

CITY COUNCIL WORK SESSION

Downtown Parking Omnibus

Monday, March 21, 2011 – 6:00 p.m.

Eileen Dondero Foley Council Chambers

City Council Present: Mayor Ferrini, Assistant Mayor Novelline Clayburgh, Councilors Hejtmanek, Spear, Coviello, Dwyer, Kennedy and Smith

City Council Absent: Councilor Lister

Staff Present: John P. Bohenko, City Manager; Cindy Hayden, Deputy City Manager, Robert Sullivan, City Attorney, Steve Parkinson, Public Works Director, Jon Frederick, Parking & Transportation Director, Rick Taintor, Planning Director, Judie Belanger, Finance Director, and Dianne M. Kirby, Deputy City Clerk

Mayor Ferrini called the work session to order at 6:00 p.m.

I. Introduction

Mayor Ferrini welcomed everyone and turned the meeting over to City Manager Bohenko.

City Manager Bohenko stated the Parking Omnibus was the result of a recommendation that came out of a parking focus group that originated through the Planning Board. He said the City Council had a work session in September 2010 regarding this report. He stated at the work session the Council indicated they would like to come back with all the proposals in a package for the Council to look at. He stated his staff has compiled a Downtown Omnibus report with twelve areas that need to be addressed.

City Manager Bohenko stated he has asked Mayor Ferrini if, as we go through each item, the Council wants to give his staff direction it would be very helpful. He stated items 1-5 would need referral to the Planning Board for a report back. He said items 6, 7, 9, 10 and 11 would need first readings and should the Council agree, the Council could instruct him as to when they want those brought back as first readings. He stated the Parking Enterprise Fund is something that could be discussed at another time, maybe next budget process. He said with item 12 the Council could discuss how they would like to proceed on that issue. He stated he has discussed with Mayor Ferrini the possibility of a sub-committee of the Council to put together some ideas relative to this proposal.

City Manager Bohenko stated he would like to start by having Rick Taintor, Planning Director, move forward on the first items deal with zoning.

ITEM 1 - Off-Street Parking Requirements in the Downtown Overlay District

Rick Taintor, Planning Director stated the presentations on item 1 – Off-Street Parking Requirements in the Downtown Overlay District and item 2 – Optional Payment In Lieu of Providing Required Off-Street Parking Spaces have previously been discussed.

Rick Taintor stated after not requiring off-street parking to serve uses in the Central Business District for a period of time in the 1980s, the Zoning Ordinance reintroduced parking requirements for the downtown area in 1992. He said in 1997, the Ordinance provided an option for making a payment to the City in lieu of providing parking spaces, although the payment per space was not set high enough to create permanent parking spaces corresponding to the number of spaces exempted by the payment.

Rick Taintor stated the Downtown Overlay District (DOD) was created in 2004 “to promote the economic vitality of the central business district by ensuring continuity of pedestrian-oriented business uses along streets” He said the Zoning Ordinance established standards for street-level uses, including prohibiting residential use of ground-floor space in buildings, and restricting where off-street parking facilities could be located.

Rick Taintor stated the revised Zoning Ordinance that took effect in January 2010 significantly modified the off-street parking requirements in the downtown area. He said the changes included:

- a. eliminating all parking requirements for ground-floor uses other than restaurants
- b. reducing the requirement for upper-floor uses (other than restaurants) to one parking space per 1,000 sq. ft. of floor area, regardless of use and
- c. simplifying the computation of the payment in lieu of providing parking spaces, and increasing the amount of the payments.

He stated these changes were limited to the Downtown Overlay District rather than the Central Business A and B districts, because the DOD encompasses the core of the downtown area with the closest proximity to municipal parking facilities.

Rick Taintor stated the July 2010 report of the Downtown Parking Focus Group reviewed parking supply and demand in the downtown and estimated that there is an existing shortfall of approximately 180 to 360 parking spaces, using a target of 2.1 to 2.2 spaces per 2,000 sq. ft. of floor area. He stated the report noted that the proposed Worth Lot garage will address this shortfall, but will not accommodate significant additional development.

Rick Taintor stated the Focus Group report also recommended that the City treat parking in the downtown as a municipal infrastructure responsibility, and then eliminate the off-street parking requirements in the downtown for all development projects except those on parcels of 20,000 sq. ft. or larger and involving 40,000 sq. ft. or more of gross floor area. He said the Economic Development Commission is generally supportive of this recommendation by the Focus Group, with one important caveat - that off-street parking requirements be retained for residential

uses. He said the Commission has expressed a concern about the loss of commercial space in the downtown to residential uses. He stated that following discussions with the City Council, Planning Board and Economic Development Commission, the Planning Department has prepared a draft amendment to the Zoning Ordinance that would eliminate most off-street parking requirement sin the Downtown Overlay District. He said the draft amendment retains parking requirements for residential uses and for nonresidential uses over 40,000 sq. ft.

Rick Taintor stated the action required would be to amend the City of Portsmouth Ordinances, Chapter 10 – Zoning Ordinance, Article 11 – Site Development Standards, Section 10.1115 – Off-Street Parking Provisions in the Downtown Overlay District, as follows and refer to the Planning Board for a report back.

1. Delete Section 10.1115.21 and insert in its place the following new Section 10.1115.21:

10.1115.21 the following requirements shall apply in the Downtown Overlay District in lieu of the requirements in Section 10.1112.30:

<i>Use</i>	<i>Required Parking Spaces</i>
<i>Single-family dwelling Two-family dwelling Townhouse</i>	<i>2 spaces per dwelling unit</i>
<i>Multifamily dwelling</i>	<i>1.5 spaces per dwelling unit</i>
<i>Live/work unit</i>	<i>2 spaces per dwelling unit</i>
<i>Other uses:</i>	
<ul style="list-style-type: none"> <i>• Up to 20,000 sq. ft. gross floor area per lot</i> <i>• More than 20,000 sq. ft. gross floor area per lot</i> 	<i>No requirement</i>
	<i>1 space per 200 sq. ft. GFA over 20,000 sq. ft. per lot</i>

2. Delete Section 10.1115.23

Councilor Dwyer stated she wants the Planning Board to look at:

1. A live/work unit is much more a kin to a multi-family dwelling and the whole idea is that it is a simple unit usually. She stated she would want the Planning Board to really think about that.
2. Distinction under “Other uses:” between
 - a. Up to 20,000 sq. ft. gross floor area per lot and
 - b. More than 20,000 sq. ft. gross floor area per lot

Councilor Hejtmanek asked to clarify that there would be no requirement for restaurants. Rick Taintor stated they are treated as other uses.

Assistant Mayor Novelline Clayburgh stated if a business is over 25,000 square feet, they are going to need parking spaces for their employees. She asked if we do build the Worth Lot, would these employees be able to rent spaces to satisfy the employee demand they would need. Rick Taintor stated they would not. He said they would use their on-site parking.

ITEM 2 - Optional Payment In Lieu of Providing Required Off-Street Parking Spaces

Rick Taintor stated since 1997 the Zoning Ordinance has allowed downtown property owners to make a payment in lieu of providing parking spaces. He said the payment per space has not been high enough to create permanent parking spaces corresponding to the number of spaces exempted by the payment, but it has been used for temporary parking such as leased spaces on private property, and for other parking-related purposes such as public transportation and facility design.

Rick Taintor stated eliminating most off-street parking requirements as previously suggested would further reduce the future amount of revenues from an in-lieu payment option.

Rick Taintor stated in a joint work session of the City Council, Planning Board and Economic Development Commission, this item was left unresolved as to whether to continue to allow the payment in lieu for those uses for which an off-street parking requirement would be retained, i.e. residential uses and nonresidential uses on large lots. He said the draft ordinance presented allows the nonresidential uses to make a payment in lieu of providing parking spaces, but requires residential uses to provide parking on site.

Rick Taintor stated the second issue related to the in-lieu payment is the amount of the payment per space. He said the existing payment amount is only about 7% - 8% of the cost of providing one parking space in a garage (estimated at \$25,000-\$30,000 per space). He said the draft ordinance sets the in-lieu payment at \$210,000 per space, or 33% -40% of the estimated construction cost.

Rick Taintor stated the action required would be to amend the City of Portsmouth Ordinances, Chapter 10 - Zoning Ordinance, Article 11 – Site Development Standards, Section 10.1115 – Off- Street Parking Provisions in the Downtown Overlay District, as follows and refer to the Planning Board for a report back.

1. In Section 10.1115.30 – Optional Payment in Lieu of Providing Required Off-Street Parking Spaces, insert the words “*for a nonresidential use only,*” following the words “Downtown Overlay District”.
2. In Section 10.1115.40 – Amount of Payment in Lieu, delete Section 10.1115.42 and insert in its place the following new Section 10.1115.42:

10.1115.42 The payment per space as of July 1, 2011, shall be \$10,000.00.

Councilor Kennedy stated she is thinking of those people who potentially provide spots that are on a different piece of property that they have ownership or can rent. She asked if this fits into any of this. Rick Taintor said yes. He said the ordinance allows that when you have ownership of another lot, they would be able to use those spaces.

Councilor Coviello asked if when it says multifamily dwellings – is it referring to condos? Rick Taintor stated it does.

Councilor Dwyer asked if amendment 1 and 2, would only apply with a change of use? Rick Taintor stated it applies to new construction; change of use would be grandfathered.

ITEM 3 – Residential Uses in the Central Business Districts

Rick Taintor stated the vitality of Portsmouth’s central business district is a function of the mix of diverse and complementary uses. He said the employees of downtown offices are an important daytime customer base for restaurants, stores and service businesses; and residents of upper-floor apartments and condominiums add activity in the evenings.

Rick Taintor stated residential space in downtown Portsmouth commands a premium in the market compared to other uses of that space. He said looking at each property individually, one might conclude that residential use is the “highest and best use” for downtown buildings, however, as the balance of uses shifts more toward residential uses, there will be fewer employees in the downtown to patronize restaurants and other service businesses, and fewer businesses to attract people downtown. He said it is important to maintain a strong retail, service and office component in order to reserve the vitality of the central business districts.

Rick Taintor stated the Planning Board and City Council addressed this issue for the first time in 2004, by creating the Downtown Overlay District. He stated within the Downtown Overlay District, residential uses are not permitted on the ground floor of buildings, in order to preserve the continuity of pedestrian-oriented retail and service uses. He said this restriction allows residential uses to occupy 75% of the floor area in a four-story building and 80% in a five-story building. He stated the Economic Development Commission has suggested that the City take this a step further by setting a maximum on the percentage of floor area that can be in residential use.

Rick Taintor stated the draft Zoning Ordinance amendment presented would establish separate ceilings on residential use for the CBA and CBB districts. He said the dimensional standards in the Zoning Ordinance allow buildings to be up to 4 stories in the CBA district (50 foot height limit) and 5 stories in the CBB district (60 feet height limit). The residential ceilings of 67% and 50% respectively, would therefore allow 2.5 – 2.7 floors to be devoted to residential use in the tallest allowable buildings.

Rick Taintor stated the action required would be to amend the City of Portsmouth Ordinances, Chapter 10 - Zoning Ordinances as follows and refer to the Planning Board for a report back.

1. In Section 10.440 (Table of Uses – Residential, Mixed Residential, Business and Industrial Districts), in the row for use # 1.40 – Multifamily dwelling and the column titled “Supplemental Regulations, change “10.813 (Multifamily Dwellings in the Business District)” to “10.813 (Multifamily Dwellings in the Central Business and Business Districts)”.
2. Delete Section 10.813 (Multifamily Dwellings in the Business (B) District) in its entirety and insert in its place the following:

10.813 Multifamily Dwellings in the Central Business (CBA, CBB) and Business (B) Districts

In the Central Business A (CBA), Central Business B (CBB) and Business (B) districts, multifamily dwellings are allowed as provided in Section 10.440 subject to the following limits on floor area:

<i>Zoning District</i>	<i>Maximum Residential Floor Area As Percent of Gross Floor Area</i>
<i>Central Business A (CBA)</i>	<i>67%</i>
<i>Central Business B (CBB)</i>	<i>50%</i>
<i>Business (B)</i>	<i>67%</i>

Mayor Ferrini said he understand where first floor businesses exist we typically can't substituted in a residential in the overlay district. He asked if that is addressed in any way by this. Rick Taintor stated this would build on this. He said we wouldn't change that, but instead of saying that only the first floor has to be non-residential, it's saying the first floor plus some other upper floor space would have to be commercial.

ITEM 4 – Residential Density in the Mixed Residence Districts (MRO and MRB)

Rick Taintor stated to complement restrictions on residential density in the Central Business Districts; the City might encourage multifamily residential development around the periphery of the downtown area. He said the Islington Street corridor is a prime case in point. He said although high density residential uses are permitted along the segment of Islington Street between Bridge and Cabot Streets, the section between Cabot and Albany Streets is zoned Mixed Residential Business (MRB), which requires 7,500 square feet of lot area for each dwelling unit and effectively prevents residential redevelopment and reinvestment.

Rick Taintor stated this situation is also located on McDonough, Albany and Cass Streets. He said the similar Mixed Residential Office (MRO) districts are located on Court Street, Middle

Street between Court and Park Streets and on Maplewood Avenue between North Mill Pond and Northwest Street as well as on Sagamore Avenue near Wentworth House Road.

Rick Taintor stated the draft Zoning Ordinance amendments presented increase the allowable residential density in the MRO district to be comparable to the GRC residential districts, at one dwelling unit per 3,500 square feet of lot area; and increase the allowable density in the MRB district to one dwelling unit per 2,500 square feet of lot area. He said these revised standards appear to be more logical for areas that are intended to be transition areas between business and residential zoning districts.

Rick Taintor stated the action required would be to amend the City of Portsmouth Ordinance, Chapter 10 - Zoning Ordinance, Section 10.521 – Table of Dimensional Standards – Residential and Mixed Residential Districts, as follows and refer to the Planning Board for a report back.

Change the columns headed “MRO” and “MRB” to read as follows:

	MRO	MRB
Minimum Lot Dimensions		
Lot area	7,500 sf	(7,500) 5,000 sf
Lot area per dwelling unit	(7,500 sf) 3,500 sf	(7,500 sf) 2,500 sf
Continuous street frontage	(100') 75'	(100') 50'
Depth	80	80
Minimum Yard Dimensions		
Front	5'	5'
Side	10'	10'
Rear	15'	15'
Maximum Structure Dimensions		
Structure height	40'	40'
Roof appurtenance height	10'	10'
Building coverage	(40%) 70%	(40%) 70%
Minimum open space	(25%) 20%	(25%) 20%

Councilor Kennedy asked how many lots this would add. Rick Taintor stated he was unsure at this time, but he would provide this information in the report back.

ITEM 5 – Rezone Lots on Islington Street

Rick Taintor stated there are six lots on Islington Street, between Rockingham and Cabot Streets that are zoned General Residence C. He said these are the only lots on Islington Street north of the Rout 1 Bypass where business uses are not permitted.

Rick Taintor stated when the revised Zoning Map was presented for adoption in 2009; it included a proposal to extend the Mixed Residential Business district up Islington Street, including these six lots. He said this proposal was rejected at that time because it also included a number of lots zoned Central Business B, and would reduce the development potential on those lots. He said with the changes to residential density suggested in previous items, it would be appropriate to reconsider this minor change to the Zoning Map to make these six properties more consistent with the adjacent areas.

Rick Taintor stated the action required would be to amend the Zoning Map by changing the following lots from General Residence C (GRC) to Mixed Residence Business (MRB): Map 144, Lots 9, 10 and 11; and Map 145, Lots 2 and 3 and refer to the Planning Board for a report back.

Councilor Coviello stated the last zoning rewrite affected the whole city so there wasn't the idea of sending abutter notices. He asked with this being localized to an area, would abutter notices be sent. Rick Taintor stated they would.

Mayor Ferrini said with these five, just by their nature, we can see they would be the business of a report back with examples to better understand the changes.

ITEM 6 – Worth Lot Parking Garage

City Manager Bohenko stated the Downtown Parking Focus Group identified an immediate need for between 100 and 300 additional parking spaces in the downtown, and recommends the City move ahead with plans to develop a structured parking facility at the Worth Lot to address this need. He stated a feasibility study for a new 440 space parking facility was completed several years ago. He said the estimated cost of completing the facility is \$12,000,000.00 and the total time for completion would be 2.5 years. He further stated this is already an item in the Capital Improvement Plan. He stated if we go forward, we would go out for bid and it would be useful to have a new RFP.

Steve Parkinson, Public Works Director reviewed the time lines for the project. He stated it would take approximately 2.5 years. He stated we might be able to shorten the time some, but we need to understand it is about a 2.5 year period from start to finish.

City Manager Bohenko stated action on this would take two readings, a public hearing and a 2/3 vote to pass any bonding resolutions.

Councilor Kennedy asked why this project was tabled 10 years ago. City Manager Bohenko stated there were Councilors at that time that opposed it and the City had the Sheraton proposal that we were hoping would provide parking in the Northern tier. He said, unfortunately, we were not successful in that area.

Councilor Kennedy asked if there were any EPA issues. City Manager Bohenko stated there were not.

Councilor Hejtmanek asked if this would be bonded this year. City Manager Bohenko stated they would not be any bonding this year. He said as part of the design there might be short term financing for the engineering, but the bond issue would not affect this fiscal year. He said the bond issue would affect FY13 with one, interest only, payment with further payments in FY14.

Councilor Dwyer said we have money in parking funds, would we use those dollars to begin the process. City Manager Bohenko stated we would use these funds for the feasibility.

Assistant Mayor Novelline Clayburgh asked if the \$12,000.00 would come from parking revenues and would be a tax payer free event. City Manager Bohenko stated that is their intent. He said we presently have approximately \$2.2 million that goes into that account for parking operations, maintenance and debt service. He said we have \$1.3 million that is on the General Fund side. He said it is our hope to have enough money in the parking services fund and parking revenues plus additional excess funds from the completion of debt service for the High Hanover to fund this.

Councilor Coviello asked how much is in the retiring bond. City Manager Bohenko stated there was \$437,000.00. Councilor Coviello asked if we would lose parking in the Worth Lot during construction, where would the lay down area be. Steve Parkinson stated their intent would be to utilize the space and how you construct it. He said they will have the additional space at the boardwalk, which would off set the amount we would be losing. Councilor Coviello asked if parking in the Worth Lot constant or seasonal. Jon Frederick, Parking Manager stated it is constant.

Councilor Kennedy asked has there ever been a time where we gave a lot to a commercial business to help us build a garage and have the income go to an entity to support advertizing Portsmouth. Jon Frederick stated not that he is aware of. City Manager Bohenko stated there are issues of public benefit and tax issues. He stated there are other ways.

Councilor Kennedy asked if there are other options that we can look into that would not be a burden on the taxpayer. City Manager Bohenko stated he would look into it.

City Manager Bohenko stated the action required would be to schedule first reading for bond resolution at the April 18, 2011 City Council meeting.

ITEM 7 – Parking Enterprise Fund

Mayor Ferrini requested this item be put off until FY13.

ITEM 8 - Increased On-Street Parking Rates

Jon Frederick, Parking Manager stated the 2006 Parking Service Enhancements consultant report recommended that the City impose different hourly rates for on-street and off-street parking. He said the recommendation states, "On-street parking offers more convenience so it's pricing should reflect that fact." He further stated a higher rate on-street would encourage parking in the parking garage. He stated the estimated annual revenue impact would be \$189,120.00.

Councilor Dwyer asked if this would also include the 4 hour parking. Jon Frederick stated that is correct. He stated those are identified differently in the ordinance.

Councilor Coviello stated he didn't feel \$.25 an hour would change somebody's parking habit. Jon Frederick stated it would. Councilor Smith stated we have had public hearings on this issue and \$.25 an hour does make a big difference.

City Manager Bohenko stated the action required would be to schedule a first reading of the following ordinance changes at the April 4, 2011 City Council meeting.

New text in *italics*; deleted text in ()

Section 7.102: PARKING METER ZONES

All of those streets and parts of streets, the time for parking upon which is limited by any ordinance of the City of Portsmouth, and any street or streets and such part or parts of street, the time for parking upon which may at any time hereafter be limited by any ordinance of the City or any amendment thereto are designated as parking meter zones. Parking at metered spots upon streets shall be at the rate of ~~(\$.75)~~ *\$1.00* per hour with the maximum time permitted for parking of two (2) hours. Parking at metered parking lots shall be at the rate of ~~(\$.75)~~ *\$1.00* per hours with a maximum time permitted for parking of two (2) hours.

Section 7.105: PARKING

B. All on-street metered parking shall be at the rate of ~~(\$.75)~~ *\$1.00* per hour for a maximum of two hours. This rate shall be enforceable Monday through Saturday, from 9:00 a.m. to 7:00 p.m., holidays excepted.

ITEM 9 – Variable On-Street Parking Rates

Jon Fredericks stated in the 2010 Downtown Parking Focus Group report, one recommendation was to provide variable on-street parking rates and durations. He said we currently utilize variable durations in our peripheral parking lots and streets with 4-hour time limits. He said our parking rates are fixed throughout the City. He said varying rates places a higher premium on high demand parking areas.

Jon Fredericks stated per Kittlesdon & Associates “Parking Management with Variable Pricing”, an occupancy rate of 85% indicates the effective capacity for a parking system. He said it prevents customers having to cruise for open parking spaces as one out of every eight spaces would theoretically be available. He said establishing higher parking rates in areas exceeding the 85% occupancy rate helps to promote parking in garages, parking lots and other peripheral parking areas, while promoting turnover and easing demand in prime parking areas.

Jon Fredericks stated the estimated Annual Revenue Impact would be \$100,680.00

Councilor Spear asked if we should put in an annual evaluation to see that we are hitting that target.

Assistant Mayor Novelline Clayburgh asked how people will know it will be \$1.25. Jon Fredericks said they will post signs and the Pay & Display would be programmed to display both graphically and digitally.

Councilor Coviello stated presently you can park in one space and move to another to use your full credit. He asked how this will work with the different pricing. Jon Frederick stated they would use a system of color coding.

Councilor Coviello stated other towns have a system of \$.25 for the first 15 minutes with \$1.00 for one hour with \$5.00 after that. He asked if we have looked into anything like that. Jon Frederick stated they are trying to keep it simple.

Councilor Kennedy asked why we don't have a charge for garage parking and a charge for on-street parking. She feels the color coding will get confusing when people are running around downtown. City Manager Bohenko stated on-street parking should be higher than garage parking. He said we want to encourage garage parking. He said we did a survey and it takes seven minutes to get to most places from the parking garage.

City Manager Bohenko stated the action required would be to schedule a first reading of the following ordinance at the April 4, 2011 City Council meeting.

Section 7.101: DEFINITIONS

The term "High-Occupancy Parking Area" as used herein shall mean any on-street parking area where the average parking occupancy rate exceeds 85%, as determined from regular review of parking meter activity by the Parking Committee.

Section 7.105 PARKING

- C. All on-street metered parking in areas determined to be high-occupancy parking areas shall be at the rate of \$1.25 per hour for a maximum of two hours. This rate shall be enforceable Monday through Saturday, from 9:00 a.m. to 7:00 p.m., holidays excepted, in the following locations:
1. Market Street: from Deer Street to Market Square, including the parking lot at Hanover Street.
 2. Congress Street: from Market Square to Fleet Street.
 3. Bow Street: from Chapel Street to Market Street.
 4. Pleasant Street: from Court Street to Market Square.
 5. Ladd Street: the parking lot under the High-Hanover Parking Facility.
 6. Daniel Street: from Chapel Street to Market Square.

ITEM 10 – Expanded Hours for Metered Spaces

Jon Frederick stated currently parking regulations are not enforced on Sundays. He stated as a result, on-street parking is difficult to locate as vehicles remain parked in the same spaces throughout the course of the business day. He stated Sunday enforcement would promote parking turnover, potentially making on-street spaces available for those seeking to park near downtown businesses they intend to visit. He stated the estimated Annual Revenue Impact would be \$204,225.00.

Councilor Kennedy asked why the Sunday hours are between 12:00 p.m. and 7:00 p.m. Councilor Smith stated they would start charging after church services.

City Manager Bohenko stated the action required would be to schedule a first reading of the following ordinance at the April 4, 2011 City Council meeting.

Section 7.105: PARKING

- B. All on-street metered parking shall be at the rate of (\$.75) *\$1.00* per hour for a maximum of two hours. This rate shall be enforceable Monday through Saturday, from 9:00 a.m. to 7:00 p.m. *and Sundays form 12:00 p.m. and 7:00 p.m.*, holidays excepted.

Section 7.324: LIMITED PARKING – ONE HOUR

A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than one hour at any time between the hours of 9:00 a.m. and 7:00 p.m., *Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sundays, (Sundays and) Holidays not included*, on the following streets and locations:

Section 7.325: LIMITED PARKING – THIRTY MINUTES

A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than thirty minutes at any time between the hours of 9:00 a.m. and 7:00 p.m., *Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sundays, (Sundays and) Holidays not included*, on the following streets and locations:

Section 7.326: LIMITED PARKING – FIFTEEN MINUTES

A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than 15 minutes at any time between the hours of 9:00 a.m. and 7:00 p.m., *Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sundays, (Sundays and) Holidays not included*, on the following streets and locations:

Section 7.327: LIMITED PARKING – TWO HOURS

A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than two hours at any time between the hours of 9:00 a.m. and 7:00 p.m., *Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sundays, (Sundays and) Holidays not included*, on the following streets and locations:

Section 7.327: LIMITED PARKING – FOUR HOURS

A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than four hours at any time between the hours of 9:00 a.m. and 7:00 p.m., *Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sundays, (Sundays and) Holidays not included*, on the following streets and locations:

ITEM 11 – Meter Parrott Avenue Lot

Jon Frederick stated Parrott Avenue Lot's 187 parking spaces represent the largest concentrated supply of public parking in or around the downtown area that is not gated or metered. He said the lot would be metered utilizing four pay and display parking meters and enforcement hours would be set for Monday through Friday, 9:00 a.m. to 5:00 p.m. He stated customers would be permitted to pay for parking two hours in advance of enforcement and pay for the entire eight hour enforcement period. He stated the estimate annual revenue impact would be \$110,000.00.

Councilor Coviello stated at \$.50 we would be encouraging parking there and not the parking garage. Jon Frederick stated he doesn't think so. He said people who are going to the downtown area are going to go to the parking garage. He said this is basically to control the Parrot Avenue Lot for the folks who currently use it. He said he doesn't feel that clientele would shift. Councilor Dwyer stated this is inconsistent in the days, amount and time of other meters. She said people will get tickets when things are inconsistent. City Manager Bohenko stated this lot is for Court employees and other employees in this area. He said we are trying to make it more affordable with eight hour duration. Councilor Kennedy asked if we put meters in this lot, will it push people to park on residential areas if the lot is full. Jon Frederick stated he agrees. Councilor Coviello asked if residential parking stickers could be issued. Assistant Mayor Novelline Clayburgh stated if people can't find a space in this lot or they don't want to pay in this lot, they can easily go to the South Mill playground lot, which is not full a lot and is free. Councilor Smith agreed that it will put more people parking in the South end. He stated the residential parking sticker program was something the Parking Committee looked at in depth and they found it is not as easy as you think. Councilor Dwyer asked if we could issue long term parking passes.

Mayor Ferrini stated the action required would be to schedule a first reading of the following ordinance at the April 4, 2011 City Council meeting.

In the City Ordinance, Chapter 7, Article IV: Off-Street Parking Areas, Section 7,492, insert the following new Section J.

Section 7.402: AREAS ESTABLISHED, DESIGNATED, AND DESCRIBED

J. Parrott Avenue Off-Street Parking Area

The following area to be known as the Parrott Avenue Off-Street Parking Area is hereby established for off-street parking of motor vehicles:

Tax Map 115, Lot Number 4-1

All of said area within the Parrott Avenue Off-Street Parking Area is hereby designated as a parking meter zone from Monday through Friday, 9:00 a.m. to 5:00 p.m., at the rate of \$.50 per hour, with parking not to exceed 72 hours at any one time.

It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked in violation of this Section and said violation shall be subject to removal by towing.

ITEM 12 – Transportation Committee

Mayor Ferrini stated the City currently has two committees that deal with overlapping issues relating to traffic and parking: the Parking Committee and the Traffic and Safety Committee. He said the Parking Committee is established by City Ordinance, Chapter 7, Section 7.103; while the Traffic and Safety Committee is an ad hoc committee of the City Council. He said it

has been suggested that greater efficiency might be attained by combining the responsibilities of these two committees in a new Transportation Committee.

Mayor Ferrini stated further information and study is needed before any action is taken on this proposal. He said it is suggested that a subcommittee be established to review the proposal for a Transportation Committee, including its membership, scope and authority. He said a suggested membership for the study subcommittee would include a member of the City Council as chair, three citizen members and three City staff - Director of Public Works, Director of Transportation and Parking, and Police Department representative.

Mayor Ferrini stated the action required would be to establish a subcommittee of the City Council to consider the establishment of a Transportation Committee to consolidate the responsibilities of the Parking Committee and the Traffic and Safety Committee.

Mayor Ferrini thanked everyone for all the time they have given to this project.

IV. Adjournment

At 7:10 p.m., Mayor Ferrini closed the Work Session.

Respectfully submitted by:

Dianne M. Kirby, Deputy City Clerk