

**PARKING COMMITTEE MEETING**  
**7:30 AM –Thursday, November 18, 2010**  
**City Hall – Conference Room A**

**I. CALL TO ORDER:**

Chairman Ken Smith called the meeting to order at approximately 7:30 a.m.

**II. ROLL CALL**

**Members Present:**

Councilor Kenneth Smith, Chair  
Steve Parkinson, Public Works Director  
Steven DuBois, Deputy Police Chief  
Andrew Purgiel, City Auditor  
Jon Frederick, Parking & Transportation Director

Also present were Rick Taintor, Planning Director, Butch Ricci, Mark McNabb and Bob Hassold.

**III. ACCEPTANCE OF THE MINUTES:**

**MOTION** made by Andrew Purgiel to accept the minutes of the October 14, 2010 meeting as presented. Seconded by Deputy Police Chief DuBois. Motion passed.

**IV. FINANCIAL REPORT:**

Andrew Purgiel reported still projecting a slight discrepancy from the actual FY budget. There is some improvement and hopefully will make it up at the end of the year. A lot of the losses were due to a company moving out of the downtown and no longer needing garage passes and the State Street project, which will soon be completed.

**V. NEW BUSINESS:**

- (A) **Martingale Wharf** – Request to permanently remove four parking spaces – (Information attached) – Jon Frederick presented the members with a photograph of what the street looked like prior to construction. Mr. McNabb explained their proposal to modify the approved site plan. Before the sidewalks and curves are built, he has watched traffic over the last two years without the four parallel spaces on the southerly side and the road alignment. There is a lot going on at the intersection of Bow and Chapel and he would like to calm traffic in that area and keep road alignment the way it currently is and not put back the four parallel spaces. This would allow us to make the sidewalk on Martingale much wider and a more comprehensive landscaping. In the modified plan, he added one

angled space and a loading zone from 6:00am – 7:00pm and three parking spaces between 7pm and 6am.

The Chair asked if they planned on placing tables, chairs or anything on the sidewalk or would the sidewalk always just be available as a large sidewalk?

Mr. McNabb responded that when tenants come, if there is a mercantile tenant on Bow St., he would imagine they would want tables and chairs, but whatever the City of Portsmouth's policies are at that point in time for tables and chairs, they would have to apply to the City subject to whatever rules are in place at that point in time. We don't want to be excluded from whatever the policy is for using sidewalks. You can't do that if sidewalks aren't wide enough. We have added almost 8 ft in width and is a 15 or 16 ft sidewalk there and goes down (referring to the drawings). There will be a tip down.

Jon Frederick pointed out that currently there are no loading zones on that part of Bow St. which is an advantage. The drawback is we would lose three revenue generating spaces. Each space in the City has potential revenue of \$2,137.50 per year. Nighttime parking would be available, so it would be a net zero at night.

Deputy Police Chief DuBois asked if the benefit outweighed the cost of loss of revenue. The current spaces have been closed since the project began. Steve Parkinson reported that the developer has been paying for those spaces.

Deputy Police Chief DuBois asked the reason for deciding on putting a loading zone there.

Mr. McNabb responded they did not, the original plan that was approved through Traffic & Safety and the Planning Board requested the loading zone on that side of the street and that's how it worked its way to curb approvals.

Rich Taintor asked whether that additional parking space being provided is actually needed. Feels that because it will be pedestrian entrance and exit going up and down the two flights of stairs, it may be good to have the wider plaza there where a lot of pedestrian traffic is going back and forth. Understands the loss of revenue from that space but seems if you didn't provide that space there'd be a much wider plaza there in front of the stairs and wonders if the bump out needs to bump out as far as it does, suggesting angling it back more parallel with the building.

Bob Hassold feels the plan is great. The UPS and trucks on Bow Street get confused as there is no place for anybody to make deliveries and feels this would be a perfect place for UPS to pull in instead of parking in back of cars or across the street.

Steve Parkinson has concern with losing three parking spaces in the downtown and understands that the loading zone provides off hours parking. The Chair agreed, stating the approved plan not only is keeping the four spaces, we are gaining the loading zone as well.

**MOTION** made by Steve Parkinson to approve as presented with the stipulation it not be turned into a valet stand. Seconded by Deputy Police Chief DuBois. Motion passed.

As an option, Jon Frederick referred to a mixed use formula for a loading zone and metered space.

The Chair stated that the loading zone would provide the three spaces after 7pm, would not be a 24 hour loading zone.

Steve Parkinson's concern is if the loading zone being used at night would like some type of restriction that it cannot be turned into a valet stand and end up losing those spaces at nighttime. We are losing 3 daytime spaces but feels there is a greater demand at night. This is a loading zone during the day and open parking at night.

**(B) Free Holiday Parking** – December 13, 2010 – January 2, 2011 – The Chair stated we are looking at three weeks this year from December 13, 2010 to January 2, 2011.

Jon Frederick stated the loss of revenue is \$30,000 per week, \$90,000 total. Andrew Purgiel stated we usually do two weeks, so we really don't lose that as we never had it, so in reality it is \$30,000 and has been budgeted for.

**MOTION** made by Steve Parkinson to approve. Seconded by Andrew Purgiel. Motion passed.

## **VI. ADJOURNMENT:**

**MOTION** made by Deputy Police Chief DuBois to adjourn. Seconded by Andrew Purgiel. Motion passed.