



CITY OF DOVER

## PARKING GARAGE FINANCE COMMITTEE - MINUTES

Meeting Type: Regular Meeting  
Meeting Location: McConnell Center Cafeteria  
Meeting Date: **Thursday, September 25, 2008**  
Meeting Time: **4:30 pm**

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

*Committee members absent* – Tony McManus, George Maglaras Pam Simpson, Peter Schmidt

*Staff Present* - Christopher Parker - *Director of Planning and Community Development*

Meeting was called to order at 6:02

**Approval of Minutes** - From September 11, 2008 Public Hearing. Motion - Sawyer, Second - El Kouarti. Approved U/A

**Public Comment** - There was none.

### **Discussion of Questions and Items from Public Hearings.**

*Should the Parking Authority provide less expensive permit rates in more distant lots (Grimes Lot on Portland Ave - +/- 40 spaces) to downtown employees or are the free Park and Ride Lots and FastTRANS enough?*

The report will include a recommendation for the Parking Authority to offer discounted parking in the Grimes Lot. A limited number of \$35 per month day use permits will be made available on a 'first come first serve' basis.

Additionally, the report will include the recommendation that businesses and individuals as well as the Chamber of Commerce and/or MainStreet could potentially negotiate parking in private lots, such as Goodwill, St Charles, and the Baptist Church.

*Do we present detailed timing information regarding when it makes fiscal sense for the Parking Authority to begin construction of the garage?*

In a generic sense, yes. Based on the projections. Year 1 will pay off any bonding required to implement a Paid System. Year 2 will include final site selection and engineering. Year 3 would begin with groundbreaking on garage.

Accelerators discussed were 1) public/private partnership or 2) inclusion of contributions from the City outside of the parking system.

*Should the Parking Authority immediately implement a free residential permit system for neighborhoods who might be effected by the 'squeezing of the balloon' or do we recommend a wait and see approach. A residential permit system will be in place on Henry Law, however, if city-wide, it should be limited to the residential streets outside of the parking district.*

Yes, we recommend that signage, time limits and free residential on-street permits are implemented with the plan from day one. Residential permits should be distributed to affected areas through City Hall, simply with proof of residency. This would make the permit holder exempt from the time limits on street. Residential streets should be signed with 2 hour parking (without permit from 8 to 6pm). Enforcement would be on an as needed basis, as it is now, for residential streets. Likely, it would be fairly self policing.



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*Should the Parking Authority offer different monthly rates for daytime vs. evening permits? Seems the demand is in the daytime.*

Evening Permits will be recommended at \$35 per month. Day use permits will be recommended to be \$50 per month.

*Should 24 hour permits be 'lot-specific.'*

Yes, the recommendations will be updated to reference this.

*What remediations/concessions can be made for businesses that might be impacted through limited access do to the construction of the garage?*

The Parking Authority should arrange for alternate parking and transportation for impacted businesses, residents, employees and customers during the construction of the garage.

Also, the Parking Authority should hold many neighborhood meetings as the planning for the garage begins in earnest. The Authority should be pro-active in providing information regarding timelines, impacts and other temporary or long term changes that would be resultant of the construction of the parking facility.

*Clarification of funding of Parking Manager position.*

City Manager asked to provide how this is currently budgeted. To be included as a foot note in the recommendations.