- Views were shown of the Annisquam River Train Bridge which it was noted was designed by the same architect who designed the Golden Gate Bridge. He showed pictures that highlighted the deterioration of the current bridge structure. He described some of the features that would be able to be reused particularly the bridge's masonry block abutment.
- The bridge is frequently inspected at the request of the MBTA every several months in addition to walk throughs by the MBTA. It was noted that bridges are typically inspected every two years. Consultants are doing more detailed inspections, and in-depth analysis reports are done to ensure that the bridge is in a shape that is acceptable. Emergency repairs have been made with beams and pins replaced on the bridge, and **Mr. Brenner** assured that the bridge is safe to use and being evaluated constantly, but it is very old and time for its replacement.
- A view of the replacement bridge was shown -- the proposed design is modeled after a bridge in Melbourne, Australia and it opens up the waterway with a nicer view opening sight lines and is shown to be a drawbridge.
- Drawings were shown, and it was noted that the project has about 1,000 pages of specifications.
- In reference to minimizing the impact to Cape Ann of the construction of the new train bridge it was noted it is to Cape Ann's advantage it is a two-track bridge. The bridge essentially functions as a one-track bridge because immediately east of the bridge at Gloucester station it goes down to one track and is why the MBTA is going to be able to keep the bridge open during construction with very limited impact -- the new bridge will be built one half at a time to keep the tracks open. It was advised that there may be times, on weekends when special switches need to be installed which may impact train service but with limited interruption. It was reiterated that trains will run throughout the duration of the bridge construction. Staging of the construction phases was described and shown through layered animation to the Council.
- It was advised that the design is close to completion. It is anticipated that relatively soon the MBTA will advertise the project, contractors will be selected, and procurement and construction will begin.

**COUNCILOR QUESTIONS:**

**Councilor Orlando** thanked the MBTA and Stantec engineers for their presentation and asked if there are plans to expand the pass through under the bridge for boat traffic. **Mr. Brenner** said the boat lanes would be the same width.

**Councilor Lundberg** offered his thanks for the presentation which he advised he had previously viewed. He asked if any thought had been given to keeping a single track, since the rail goes immediately to single track after crossing the bridge, to just construct a single track span and have the control point on the south side of the opening. **Mr. Brenner** said that concept was discussed as an option. The MBTA policy is to not to construct something with less capacity, he advised, and said that was the judgement.

**Councilor LeBlanc** expressed his wish to see the expansion of the width underneath the bridge for boat traffic. He also highlighted that there are only two ways off of Cape Ann plus the train bridge. He pointed out that if there were any type of storm surge, the causeway leading to the A. Piatt Andrew Bridge being at sea-level and something happens to the Blynman Bridge there is no way in or out of the island. He asked if there was any way to engineer one side of the track where first responder vehicles can access in emergencies as the Annisquam Train Bridge is higher than the two other bridges' points of access. He said such emergency access would be an important step in protecting Cape Ann.

**Mr. Schwartz** said the MBTA understands the concern and acknowledged proposals out in the public that they've looked at in detail. He reminded the Council that the MBTA is mandated to provide effective and safe rail service to Cape Ann, and as such there are certain things they can and can't do. Working under the bridge and dredging opens the project up to other state agencies and the need for a great deal of additional funding which is problematic and takes away from the MBTA's core service-- they're not allowed to do certain things.

As to the using the bridge as an evacuation route, **Mr. Schwartz** indicated there are railroad operations folks against this and Federal Railroad Association guidelines that would prevent sharing of active rails with any type of vehicle and is poor policy not to share right of way with any type of vehicle which goes back many years. There are many hurdles if they wanted to pursue it as an evacuation route. There are regulatory hurdles, technical considerations, and financial considerations and limitations as well, he indicated. **Mr. Brenner** advised that the engineers looked at technical issues, and there are different requirements for rail bridges and roadways and reviewed some of the difficult technical issues to be taken into account including but not limited to having to make the causeway wider which would require filling in an estuary which involves years of permitting. **Councilor LeBlanc** indicated that something should be implemented in a state of emergency for planning purposes to give Cape Ann a way out by land to the mainland. **Mr. Schwartz** suggested high-rail vehicles that travel above the train tracks and could be purchased by the city to evacuate people during an emergency, he said.

**Councilor Gilman** said speaking as a boater, it appeared in the first photograph there is a better line of sight for boats going under the bridge in both directions even though the passage isn't widened. **Mr. Brenner** confirmed it was the case. He advised that the MBTA doesn't have influence on the channel width which is the purview of the U.S. Coast Guard. It was a good idea to open the structure up via the new design so that boater's line of sight is improved.

**Councilor Memhard** suggested it would be worthwhile to explore options with city officials and the city's legislative team to develop complimentary access and egress across the Annisquam River Train Bridge if it was necessary. He said there may be ways in the regulatory framework with some resourceful thinking with a two-track rail bridge train structure that could be dovetailed with other vehicular use. He pointed out the new bridge is a substantial investment, and said he would like get as much potential use out of the bridge and at the same time have peace of mind.

**Councilor O'Hara** asked about where the project staging areas are anticipated to be located. **Mr. Brenner** said the projected location is the area of the northeast grassy area. **Councilor O'Hara** asked about the work schedule and in particular a concern for pile driving and related noise. **Mr. Brenner** said that there won't be pile driving. There will be drilling from the top down with placement of pilings. He indicated that the drill down will have some generated vibration but not as much as pile driving. He pointed out it is a construction project with some noise, and that they anticipate some night work. He said there is a period of time when the bridge will be closed to river traffic in the winter months and that there would be occasional night work in the lull (winter) season. **Councilor O'Hara** asked if access to the work site would be via Whittemore Street. **Mr. Brenner** said much of that would be accessed to the site by barge but until there is a contractor in place that information is difficult to determine. The start of construction is scheduled for fall of 2017 with gradual ramping up. The project to completion anticipated to take four years. **Mr. Madamidola** added that in the bid package specifications will detail the parameters of the noise allowance which will be tolerated which ensures that noise will be controlled during construction, he said.

**Councilor Orlando** asked what the life expectancy of the new bridge is. **Mr. Brenner** said standard specified design life in Massachusetts is 75 years. He said in reality many bridges are repaired and exceed design life.

**Councilor Lundberg** added that in terms of emergency evacuation, the most effective and highest capacity use of a railroad to evacuate people is using trains. High rail vehicles are trucks equipped with rail wheels so they can be both on the highway and rail, he said, and those are the primary and effective ways to handle emergencies.

**Council President Ciolino** asked if the Coast Guard signed off on the bridge design. **Mr. Brenner** spoke to that question and the Council President’s follow-up questions by saying that the key issue with the Coast Guard is maintenance of boat traffic in river. They are required to open and close the bridge during warm season. Permitting to have closing on the bridge to demolish and replace it can only be done in a five month span. **Mr. Madamidola** said the idea to improve the sight line is a good one. They are very constrained with the project. To open the river further requires dredging with multiple agency involvement which is outside the scope of this project and very expensive, he said. **Council President Ciolino** confirmed there would be no dredging. They will be working in water, and will be going through the Army Corps of Engineers, the Coast Guard and local agencies, Mr. Brenner indicated.

**Council President Ciolino** said that the Council has the assurance of the engineers and the MBTA that Cape Ann will have continuous train service during the construction project. Many Councilors wanted their concern expressed about emergency access which he said needs to be addressed, and that if there is an engineering scheme that can be placed in reserve as a “Plan B” it will be helpful to the population to Cape Ann. He invited the engineers to come back in a year to give the Council an update.

**Sen. Tarr** mentioned that there will be a bidding pre-construction conference held. The Council and the Administration would be invited. Evacuation use of trains and high rail vehicles is a consideration, one which having such vehicles deployed to the island side of the bridge and not having to come from Boston in an emergency is something that needs to be thought through and addressed.

**The Council recessed at 7:50 p.m. and reconvened at 7:57 p.m.**

**Confirmation of Reappointments:**

Confirmation of Reappointment of City Engineer                      Paul Keane                      TTE 02/14/17

COMMITTEE RECOMMENDATION: The Ordinances & Administration Committee voted 3 in favor, 0 opposed to recommend to the City Council that Paul Keane be reappointed as City Engineer, TTE 02/14/17.

**Councilor Orlando** said in renewing his comments on Mr. Keane’s reappointment from the Feb. 9 Council meeting he wished to point out that there are staff in the Engineering Department who were helpful. He said there should be an environment that fosters a positive, helpful and supportive atmosphere for citizens and some Engineering staff is very good at that, despite his comments from the last meeting. He advised that he continues to object to the reappointment of Mr. Keane as City Engineer and urged his fellow Councilors to do likewise.

**MOTION: On a motion by Councilor LeBlanc, seconded by Councilor Lundberg, the City Council voted by ROLL CALL 7 in favor, 1 (Orlando) opposed, 1 (Cox) absent, to reappoint Paul Keane as City Engineer, TTE 02/14/17.**

**Consent Agenda:**

• **MAYOR’S REPORT**

1. Special Budgetary Transfer Request 2016-SBT-10 from Police Department (Refer B&F)
2. Memorandum from Director of Public Works & Supplemental Appropriation-Budgetary Transfer 2016-SA-22 re: Entry Security at Gloucester High School & the O’Maley Innovation Middle School (Refer B&F)
3. Memorandum from Chief Administrative Officer re: City Council acceptance of grant from Gloucester EDIC in the amount of \$10,000 to support the city’s participation at the Seafood Expo North America (Refer B&F)
4. Grant Application & Checklist from Community Development Dept./Shellfish re: FY16 Great Marsh Green Crab Trapping Program in the amount of \$15,000 from Mass. Division of Marine Fisheries (Refer B&F)
5. Memorandum from General Counsel re: changes to the GZO Sec. 1.3.1 “Enforcement of Zoning Ordinance; Appeals of Zoning Decisions (Refer P&D & PB)
6. Reappointment:                      Downtown Development Commission                      TTE 02/14/19                      Robert Whitmarsh (Refer O&A)
7. New Appointment:                      Downtown Development Commission                      TTE 02/14/19                      Rosemary Lundberg (Refer O&A)

• **COMMUNICATIONS/INVITATIONS**

1. Memorandum from City Clerk to City Council re: Resolution to Ban Offshore Oil & Gas Development in the Atlantic Ocean (FCV 03/08/16)

• **APPLICATIONS/PETITIONS**

1. PP2016-001: Petition of National Grid for installation of new switchgear & manholes re: Harbor Loop (Refer P&D)

2. PP2016-002: Petition of National Grid for installation of new switchgear & manholes re: Rogers Street (Refer P&D)  
 3. PP2016-003: Petition of National Grid for installation of new switchgear & manholes re: Pleasant Street (Refer P&D)
- COUNCILORS ORDERS**
1. CC2016-006 (O'Hara) Request O&A review the ordinance governing removal of snow & ice from sidewalks, Sec. 21-20 to determine if it is an enforceable ordinance or whether it should be amended (Refer O&A)  
 2. CC2016-007 (O'Hara) Request O&A review the matter of "private roads" & determine what the basis for plowing or not plowing is and creation of an ordinance (Refer O&A)  
 3. CC2016-008 (O'Hara) Request O&A study the matter of whether there should be a "Magnolia Pier Advisory Committee & amend the GCO accordingly (Refer O&A)  
 4. CC2016-008 (O'Hara) Request O&A charge an Ad Hoc Committee to study possible solutions to alleviate the traffic problems caused by excess beach traffic & report recommendations to Council (Refer O&A)
- APPROVAL OF MINUTES FROM PREVIOUS COUNCIL AND STANDING COMMITTEE MEETINGS**
1. City Council Meeting: February 9, 2016 (Approve/File)  
 2. Standing Committee Meetings: B&F 02/18/16 (under separate cover), O&A 02/15/16 (no meeting-holiday), P&D 02/17/16 (Approve/File)

**Items to be added/deleted from the Consent Agenda:**

**Councilor Lundberg** asked to remove Item #5 under the Mayor's Report, Memorandum from General Counsel re: changes to the GZO Sec. 1.3.1 "Enforcement of Zoning Ordinance; Appeals of Zoning Decisions. He said that because this proposed Zoning Amendment affects the entire city notice needs to be waived to all residents because a of its impracticality under GZO Sec. 1.11.4(b), and also moved under GZO Sec. 1.11.2(e) and to refer the matter to the Planning & Development Committee and the Planning Board.

**MOTION: The City Council by unanimous voice vote of 8 in favor, 0 opposed, 1 (Cox) absent, waived the notice to abutters under GZO Sec. 1.11.4(b) pursuant to the matter of proposed changes to the GZO Sec. 1.3.1 "Enforcement of Zoning Ordinance; Appeals of Zoning Decisions. This Zoning Amendment is also hereby moved under GZO Sec. 1.11.2(3), and it is referred to the Planning & Development Committee and the Planning Board.**

**By unanimous consent the Consent Agenda was accepted as amended.**

**Committee Reports:**

**Budget & Finance: February 18, 2016**

**1. *Special Budgetary Transfer Requests from the Police Department: 2016-SBT-7, 2016-SBT-8 and 2016-SBT-9***

COMMITTEE RECOMMENDATION: On motion by Councilor Ciolino, seconded by Councilor Orlando, the Budget & Finance Committee voted 3 in favor, 0 opposed, to recommend that the City Council approve Special Budgetary Transfer 2016-SBT-7 in the amount of \$2,300 from Account #101000.10.210.51944.0000.00.000.00.051, Police-Admin., Sick Incentive Pay to Account #101000.10.211.51944.0000.00.000.00.051 Police-Uniform, Sick Incentive Pay, for the purpose of funding Sick Incentive Pay for the Police Department-Uniform.

**DISCUSSION: None.**

**MOTION: On motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted 8 in favor, 0 opposed, 1 (Cox) absent, to approve Special Budgetary Transfer 2016-SBT-7 in the amount of \$2,300 from Account #101000.10.210.51944.0000.00.000.00.051, Police-Admin., Sick Incentive Pay to Account #101000.10.211.51944.0000.00.000.00.051 Police-Uniform, Sick Incentive Pay, for the purpose of funding Sick Incentive Pay for the Police Department-Uniform.**

COMMITTEE RECOMMENDATION: On motion by Councilor Ciolino, seconded by Councilor Orlando, the Budget & Finance Committee voted 3 in favor, 0 opposed, to recommend that the City Council approve Special Budgetary Transfer 2016-SBT-8 in the amount of \$275.28 from Account #101000.10.218.51944.0000.00.000.00.051, Police-Parking, Sick Incentive Pay to Account #101000.10.211.51944.0000.00.000.00.051 Police-Uniform, Sick Incentive Pay, for the purpose of funding Sick Incentive Pay for the Police Department-Uniform.

**DISCUSSION: None.**

**MOTION: On motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted 8 in favor, 0 opposed, 1 (Cox) absent, to approve Special Budgetary Transfer 2016-SBT-8 in the amount of \$275.28 from Account #101000.10.218.51944.0000.00.000.00.051, Police-Parking, Sick Incentive Pay to Account #101000.10.211.51944.0000.00.000.00.051 Police-Uniform, Sick Incentive Pay, for the purpose of funding Sick Incentive Pay for the Police Department-Uniform.**

COMMITTEE RECOMMENDATION: On motion by Councilor Ciolino, seconded by Councilor Orlando, the Budget & Finance Committee voted 3 in favor, 0 opposed, to recommend that the City Council approve Special Budgetary Transfer 2016-SBT-9 in the amount of \$600 from Account #101000.10.292.51944.0000.00.000.00.051, Police-Animal Control, Sick Incentive Pay to Account #101000.10.211.51944.0000.00.000.00.051 Police-Uniform, Sick Incentive Pay, for the purpose of funding Sick Incentive Pay for the Police Department-Uniform.

**DISCUSSION: None.**

**MOTION: On motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted 8 in favor, 0 opposed, 1 (Cox) absent, to approve Special Budgetary Transfer 2016-SBT-9 in the amount of \$600 from Account #101000.10.292.51944.0000.00.000.00.051, Police-Animal Control, Sick Incentive Pay to Account #101000.10.211.51944.0000.00.000.00.051 Police-Uniform, Sick Incentive Pay, for the purpose of funding Sick Incentive Pay for the Police Department-Uniform.**

**2. Memorandum from Fire Chief re: request permission to correct payroll error in FY15 with FY16 funds**

COMMITTEE RECOMMENDATION: On a motion by Councilor Orlando, seconded by Councilor Ciolino, the Budget & Finance Committee voted 3 in favor, 0 opposed, to recommend that the City Council in accordance with MGL c. 44, §64 approve payment of a prior year(s) salary/wages in the form of a step pay scale increase to a Gloucester Fire Department employee from FY15 to be paid with current FY16 Fire Department accounts for a total of \$943.10.

**DISCUSSION: None.**

**MOTION: On a motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted 8 in favor, 0 opposed, 1 (Cox) absent, that in accordance with MGL c. 44, §64 to approve payment of a prior year(s) salary/wages in the form of a step pay scale increase to a Gloucester Fire Department employee from FY15 to be paid with current FY16 Fire Department accounts for a total of \$943.10.**

**3. Memorandum from School Director of Finance & Operations re: request increase in Preschool Revolving Fund from \$45,000 to \$75,000**

COMMITTEE RECOMMENDATION: On motion by Councilor Orlando, seconded by Councilor Ciolino, the Budget & Finance Committee voted 3 in favor, 0 opposed to recommend that the City Council accept under MGL c. 44, Sec. 53E-1/2 an amendment of the expenditure limit of the Preschool Revolving Fund from \$45,000 to \$75,000 in Fund #283012, the use of the fund is for Salary/Expenses. The authorized officer of the Fund is the School Department (School Department Director of Finance & Operations). The fund is credited from fees/charges; the expenditure limit is \$75,000; the fund balance is the available balance, and there are no restrictions to the Fund.

**DISCUSSION:**

**Councilor Gilman** said the raising of the Preschool Revolving Fund is because of the great success of the preschool program which is great news.

**MOTION: On motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted by ROLL CALL 8 in favor, 0 opposed, 1 (Cox) absent, to accept under MGL c. 44, Sec. 53E-1/2 an amendment of the expenditure limit of the Preschool Revolving Fund from \$45,000 to \$75,000 in Fund #283012, the use of**

**the fund is for Salary/Expenses. The authorized officer of the Fund is the School Department (School Department Director of Finance & Operations). The fund is credited from fees/charges; the expenditure limit is \$75,000; the fund balance is the available balance, and there are no restrictions to the Fund.**

**4. *Memorandum, Grant Application & Checklist from Community Development Director re: Stage Fort Park Beautification Project, Land & Water Conservation Fund Grant Application for \$250,000***

COMMITTEE RECOMMENDATION: On a motion by Councilor Orlando, seconded by Councilor Ciolino, the Budget & Finance Committee voted 3 in favor, 0 opposed, to recommend that the City Council permit the Community Development Department to apply for a Federal Land and Water Conservation Fund Grant from the Department of the Interior - National Park Service passed through the Mass. Division of Conservation Services in the amount of \$250,000 for the purpose of the Stage Fort Park Beautification Project. The City's share of this grant if awarded would be an anticipated match of up to \$350,000 of the overall project cost to be made up of anticipated CDBG funds and CPA Act funds should the city receive the this grant.

**DISCUSSION:**

**Steven Winslow**, Community Development Project Manager, said that the grant would fund beautification of the gateway by the bandstand at Stage Fort Park, add trail connections to the Visitors Center and Tablet Rock with irrigation and other systems to improve the lawn as the condition of the area is very poor. An events terrace will be created across Hough Avenue in the parking lot area towards the Cupboard to accommodate the Farmer's Market so that the bandstand area is not impacted. A third element will be to add kayak storage for convenient access and to create a pathway between the Visitor's Center and Ravenswood Park. He explained that the Land and Water Conservation Fund Grant is a congressional allocation not made annually but is available this year, and that Gloucester is more competitive with this application readying the city's very special and most beloved park, with an eye towards its 400<sup>th</sup> anniversary celebration.

**Councilor Nolan** thanked Mr. Winslow for the work he's already put into the project and to the Stage Fort Park Advisory Committee for their participation as well.

**Council President Ciolino** said that if the city receives the grant will any organization who has been involved in the improvement and maintenance of Stage Fort Park or who are regular users of the park be asked to leave. **Mr. Winslow** said they will make sure this grant should it be received that the improvements planning process is inclusive to all users of the park. There will be further community meetings should the grant be awarded, he said.

**MOTION: On a motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted 8 in favor, 0 opposed, 1 (Cox) absent, to permit the Community Development Department to apply for a Federal Land and Water Conservation Fund Grant from the Department of the Interior - National Park Service passed through the Mass. Division of Conservation Services in the amount of \$250,000 for the purpose of the Stage Fort Park Beautification Project. The City's share of this grant if awarded would be an anticipated match of up to \$350,000 of the overall project cost to be made up of anticipated CDBG funds and CPA Act funds should the city receive the this grant.**

**5. *City Snow & Ice Account***

**Councilor Memhard** advised that the next matter for Council action did not come through the Council's Consent Agenda and as such he called for a suspension of the Council's Rules of Procedure to take up one financial action item related to the city's Snow & Ice account.

**MOTION: On a motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted by 8 in favor, 0 opposed, 1 (Cox) absent, to suspend the City Council Rules of Procedure for one financial action item related to the city's Snow & Ice account.**

COMMITTEE RECOMMENDATION: On a motion by Councilor Orlando, seconded by Councilor Ciolino, the Budget & Finance Committee voted 3 in favor, 0 opposed, to recommend that the City Council accept the provisions of MGL c. 44, §31D Snow and Ice Removal, Emergency Expenditures not to exceed \$1,500,000. The increase of emergency expenditure authority is \$733,400 added to the current FY2016 DPW Snow and Ice Removal appropriation budget of \$766,600.

**DISCUSSION:**

**Councilor Memhard** said that the DPW had advised the City Auditor that as of Feb. 18 the Snow & Ice bills had reached \$900,000 with invoices still coming in from the last storm event and that raising the cap to \$1.5 million would be appropriate at this time. He said it is hoped that given that this winter has been substantially milder than last winter's "snowmageddon," that this will be the last increase in the Snow & Ice Removal, Emergency Expenditures account cap.

**MOTION: On a motion by Councilor Memhard, seconded by Councilor Orlando, the City Council voted by ROLL CALL 8 in favor, 0 opposed, 1 (Cox) absent, to accept the provisions of MGL c. 44, §31D Snow and Ice Removal, Emergency Expenditures not to exceed \$1,500,000. The increase of emergency expenditure authority is \$733,400 added to the current FY2016 DPW Snow and Ice Removal appropriation budget of \$766,600.**

**Ordinances & Administration: February 15, 2016** – President's Day – No Meeting

**Planning & Development: February 17, 2016**

**Councilor Lundberg**, P&D Committee Chair, reported there were no matters for Council action from this meeting.

**Scheduled Public Hearings:**

1. **PH2016-008: Amend GZO to correct a grammatical error and several critically important sections that were inadvertently omitted to Sec. 5.27 et al entitled, "Medical Marijuana Treatment Centers and Medical Marijuana Cultivation Facilities (TBC 03/022/16)**

**This public hearing is opened at 8:15 p.m.**

**Council President Ciolino** advised that the Planning Board had yet to make its recommendation to the Planning & Development Committee and as such the matter would need to be continued to March 22. He noted for the record that the Council's agenda indicated the continuation date as 03/22/15 which was incorrect and should have read 03/22/16.

**This public hearing is continued to March 22, 2016 at 8:16 p.m.**

**For Council Vote:**

1. **Special Speed Regulation No. 7941 from MassDOT re: Seeall Street approved by City Council on December 15, 2015**

**Councilor Gilman** expressed support for the speed rate moved to 20 mph from 30 mph and for paperwork of that vote to be forwarded to MassDOT. Linda T. Lowe, City Clerk, clarified that paperwork goes back to MassDOT for approval.

**MOTION: On a motion by Councilor Gilman, seconded by Councilor LeBlanc, the City Council voted by ROLL CALL 8 in favor, 0 opposed, 1 (Cox) absent, to adopt pursuant to MGL c. 90, §18, Special Speed Regulation #7941 to impose the following speed limits in which motor vehicles may be operated on Seeall Street as follows:**

**Seeall Street - Eastbound**

**Beginning at the junction of Washington Street (Route 127), thence easterly on Seeall Street 0.09 miles at 20 miles per hour ending at the junction of Thornhill Way; the total distance being 0.09 miles.**

**Seeall Street - Westbound**

**Beginning at the junction of Thornhill Way, thence westerly on Seeall Street 0.09 miles at 20 miles per hour ending at the junction of Washington Street (Route 127); the total distance being 0.09 miles.**

**Unfinished Business: None.**

**Individual Councilor's Discussion including Reports by Appointed Councilors to Committees: None.**

**Councilors' Requests to the Mayor:**

**Council President Ciolino** announced he is working on a joint meeting with the School Committee at a nearby date and would advise the Council when a date was secured. The Council is working towards producing name tags for the Councilors and Councilor Cox is coordinating it, he said. He also noted is arranging with Melissa Teixeira, Gloucester School Committee member and Chair of the Regional Vocational School Board to plan a tour for the Council of the facility in the near future. He encouraged the Councilors to attend the tour when a date is confirmed. Finally, he wished Councilor Gilman's son, Jared, a Happy 16<sup>th</sup> Birthday.

**Councilor Memhard** recognized the Mayor and the Administration for the great news about the Fuller project moving forward. There will be a lot of constituent concerns and said he hoped that the Council would work to further the project together through its permitting.

**Councilor LeBlanc** added his congratulations to the Administration and to the Council for a job well done regarding the Fuller School property project. He said he is looking forward to seeing the project completed generating jobs and revenue for the city.

**Council President Ciolino** said a document developed by the Administration with talking points on the Fuller School would be emailed to the Council for their use the following day.

**A motion was made, seconded and voted unanimously to adjourn the meeting at 8:25 p.m.**

**Respectfully submitted,**

*Dana C. Jorgensson*

**Clerk of Committees**

**DOCUMENTS/ITEMS SUBMITTED AT MEETING: None.**