



CITY OF DOVER

PARKING GARAGE FINANCE COMMITTEE - MINUTES

Meeting Type: Regular Meeting
Meeting Location: McConnell Center Cafeteria
Meeting Date: **Thursday, September 11, 2008**
Meeting Time: **4:30 pm**

Committee member present – Kirt Schuman – *chair*, Michelle Sawyer – *vice chair*, Joyce El Kouarti, Linda Hagan, Peter Schmidt, Pam Simpson, Cheryl Murphy

Committee members absent – Tony McManus, George Maglaras

Presentation – Kirt Schuman

Q&A Session – Moderated by Joyce El Kouarti

Peter Schmidt

- Address concerns of people in residential areas – who is paying for parking
- No intention of paid parking in front of homes
- Need to regulate – if we don't regulate people/employees will park in front of residential and take spots away from real residents
- People will push back and park in the residential areas and take spaces

Linda Hagan

- Permit for residents is free
- More of a protection than anything

Kirt Schuman

- Outlying lots – possibility of reduced permit rates?
- Park and rides at pool and exit 9 with fast trans rapid response
- Private entities could get involved to help employees – there are a few major parking lots privately held that may be able to work with the overseeing body
- Funding for the downtown parking manager – investigating with Dover Police Dept.

Rollie Janetos - Question of if business has a lot of private parking like they do at Janetos Shopping Plaza would there be a credit for existing spaces

- Assessment fee based on parking already provided. Not intended to be a 100% credit.
- Credit could also be provided via proof of permit subscriptions

Rollie Janetos – Private lots that could be evaluated to have areas sectioned off to help the public – how monitored?

- Part of the stepping up of management of spaces

Rollie Janetos – public/private partnership option with Janetos space – they would be interested in discussing the possibility

Christopher Kozlowski – impressed with work committee has done. In his opinion, parking issues are a problem but not as grand an issue at this point – in the future yes, but now no. We are creatures of habit – we want to park in front of that business – for example if we want to go to Jewelry Creations and there are no spaces, we would circle around until one is. Orchard St lot in front of the Chop Shop is not full 90% of the time.

Christopher Kozlowski – question on statement of 36% residential permits used – off hand do you know how many spaces 64% is – approx 400+

- Available spaces for permits



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- Orchard St is oversubscribed

Kirt Schuman – don't want to get stuck in a crunch when the parking does become a major issue

Michelle Sawyer – the plan we are recommending be put in place is not to just put up a parking garage but to make sure that people are parking in the right spaces. Parking advisory would be able to manage all spaces and not spend money on anything that doesn't have to be. Establish the authority and start moving through the steps recommended.

Christopher Kozlowski – in regards to Orchard St lot – depending on where parking garage is actually going to go – if it goes in front of his business and takes 2 years, building would be sold. Garage is good there, but getting through the building stage will put a lot of people out. Chop Shop, Stephanos – would be hit. Concern with time being build as business would suffer – gets many calls that one of the reasons people are coming to the restaurant is because they have accessible parking. Looking at this for selfish reasons. If he could be assured the that garage would be going on the Chestnut would make him feel better. Something would need to be done to help out the businesses effected during build time – ex: no property taxes while building?

Michelle Sawyer – the impact on the area where the garage will be built has been a consideration of this committee. Building on any of the proposed sites would be a concern for the surrounding businesses. The aesthetics of the building are a concern as well.

Christopher Kozlowski – the assessment – if that has to be put into affect, is it on all commercial? Just one more charge to already expensive property taxes. One more thing that would hurt the businesses in downtown.

- It would impact the commercial properties in the district. This will be imposed by the parking authority body which would be made up of downtown stakeholders.
- When running the numbers it looks like an assessment would not have to be imposed and if so, possibly as low as \$.10 per sqft

Michelle Sawyer – make sure that the over site committee knows that this is a sensitive issue. The next steps after the establishment of the overseeing body will be based on what the city needs – one step at a time.

Marty Coyle – confirm parking district area – 3, 4, 5th streets? Chestnut to Grove. Different than Rizzo Study?

- Kirt – tracks – chestnut – grove – 5th
- Boundries shrunk from Rizzo Study

Carol (Fifth Street Resident) – if have company visiting do they have to pay for parking? Also, issues with seeing coming out of 5th and Grove?

- Long term day parkers
- Parking committee to make decisions on how to handle – residential on street parking permitting system
- Asking for vigilance on managing long term day parkers in the outlying neighborhoods

Peter Schmidt – already seeing businesses sending employees and guests to outlying streets – 4/5th streets. This is not working to the best interest of the public and the residents. Parking district to protect.



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Resident permit and guest (hanging tag option) during the day – evening hours would not have this as the parking hours would end.

Caro (Fifth Street Resident) – plowing – already had an issue last year – are they going to clear the sides of the streets? They only did 1 side last year.

- Peter Schmidt – can't control mother nature and the pains of a growing city
- Once put in parking authority to manage the area and see the hot spots – the parking manager can work with community services.
- Once have an inventory of all spaces in district can manage all areas and issues

Steve H (Fifth Street Resident) – why not just do metered [paid] parking in downtown and then residential parking permits with visitor hanging tags in outlying residential area. Looks like all district is paid parking

- Kirt - That is what we are suggesting – not all spaces in district will be paid. Only 1st, 2nd, 3rd, Central, Main, Henry Law. Everything in district will be supervised but not all paid

Brian Kelly Sr. – thank you to everyone on project. Has First Street been looked at as a lot?

- Was looked at in earlier studies
- Not a good structure to be economically viable – space, access, proximity to river
- Not useless – City work for a developer to partner with – infill, parking and housing possibility.

Michelle Sawyer – once first steps are taken, can then really see exactly where the demand for the structure is needed. The ideal relationship would be having that area developed.

Kirt Schuman - Lansing Melbourne study gives the First street option negative marks due to prime space in downtown location – better use as multi use (housing, parking and retail infill), ability to expand, size and complexity of space, closeness to river, access – irregular site, poor access.

Brian Kelly Sr. – has there been a study done on what we need in 10 years, 20 year, 30 years in the future? Always seem to add, always late in construction and over budget. If had this study would prevent us from expansion and building more than one garage.

- No one can predict what we need 30-40 years and see where we are going to be and what we need
- Committee felt large 5-6 story parking structure, depending on elevation, is too tall and with aesthetics of Downtown it would be too large.
- Except for steam plant not one area to support a huge structure
- 425 Orchard
- 300-400 to school or steam plant – public/private
- With the multiple garages we can expand and our reach of service – our downtown is linear as opposed to a hub like Portsmouth.
- City still has other lots and private lots could be developed and larger lots in the private sector that could incorporate parking
- Build it but not too imposing with existing downtown

Brian Kelly Sr. – build one then another year later will double cost

Michelle Sawyer – at 400 spaces the economies of scale are not necessarily there – 400 space garage, then another 400 space garage – not necessarily will cost more. The parking authority will be looking at all costs before the first structure is in play. Downtown Dover has a lot of surface lots that we need to infill into.



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Linda Hagan – don't want to develop one large structure that will be a white elephant. More locations, not more costly. Orchard Street is oversold in permits. Need to get people parking where they are supposed to be parking, then can see where the actual needs are before building. North end of the city may not be happy having all the parking at the South end of town.

Brian Kelley Sr. – when get the waterfront area developed need to look at 1 Washington for development.

Kirt Schuman – any additional structures after the first garage is where public/private partnerships would really come into play. Mixed usage buildings are very attractive for developers.

Brian Kelly Sr. – why can't we do public partnership on 1st street, steam plant – additional revenue in property taxes plus make it mixed use including residential, parking and retail/restaurants.

- Michelle s – city has been broaching this with areas and will continue to do so but there is a lot involved. Also outlay of startup cash. Authority needs to manage what we have, move through the steps and put a focus on public/private development.
- Linda Hagan – would love to have public/private development in all surface lots. We have to manage all the parking – take it in steps to make sure building properly.

Peter Schmidt – regarding First Street lot development into garage – increase traffic is already difficult street, more issues, traffic nightmare – go with spots recommended by engineers and experts.

Linda Hagan – not saying build garage now – have to first manage what we have, get everyone parking where they should and go from there.

Brian Kelley Sr. – mirror Portsmouth 100% - has proven track record.

- Kirt – Portsmouth shining example.

Brian Kelley Sr. – regarding fines, one that he would not like to see is parking outside of lines – who to fine, difficult to tell who to fine.

Peter Schmidt – regarding infill – many people not familiar with this term – bring commercial and residential properties to bring people downtown. Create tremendous property values and brings people in to live in downtown. Surface lots are not a good use of property – these will go away as Dover grows.