

**CITY OF NEWARK
DELAWARE**

**PLANNING COMMISSION
PARKING SUBCOMMITTEE
MEETING MINUTES**

October 25, 2017

**Council Chamber
2:00 p.m.**

Present at the 2:00 p.m. meeting were:

Chair: Frank McIntosh

Committee Members Present: Jordan Abada
Rob Cappiello
Will Hurd
Chris Locke
Rich Rind
Alan Silverman

Committee Members Absent: Lee Mikles

Staff Present: Mary Ellen Gray, Planning and Development Director
Mike Fortner, Planner
Marvin Howard, Parking Manager
Courtney Mulvanity, Parking Supervisor

Mr. Frank McIntosh called the Parking Subcommittee meeting to order at 2:11 p.m.

Mr. McIntosh: Well that little bang meant that we're getting underway at 2:00 p.m. The meeting is scheduled from 2:00 p.m. to 4:00 p.m. There is no reason for us to stay until 4:00 that I can think of. So if we can stay on task, we'll get through sooner, but we will complete by 4:00 p.m., at the latest.

For the benefit of our audience, why don't we go around the room and just introduce ourselves and where we're from. And then in the case of Rob and Jordan, I'd like you to talk a little bit about, when we get to you . . . we'll save you guys for last . . . who you're representing as you're here, and what kind of issues do you think you have, if you have any, you know, or not. You don't have to have an issue so don't feel like what issue should it be? You don't have to have an issue but, if you do, what is it? And then tell us a little bit about what special things might be going on at the University or at church, and so on, that could cause you angst, or maybe not. Who knows?

I will start. I'm Frank McIntosh and I'm from Boston, currently living in Newark. And I'll leave it at that.

Ms. Mary Ellen Gray: You're the Chair.

Mr. McIntosh: I am the Chair of the committee, yes. That's why I have the microphone. That's really good. And I'm sorry I wasn't here at the last meeting. I had eye surgery back at the end of August and so I had to fix a little hole in my eye. Actually it was a big hole. And it is fixed now so there will be no fooling around out here. I can see you.

Mr. Chris Locke: Well since Frank mentioned he was from Boston, then I have to mention I'm from New York, and the Yankees did better than the Red Sox this year.

Mr. McIntosh: They did not. They did not win the pennant.

Mr. Locke: Yes, they did. [inaudible] and we have 27 World Series and you don't. I'm representing the development community.

Mr. Rich Rind: I'm Rich Rind, Director of Auxiliary Services at the University of Delaware. I'm also in charge of parking and transportation at the University.

Mr. Mike Fortner: My name is Mike Fortner. I'm a planner here with the City of Newark, and I work with the Planning Commission.

Mr. Rob Cappiello: I'm Rob Cappellio. I'm the business manager for Newark United Methodist Church, right in the center of Main Street. So I've been in the position for just three years now, and the church has been there much longer than that, so they've kind of been in the center and impacted, as they grew and the City grew and changed with different aspects of parking. From our perspective, we have a wonderful facility. We do a lot of things with the community, basically every day of the week. But the one thing that we lack is parking, and that's always a comment that we get when someone tries to come to us, like the Newark Area Symphony Orchestra. We want to have a big concert, we want to do things, but then there's a pinch with parking and they'll look, sometimes, at other facilities that are outside of the City limits that have free parking. And so we end up losing, sometimes, some of the things that we want to be able to support in our building, because of parking.

Mr. Jordan Abada. Hi everybody. My name is Jordan Abada. I am a senior at the University of Delaware, studying Hospitality and Business Management. I'm an ambassador to the student government association and I am here representing the student body. Some of the issues that we've had on campus with regards to the regulations for some of the lots and meters, some of the students have expressed concern over 24-hour meters. And I understand that this isn't necessarily in regard to Newark, in general, but just also the City of Newark and just some of the regulations overlapping have proven challenging for some of the students.

Ms. Mary Ellen Gray: I'm Mary Ellen Gray. I'm the Planning and Development Director for the City of Newark.

Mr. Alan Silverman: I'm Alan Silverman. I'm a Planning Commission representative from the 5th councilmanic district.

Mr. Will Hurd: Will Hurd, Planning Commissioner.

Mr. McIntosh: You already heard from me. Thank you very much. Before we start, I do want to mention that Jordan might have to be leaving us early today. As a matter of fact, it's more than a night. He really wanted to serve on this committee but he has a class that he needs to leave for. But he'll be here for a good part of the meeting. And when he leaves, we'll all be sad, but we know he will return. So that's good.

Mr. Silverman: And hope he can find a parking place.

Mr. McIntosh: If he can find parking. So there.

1. CHAIR'S REMARKS

Mr. McIntosh: Chair's Remarks. Alright, well I don't have many really. I will say this, and I'd like to say this in the context of our discussions that are upcoming, today and in the future. As I read through the minutes and talked with Will, Alan and Mary Ellen about the meeting that transpired last time, and so on, a lot was accomplished in that meeting. I thought it was really good. One thing that's sticking out for me that is missing, is what is the problem? We have some things here that might solve a problem, but what exactly is that problem that we're trying

to solve. I would like to try to drive towards articulating what the problems are because I think, in my own view, over time, we've been putting band-aids on things. And so we band-aid it and fix a symptom that comes about, and that works for a little while, but the problem wasn't solved because it was never found. And therefore, it comes and rears its ugly head again, and this time it's a little worse than it was last time. So if we could articulate what we think the problem is, and then we can look a little bit at what are some of the solutions to a problem that we've, you know, took through the survey and the discussions that took place at the last meeting, I think we would be much further ahead towards a solution. And so I would like to see us articulate what is, if any, the problems that we're trying to solve. Because it would be even worse to solve something that wasn't a problem. Because then we have solved nothing, except created a bigger problem, such as it may be.

2. MINUTES OF THE SEPTEMBER 27, 2017 PARKING SUBCOMMITTEE MEETING

Mr. McIntosh: So, having said that, minutes were distributed and I hope you all had a chance to read through them. And I would accept a motion to accept the minutes as distributed.

Mr. Hurd: So moved.

Mr. McIntosh: Second?

Mr. Abada: Second.

Mr. McIntosh: Sure. Good. Right in there. I like that. So it's been moved and seconded. Any discussion? Hearing none, I will ask for a vote. All in favor? Opposed? You can be opposed if you want.

Ms. Gray: I'm not supposed to vote. I'm staff.

Mr. McIntosh: You can vote. I don't care. We won't count it, but vote. You'll feel like the rest of us up here and you're doing something really good. Okay.

MOTION BY HURD, SECONDED BY ABADA, THAT THE MINUTES OF THE SEPTEMBER 27, 2017 PARKING SUBCOMMITTEE MEETING BE APPROVED.

VOTE: 5-0

AYE: HURD, LOCK, MCINTOSH, RIND, SILVERMAN

NAY: NONE

ABSENT: MIKLES

ABSTAIN: ABADA, CAPPIELLO

MOTION PASSED

3. REVIEW OF RANKED AREAS OF CONCERN

Mr. McIntosh: Alright, so we got a good response to the survey that was sent out, done on SurveyMonkey. Don't you love that? SurveyMonkey. Where did the monkey come from? And going back to what I said a few moments ago, does the . . . and I've got in my hands the survey results. They indicate, in order of finish, if you will, there were 15 items, and the #1 priority was amending the Zoning Code parking requirements. Number 2 was decoupling of onsite parking for rental units. Number 3 construction of public parking building/structure. Number 4 was peak versus off-peak parking structure . . .

Mr. Fortner: Fee structure.

Mr. McIntosh: What?

Mr. Fortner: Fee structure.

Mr. McIntosh: What did I say?

Mr. Fortner: You said parking structure.

Mr. McIntosh: Oh. Fee. Fee structure. I'm sorry. Public lots . . . this was #5 . . . public lots at capacity, and then it gives the times. Creation of a network of shared parking requirements, public and private, was a tie for sixth place. And coordinated and unified payment system was the other sixth place finisher. The lower priorities we'll leave alone for the time being. Those were the main priorities. We were looking for 1 through 5, but we got a couple of 6s in there, and it may be worth, you know, just coming down a little bit.

So the question that comes to my mind when I read those is, does any of these things tell us if there's a problem with parking downtown? All of them might be good things to do, but does it tell us if there's a problem with parking downtown? And if it does, what is the problem that these priorities address? And then finally, if we enacted the top six ranked priorities, would we be free of issues in the downtown area?

Mr. Silverman: Frank, do you just want to focus on downtown?

Mr. McIntosh: Downtown. That's where the lights are bright.

Mr. Silverman: You've mentioned downtown twice. Do you want to extend to the CBD and beyond?

Mr. McIntosh: The downtown area. How's that? Which I'll refer to as downtown because that's all I can do with it. I've said it now. But thank you for that. It is true. It's the downtown area. So, with that in mind, let's have some discussion around that. Anybody? Yes, Rob?

Mr. Cappiello: So I did not . . .

Mr. Hurd: You need to use the mike.

Mr. Cappiello: Oh, I need to use the mike.

Mr. McIntosh: That's right. You have to use this, because otherwise nobody will know what you said.

Mr. Hurd: That goes into the recording system.

Mr. Cappiello: Okay, thank you. So I did not complete the survey. I wasn't 100% sure of the background information on some of the topics and wasn't sure what the implications were, and didn't want to rank something that was not what I was thinking. So, in fact, amending the zoning . . . so I don't know, were you talking downtown Main Street, the entire area of Newark, residential versus commercial versus loading zones? That one I had a question about and that happens to be the #1 ranked issue, so I wanted to get some background on that.

Mr. McIntosh: Okay. Maybe a . . . as I'm thinking, maybe we would benefit by Will or Alan summarizing, briefly, what each of these were. Will, do you want to do that?

Mr. Hurd: Sure.

Mr. Cappiello: Maybe just do the top five or six.

Mr. McIntosh: Yes, that's what I was thinking. Not all 15. Just the ones that I mentioned.

Mr. Hurd: Okay. Sure. Amending the Zoning Code parking requirements basically means, or is driven by . . . I'm trying to phrase this right . . . there are a number of properties on Main Street that are difficult to develop because the required parking for any development that you want to put in there will exceed the lot size.

Mr. Silverman: We're talking about onsite parking.

Mr. Hurd: For onsite parking that is currently required by the Zoning Code. And this is true for apartments. This is true for retail. This is true for a lot of things. And so sometimes accommodating that parking, whether it's within the building in a parking garage level or something, drives up the cost, has implications on the streetscape, has downstream effects. I will note that that was sort of the whole reason that this subcommittee came together. And that's sort of the authority that the Planning Commission is using to put this subcommittee together, to say we have control over the Zoning Code and the parking requirements that are defined within it, and so if we have a better understanding of what are the issues of parking and what are the possible solutions to parking issues, then those solutions can get rolled into the Zoning Code, and that's what we can enact and then we can come at it that way. Do you want to do all of them?

Mr. Silverman: I just want to do . . . continuing on that, one of the issues that was raised early, and often came before the Commission, was the notion of the parking waiver. And a waiver has taken on a life of its own. There is some perception in the community that means eliminating all parking requirements, waivers from the total number of parking requirements, when in reality, the Code deals with the parcel and its total parking requirements, and the waiver allows other means of meeting those onsite parking requirements. So that's another issue that's come up within Code changes – either clarification, modification or elimination of parking waiver, and it would include the parking waiver approach in other regulations.

Mr. Hurd: Item 2 is decoupling of onsite parking at rental units. This is more a strategy that other places are using, which is to say you don't . . . the Zoning Code currently says this many parking spaces for so many bedrooms, which you provide. Decoupling means it's up to the developer, the builder, to determine how many spaces they're going to provide and the people renting can choose whether they're going to include a parking space in their rent. This has the effect, at times, of making rentals more affordable because you remove the cost of parking, providing the parking spaces from the cost of the building. And so you can say if I don't have a car, or if I only have one car, I rent the apartment and one space, and I'm paying less than the guy next door who is renting two spaces, and more than the guy who is renting no spaces. So that concept is kind of tied into that.

Mr. Silverman: Also along with that, we've found, particularly on Main Street . . . again, the public hearings brought this out . . . one of the complaints was the mass of the buildings on Main Street. These tall buildings. We got looking at the finished product, and the first 14 feet of that height is often taken up to meet parking requirements. Whereas if the parking requirements were lessened or altered, it may reduce the mass of the buildings on those sites, particularly the height.

In addition, we don't have the graphic up, but if you look at downtown Newark, probably half or more of the land is tied up in surface parking. This does not produce tax revenue. So, particularly on Main Street frontage, there is an opportunity to increase the amount of land that would be devoted to income-producing property and income production for the City, and reduce the amount of paving surface available. It was also brought up at the last meeting that it would also get at some environmental issues, particularly water quality. That there is a whole difference in water quality when you have to intercept and deal with that first ten minutes of wash-off on parking surfaces, versus the relatively clean water that would be on a rooftop. And it would also allow for more area for groundwater infiltration from building run-off and that kind of thing.

Mr. Hurd: Item 3 is pretty self-explanatory. It's about building a public parking structure on Main Street. Item 4, peak versus off-peak parking fee structure, again, is a strategy used to control or affect the demand for parking. So if you're charging more for parking at a peak period, some people will choose not to pay that rate and not park either in the lot or on the street, and find alternative methods like take the bus or something. And that would move some of the demand at your peak points and helps flatten the curve out.

Mr. Silverman: And that also allows the City to better manage their parking lots. If there is a goal to keep parking at 85% of capacity, whereby there will always be demand of parking spaces available, by raising the price in one lot, it may be possible to drive people to the lot across the street or down the street.

Mr. Hurd: And so #4 kind of rolls into #5 somewhat. Item 5 is just sort of more of an observation from the data that Lot 1 is typically full from noon to 2:00 p.m., Lot 3 from 5:00 p.m. to 9:00 p.m., and Lot 4 from noon to 2:00 p.m., and 7:00 p.m. to 9:00 p.m., corresponding with sort of recognized peak demands on Main Street.

Number 6 is the creation of a network of shared parking requirements. The term that's coming into more current use is called flex parking, where you say I've got a lot attached to my building but I'm only using it until 5:00 p.m., and then after 5:00 p.m. you're exploring options for how to move workers from the bar next door into there, so that frees up the bar's parking lot. So it's examining ways to spread the parking load around to places where it's not currently utilized.

The coordinated and unified payment system is kind of what it says. I think most places it's a phone app where you can pay at the meter, you can pay in the lot, and maybe through that app you can also start to see capacity or available spaces, or things down the road for that.

Mr. McIntosh: Thank you. Is that good?

Mr. Cappiello: Yes.

4. DISCUSSION ON HIGHEST RANKED AREA OF CONCERN

Mr. McIntosh: Okay. Excellent. So moving to a discussion of the now six or seven survey results that came out on top. There were 15 altogether. As you think about them, or just in your thinking, before we talk about them individually, I'd like to go around the room and I'd like you to say I think there's a problem with downtown parking, or you might say I don't think there's a problem with downtown parking. But if I think there's a downtown parking problem, what do you think it is? From your perspective as an individual or as the organization or community that you represent.

Mr. Silverman: Can we start out with our two newest individuals?

Mr. McIntosh: We could. Maybe they don't want to.

Mr. Locke: We kind of did this the last meeting.

Mr. Silverman: Yes.

Mr. McIntosh: What?

Mr. Locke: We kind of did this the last meeting. That's why I think he's saying let the new guys comment. You're from Boston and I'm from New York.

Mr. McIntosh: And therefore thou shalt not speak.

Mr. Fortner: I think we want to focus on the [inaudible] issues. We're now trying to get to the broader . . .

Mr. McIntosh: Really, you know, whether you did that or not last time, I didn't garner a problem that we were trying to solve.

Mr. Locke: Okay.

Mr. McIntosh: What I garnered from . . . and I didn't have the opportunity to hear the discussion. That's a big thing. You know, reading minutes is one thing, but being involved in the discussion is entirely different. And so I just want to be sure, because the basis of this whole committee was to solve the problem. Right? And I want to be sure that we're doing that. That's where I'm coming from. By all means, Rob start.

Mr. Cappiello: So from the perspective of the church, it's really what I said initially. We have a lot of things that we do in the community where we give space to a lot of non-profit groups that we support. But we've lost at least one or two in the recent 2-3 years that I've been here because of parking. And most of those are evening events that, either concerts or singing groups that want to come in and be able to use the space. They like the acoustics of the sanctuary. But then we also have a pre-school that operates during the day that they're struggling with the availability of parking for drop-off and pick-up, so we try to stagger start times, and we try to adjust for the volume, as we can, with the space that we have. So that's our perspective on parking in downtown Newark.

Mr. McIntosh: Now you have spaces.

Mr. Cappiello: We do.

Mr. McIntosh: How many?

Mr. Cappiello: We just reconfigured and I think it's 47. I can't . . .

Mr. McIntosh: That's okay. That's close enough.

Mr. Cappiello: Yes.

Mr. Silverman: Frank, can we ask Rob questions, or do you just want them to get out . . .

Mr. McIntosh: I just want to get it out. So you have 47 spaces. If I heard what you were saying correctly, generally it's okay unless there is an event.

Mr. Cappiello: That's correct. Sorry, I'll move the microphone closer. Now on Sundays we very much benefit from free parking until 1:00 p.m. on Sundays, which allows us to accommodate the Sunday worship services. So that's fantastic. And we regularly communicate that to our congregation to say, don't let that be an issue. Come. And we even ask the more able-bodied people to, say, use the Galleria lot, use the metered lot next door, and those people that maybe don't have a handicap placard but feel like walking a distance is an issue, let them have our lot.

Mr. Silverman: Frank, for the transcript, and I am going to interrupt you because I want this documented, when you say take advantage, your members take advantage of free parking, that's the parking that's available through existing City programs?

Mr. Cappiello: Yes.

Mr. Silverman: In City lots?

Mr. Cappiello: Yes.

Mr. Silverman: Particularly the Galleria lot?

Mr. Cappiello: The Galleria lot as well as, the, I guess, the parking meters behind the bookstore.

Mr. Silverman: Okay. Because that's a dimension I didn't know about. I didn't know they offered free parking on Sunday morning.

Mr. Cappiello: See, you come down on Sunday mornings, come to church and you'll know that.

Mr. McIntosh: You should worship more, Alan.

Mr. Silverman: I do, but I go to a different place.

Mr. McIntosh: He goes to a different place.

Mr. Cappiello: So that aspect has enabled us to continue multiple worship services on a Sunday. And that is great from our perspective.

Mr. McIntosh: Okay, so I'll sum up what I heard, anyway. You have spot parking problems.

Mr. Cappiello: Yes.

Mr. McIntosh: Mostly in the evening.

Mr. Cappiello: Yes.

Mr. McIntosh: And then you have some as people are coming to drop the children off.

Mr. Cappiello: Yes.

Mr. McIntosh: What about, do you have events like grandparents' day, and things like that? Is that a problem?

Mr. Cappiello: Yes.

Mr. McIntosh: So you have some daytime ones, too.

Mr. Cappiello: But it's only once or twice a year that the pre-school will do that, and it would be nice if we could offer them free parking, but we say, you know, grandma and grandpa, if you want to come to the event, the parade or whatever the kids are doing at the church, or the concert, just go the Galleria and you can park there. It's a short walk next door. So, that, I don't see as much of an issue. I'm sure they would appreciate it if they didn't have to pay, but when we start losing some of the groups that are coming in because of parking concerns, that's more of an issue for us.

Mr. McIntosh: Okay. Good.

Mr. Abada: So perhaps one of the biggest . . .

Mr. McIntosh: Always say your name first, Jordan.

Mr. Abada: Jordan Abada. So that's one of the biggest concerns that I've noticed is availability. More specifically, on the streets of Amstel Avenue. And I notice that during peak hours on school days, you have events, classes, and then you have people that are struggling very intensely to find a spot and you'll have people racing along the street going 30 or 40 miles an hour to find the very few spots that are available. And also I think some of the layouts of the streets and the lots can be a little challenging to maneuver and negotiate for drivers, and it

makes pulling in and out very challenging. But again, I think the availability on Amstel and especially outside of classes, can be very challenging.

Mr. Silverman: Jordan, if you could be specific. The configuration of public lots or University lots?

Mr. Abada: The public lots. So the ones on Main Street behind . . . the ones with the tickets, not the free lot. I'm not familiar with the exact number of that lot, but the one behind the Chipotle, as well as the one behind Catherine Rooney's. Those two public lots, getting the tickets, getting in and out . . .

Mr. McIntosh: Lots 3 and 4?

Mr. Hurd: Three and 4.

Ms. Gray: Lots 3 and 4.

Mr. Abada: Three and four, yes. So those two lots can be very challenging to get in and out of them.

Mr. Rind: I'm just curious, when you refer to the free lot, which one was that?

Mr. Abada: The free lot was the one right behind the Duck Donuts. It's the Campus Edge parking lot. Are you familiar with that one?

Mr. Rind: I know where it is.

Mr. Abada: Yes.

Mr. Cappiello: And you call that what?

Mr. Abada: The free lot. It's the only free lot on Main Street.

Mr. Locke: Yeah, and it's not. They can tow you.

Mr. McIntosh: It's the free tow lot.

Mr. Cappiello: And the only reason I say that is because sometimes the church has been referred to as the free lot, as well. And, as Christian as we are, we have towed on a regular basis.

Ms. Michelle Vispi: And I just want to remind everyone to please pass the microphone because otherwise we're not capturing what you're saying. Thank you.

Mr. McIntosh: Thank you. But it's so much more spontaneous this way. Pass that one, will you?

Mr. Locke: I have two questions.

Mr. McIntosh: Before you ask a question, can you state the problem, or not problem, downtown for me?

Mr. Locke: I will but I just want to ask two questions. One, for the church, do you rent any of your spaces out?

Mr. Cappiello: We do not.

Mr. Locke: With regard to the Amstel Avenue problem you identified, are you aware there is a University of Delaware parking garage right off of Amstel Avenue?

Mr. Abada: I am.

Mr. Locke: Why do not just use that lot?

Mr. Abada: The convenience of it. So there have been instances in the past where there is no availability in those lots anymore because there are residents that have a permit to take advantage of those spots. So there have been times when there are absolutely no spots available, and you have to wait 5-10 minutes to go around . . . am I incorrect? Rich Rind is shaking his head. I'm curious to hear what he says.

Mr. Rind: If you're referring to the CFA garage, it has never filled once, since the day it was built. Not once. So there is always availability. You might be on the roof, but always, always, always . . .

Mr. Abada: It's just a matter of convenience.

Mr. Rind: Exactly. People don't want to walk.

Mr. Abada: And so being able to incentivize people to go into that lot could help clear up some of the congestion on the streets.

Mr. Rind: Yes.

Mr. McIntosh: Pass the . . . you can't keep it, Alan.

Mr. Rind: Well you've got let him say his piece.

Mr. McIntosh: Well, yeah, but he was getting very possessive. Okay. Now I want you to tell me what the problem is, if there is one.

Mr. Locke: The problem as it pertains to the developer side is the requirement to issue suburban-like parking into a downtown urban environment. Our Parking Code does not differentiate between a shopping center that has hundreds of parking spaces, you know, a traditional suburban shopping center, versus urban downtown parking. As I said at the last meeting, that generates a lot less tax revenue for the City, it generates a lot less value in our building, and it generates more stormwater management issues, than if we had a new parking requirement in the City. And to give you an example, I was just jotting down some numbers here. A typical parking space can be rented anywhere from \$850 to \$1,200 a year, so roughly somewhere between \$75 to \$100 per month. A typical parking space is 9' x 18'. That's 62 square feet. If you take the range of \$850 to \$1,200 a year, that means you're roughly getting \$5.24 to \$7.40 per square foot in rent. That same space on Main Street or East Delaware Avenue is going to rent anywhere, if it was commercial space, from \$18 to \$40 a square foot. You extrapolate that number and a typical parking lot that the City would require for most development is about 10,000 square feet. That's a loss of rental income of \$90,000 to \$330,000 a year. That means the building value is going to be somewhere between \$1 million to \$3.5 million less on the tax base, for just that 10,000 square foot parking lot. The tax rate is roughly, I think it's \$7.737 per thousand. So that's a lost tax revenue, just in that parking space, somewhere between \$773 to \$2,200 a year. Now magnify that in all the properties that have required parking over the years. That is a tremendous loss of revenue for the City, and a tremendous loss of value for the developer. So I see that as a major problem.

Mr. McIntosh: Let me ask you a question. Do you think that there is . . . do your tenants complain about parking?

Mr. Locke: No, they don't. The tenants, as I said in the last meeting, we've had plenty of buildings that were built where there was no parking required. And those buildings tend to be the most popular buildings. If you provide parking, they'll accept it. They'll pay you a little bit more rent, but they're not going to pay you a substantial amount of rent. The loss of commercial space is tremendous.

Mr. McIntosh: Okay. Thank you.

Mr. Locke: Which brings more people to downtown, which then patronizes the businesses in downtown, which makes your downtown more thriving economically.

Mr. McIntosh: So if I can summarize what I heard you say about the problem, it's that there really isn't a problem for parking with you, as a developer. The problem is maximizing the value of the property that you are building or owning. Would that be fair to say?

Mr. Locke: I'm addressing the issues of the economic value, so I think there is a problem with parking in the sense that we are missing a huge economic opportunity, not only on the developer side, not only on the City tax revenue side, but for the merchants that live and breathe it every day. So there is a parking problem because it's economically impacting all the stakeholders in the City.

Mr. McIntosh: That's a very different view of parking than what would normally be seen, I think.

Mr. Abada: Something just occurred to me.

Mr. McIntosh: State your name.

Mr. Abada: Jordan Abada. So something that just occurred to me was also the pricing differences between the University of Delaware meters and the Newark meters. I believe the University of Delaware meters are around 10 minutes for one quarter. Is that correct?

Mr. Rind: During weekdays, yes.

Mr. Abada: Right. And so the Newark meters are 12 minutes for a quarter and, thinking about it now, I think that is actually a little cheap, considering. And so something that I had noticed is the parking validations for Lots 3 and 4, any restaurant that you go into, or even a store, CVS on Main Street . . . or Rite Aid, excuse me . . . they have parking validations that you can get. They're \$0.50 validations. They're good for 30 minutes. And anytime I go into a store, I collect them. To be very explicit, I have about 75 of them in my car, and they never expire. And I think it really enables me to go and park on Main Street or go and park in those lots when I really don't need to be driving in the first place, just because I know that it's free. And I think addressing . . . I saw it listed that the parking validations didn't need to be addressed, but I think that actually is important to address because the costs are so low and the validations never expire, that it's virtually free parking all year-round for anybody that takes advantage of the validations. And possibly increasing the cost of the meters, like you were saying, is not fully utilizing the economic potential of the meters in the first place.

Mr. Silverman: May I ask Jordan a question?

Mr. McIntosh: You don't have a microphone. Say please.

Mr. Silverman: Jordan, I view the University student and the relationship to parking in the City from a couple of different angles. We have commuter students who come in primarily for class.

Mr. Abada: Yes.

Mr. Silverman: Who may be looking for a parking place or looking to buy or lease a parking place. They come in, they park once, and they walk. We have university students who will rent off-campus, who may or may not bring an automobile, if there is a space available. We have no feel for how many students come who rent off-campus and bring automobiles with them. One of the issues, again, that we've seen raised in our public hearings is all these students come in. All these automobiles come in. And there is a notion that there is one car per bedroom per student. We have no feel for that and I don't know whether you have any thought on that.

And then, in addition, what are the peaks for the commuter students? Do commuter students come in at 7:30 in the morning and leave at 4:30 in the afternoon? Do they compete with peak traffic? Or is commuter student utilization across the day, where students will come in . . . I'm not done yet . . . at 10:00 a.m. and they'll be gone out of the City by 1:00 p.m. It varies from day of week, depending on labs and that kind of thing.

And then also, with the University student, is there any feel for how often the student who brings a car onto campus will use that car? I've picked up some anecdotal information that a student who brings a car who lives off-campus will use it to go to work at 1:00 in the afternoon, or it sits there until weekends. So we have no idea of the impact on both the traffic volume in the City and real parking demands. I mean how many kids get in their car and then go drive three blocks, park on a University lot . . . forget rainy days, this is on normal circumstances. We have no feel for that kind of dynamic and I don't know whether you, as a student government representative, have any access to that kind of information, either anecdotal or factual.

Mr. Abada: The first question that I'm going to address is the commuter. I'm not exactly sure of their habits but it's my understanding that the lot on south campus, by the STAR Campus and also by the Creamery and the Fred Rust Arena, that lot is all commuter students and they take the bus up from south campus up onto north campus. Is that correct?

Mr. Rind: That is the place that most commuter students park because it's very inexpensive, but also a lot of staff park there as well. So they're by no means all student cars. Because the only other place for a commuting student to park is the CFA garage, on an annual basis.

Mr. Abada: I think, more anecdotally from what I've noticed, is that a lot of the volume are students that do live in the surrounding areas. On campus, there are University of Delaware students but they are lazy and don't want to walk to wherever they're going to go, so they take advantage of the spots on campus or the parking validations in Lots 3 and 4. And I really just think, overall, people are lazy and don't want to walk. And that's really the biggest problem of them all. Because then it really floods everything.

Mr. McIntosh: So laziness is the problem. Go ahead.

Mr. Rind: Rich Rind. I tend to agree with Jordan. I wouldn't phrase it exactly like that, but there's not a walking culture here. When I worked in Manhattan, I parked ten blocks from my office and I had no issue with making that walk in the rain, in the snow, whatever. It was just expected and assumed, and it was fine. Here, if it's a half-block, I receive complaints that I'm asking people to do something that's unreasonable. So it's really a culture change. We really need to move from a suburban culture and mindset to an urban culture and mindset. A walkable community is what we're trying to build, but folks don't know that they want it until they actually get it.

Mr. Abada: I completely agree with that. So I actually have some friends that live on North College Avenue and they will drive to the Little Bob, which is probably about a quarter mile away, and part of it is because of some of the challenges of, this is civil engineering, some of the light structures on North College Avenue and that crossing can be very challenging to students. And they're like hawks for the jaywalking and when the light is one minute and 36 seconds going east and west, and eight minutes north and south, to cross the street, it can pose a little bit of a challenge to students. And you have the train that could . . . so I think that being able to

address also, and turning it into more of a walking community and not a driving community, would be very helpful.

Mr. Cappiello: Rob Cappiello. I have two students at the University right now, so you're welcome for those fees. The biggest thing that will impact my children in walking or parking somewhere is if you make it cost prohibitive. If it's convenient, as Jordan said, and inexpensive to park in a prime spot, they're going to drive and park there. And \$1.00 or \$0.50, or \$4.00 or \$5.00 is not a big thing because that's what they pay for Starbucks anyway. But if you look at that and you say but it's only \$0.50 on this outlying lot and you just have to walk in, then it might be something they would consider. And I think, regrettably, that's most people. I think most consumers will do the same thing. They'll look at it and say, hey, that's a little bit more than I'm willing to pay. Over here is a little cheaper, so I'll go and park three blocks away and walk the three blocks rather than park right there. Because I don't need to be right there.

Mr. Abada: Jordan Abada. I agree. So, again, with the parking validations, I can't remember the last time that I paid for parking on Main Street unless it was at a meter, because of the validations, and I still have a surplus of validations.

Mr. McIntosh: Can we buy some from you?

Mr. Abada: I was actually thinking about selling them for \$0.50 on the dollar. Make some money.

Mr. Locke: So you get the validation from the merchant even though you're not parking in the lot?

Mr. Abada: That's correct.

Mr. Locke: That is so brilliant.

Mr. Abada: I'll go to three different establishments and get three different, or six different. And if I have friends, they'll give me four validations.

Mr. Locke: I'd like to talk you later about working for Lang Development.

Mr. Abada: Absolutely.

Mr. Locke: I think Rich makes a great point about one's philosophy about walkability. I grew up in New York City and we walked everywhere. Everywhere. And you're absolutely right. If the student is deciding to walk . . . I mean we see it when people are leasing our buildings. And we try to say to them, you're just as close here, but the perception is I've got to walk 2 ½ blocks to class. It's unbelievable. And you can do it with rates but you also have to be careful. At the last meeting we talked about increasing rates and I was like, yeah, makes perfect economic sense. But I didn't think about it until one of my commercial tenants said what the heck were you thinking? My employees now have to pay twice as much to park now. I was like, you know, I didn't even think about that. So you're a restaurant employee, you're making roughly \$8.50 or \$9.00 an hour, but now you're paying \$2.00 an hour to park. So my initial reaction was yeah, but now the more I'm thinking about it, you know, the employee could park somewhere else for a lot cheaper and just walk four blocks to save money. So it is that whole mindset that we have to address.

Mr. McIntosh: Does anybody at the table have a problem that has not been put forth yet?

Mr. Hurd: I do.

Mr. McIntosh: Okay.

Mr. Hurd: What I see the, I think, sort of the bigger problem is that there is enough parking, it's just not distributed effectively at all times of the day.

Mr. McIntosh: Alright. Okay. So enough parking. It's a distribution problem?

Mr. Hurd: Availability, well . . .

Mr. McIntosh: Or availability?

Mr. Hurd: Yes.

Mr. McIntosh: At spot times. Okay.

Mr. Hurd: And I may be oversimplifying it but I think if you look at, I mean all the times we're talking about this, you know, the church says we need parking in the evenings. There are empty lots, but they are associated with businesses and can only be used by the tenants or customers of the business, currently. So there's capacity in the area, but it's locked up by other rules. Same for the students. The University has enough parking for the students, but it's over there and you have to take the bus. It's over there and you have to pay for the garage, you have to buy a permit. You know, it's there. And I think the same thing. It's like, if we say we're going to revise the Zoning Code to remove some of the parking requirements, we have to be sure that there is capacity available that can be used by the customers in an effective way.

Mr. McIntosh: I have a question for you. You have apartments that are not in the downtown area, correct?

Mr. Locke: Yes.

Mr. McIntosh: Do they all have parking associated with them?

Mr. Locke: We have one complex not what I would consider in the downtown area, which is The Mill, which is over by Timothy's. So that area had a suburban feel to it when we acquired that property, so that's really the only one. All the other ones are what I would consider as the downtown area. Ranging as far from 321 East Main Street, which is Main Street Courtyard, all the way down to 100 South Main, which is Madeline Crossing. So that's our buildings.

Mr. McIntosh: And you also said that you don't think that it's a problem not having parking for the students. Is that correct?

Mr. Locke: Yes. Before 2008, all the buildings we built did not have parking. And then Council had decided in 2008/2009 to really start requiring any development in the downtown area to have parking for residential apartments. And it became quite apparent that if you didn't provide that, getting a parking waiver was going to be very difficult. So all the people in the development community just started providing parking. But before 2008/2009, that was not the issue.

Mr. McIntosh: And you think that that represents the general thinking of the development community?

Mr. Locke: What?

Mr. McIntosh: What you just said. You know, that parking is not critical to renting apartments.

Mr. Locke: Yes.

Mr. McIntosh: Great.

Mr. Silverman: There is an element that has been talked around but not directly talked at. The last University report with respect to the University transportation system – the buses – showed in excess of 1 million passengers traveled in a calendar year. The development community often negotiates with the University so that a University bus route goes through their particular complex. One of the rezonings that came before the Planning Commission was in the area that Mr. Locke talked about. And one of the selling points, and one of the points that I really took into consideration, was the fact that there was a University bus route going through there, which minimized that rainy day commute into town. It was convenient. It was cheap since there was no University cost at this point in time for the student. So there's an element that I think can affect the demand for parking and get at the issue that Will talked about of distribution of convenient parking. Convenient in the mind of the consumer. So we've got another element. And some jurisdictions will reduce parking requirements by as much as 30% if there is regular, non-four-wheel transportation available. We have the City's system. We have DART, for whatever it offers. And we have a very comprehensive University system that carries over 1 million passengers a year, that might enter into our thinking in the future that if we are to get at the so-called parking waiver, or changing the number of parking space requirements should be a working element. And also on that . . . and this is my understanding and the University rep would have to add to this . . . the University, from a budgeting point of view, considers its transportation system almost on an annual ad-hoc basis. Where do we need to put routes? Where do we need to take routes? What's the ridership doing? That's not necessarily stable enough to attach a brick and mortar use to. So maybe we have a chicken and egg that if these arrangements were more permanent, more people who are building brick and mortar would rely on those, the public could rely on the bus system to be there to take pressure off of downtown commuting and downtown parking spaces. So there's this whole other element, when we get into looking at our parking standards. Do we give credit for the fact that there is a University or a City or a DART bus route, and it's a regular route?

Mr. McIntosh: Thank you. Okay, as I'm looking at my notes, and I can't say that they're stellar necessarily, but what I heard was there is parking sufficient, except for certain times of the day. There isn't a big problem, there's a problem at certain times of day. And there is the second issue that I heard was a cultural one. And that is, you know, if I'm going to M&T Bank and I can't park in front of M&T Bank, then there's a parking problem. And so there is this business of changing that culture to say, okay, it's alright to walk a little bit. And if I can't walk, then I need to get a handicapped sticker or something, which will enable me to get closer to it. So that's the . . . I mean the things that you said Jordan, and Rob, what you said.

Mr. Locke: I want to add something. I think you're simplifying it. I think there is a parking problem depending on who you are in the population of the City. If you talk to merchants on Main Street, I can guarantee you you're going to get a 90% response that says there is a parking problem, because their demand for parking is somewhere between 10:00 a.m. and 5:00 p.m. Okay? When do the University of Delaware students go pretty much on Main Street with their cars? 10:00 a.m. to 5:00 p.m. Okay, you ask a restaurant merchant, and he's going to say parking gets tight between 5:00 p.m. and 8:00 p.m. So there is a parking problem. And I would not say there's ample parking. There are, at times, ample parking. And this gets back to distribution, location, culture, the whole bit. But I would not want to go on the record saying that there is not a parking problem in the City, because there is. It's the way we manage that parking efficiently through rates, availability, locations, technology, that I think we need to address. And then you have to also talk about the growth of the City, and how do we want the City to grow. And any municipality, as many municipalities will show you, a parking garage is part of that future growth in the City. Which I know is [inaudible]. But to say there's no parking problem, oh, the Parking Subcommittee said there's no parking problem, therefore we don't need a parking garage and therefore we don't need to do anything. I don't want that to be the statement.

Mr. McIntosh: I understand what you're saying. So when I said that there are parking problems at specific times of the days, I guess, is what . . . I think we're pretty close to what we're . . . you know, because those have to be addressed. Those are problems. But there's probably enough

parking. All you're saying is you're making . . . there may be times when there isn't, but, by and large, there is. And we have to deal with those exceptions to that rule. When is it that there aren't any? And if there were, for instance, if we just take a step forward, if there were a garage down there, would that eliminate that entirely? Maybe it would, maybe it wouldn't. I don't know. But that would be past the problem stage and into the solutions.

Mr. Fortner: Just on the problem, I think one of the central problems is, and it was alluded to, I think, by Chris, the Zoning Code. We have a Zoning Code that puts suburban standards for parking in a downtown urban area. And so the problem with that is if we want to have a downtown that is walkable and where people feel like they don't need to drive, we have that environment, and when we have developments and they're not supplying this parking, and you need a 40-space parking waiver, we're thinking, oh, we're just giving up 40 spaces and this is going to increase the problem. But we know in the urban area, this is a walkable community and you don't need that kind of parking. So we need a mechanism for understanding that. And we have mechanism. It's called a parking waiver, but there is a perception that we're just giving away stuff to employers on that. And so we need to come up with a mechanism or changing the Zoning Code where we don't permit parking . . . we keep the parking waiver or revise it. You know, we had that leverage with developers and we get a fee that can improve parking downtown. A parking development district type of thing. So I think that's central. I think we have parking downtown for businesses but we have other demand outside, which is the University demand that we're an attractive place for University students to park. And I didn't know about the parking validation . . . actually I did get a parking validation for two hours. We only stayed at Iron Hill for one hour and they gave us two hours. So I do have one and I was like, hmm, I can use this. That's the first time I did it.

Mr. McIntosh: Give it to Jordan. He's a collector.

Mr. Locke: Jordan, maybe we can come up with a tech app where we can sell those parking waivers, validations.

Mr. Fortner: Parking validations.

Mr. McIntosh: You wouldn't hear that from a Red Sox fan. Anyway. So suburban versus urban is a problem. The cultural thinking around parking is a problem. Spaces at certain times of the day is problem. Is there any other problem?

Mr. Silverman: Did we get on the point of trading off parking spaces for [inaudible]? The other problem is the economic issue with respect to balancing development and income, both City and owner income, against, essentially, a place that produces no revenue, that's simply a cost. And the stormwater issue.

Mr. McIntosh: So the economics of parking?

Mr. Silverman: Yes.

Mr. McIntosh: And storms. Okay.

5. PUBLIC COMMENT.

Mr. McIntosh: Alright, so we have a few problems and we have a member of the audience who would like to speak. Please give your name, address, and social security number.

Mr. Jim Jones: My name is Jim Jones and social security number, I'm keeping that one. I live up in District 5 and actually somebody else who was familiar with your meetings talked to me and said you ought to go to those, because you might have something to offer. And what he was thinking of is I actually just moved here . . . I lived here for 20 years and then I moved up to West Chester for the last 25, where I spent 20 years in borough government as either an

appointed or an elected official. And so I played a role in four different parking garages and I chaired committees like this for quite some time. And that's enough of that.

All I want to speak to right now is to try to answer Mr. McIntosh's question of what's the problem. What I think everybody can figure out from sitting here is if you invite representatives of different constituencies to a meeting like this, what you hear is a list of different problems. Okay? Not a problem to solve, but all these problems that sometimes are mutually, they are in conflict with each other. So having spent some years thinking about it, I'll offer this for you to see if this is useful or not. The shortest version of the answer, for me, would be you're trying to decide what resources to apply to serving one mode of transportation – the automobile – how much of those resources, and who should pay for them. And I'll give you one more sentence of context and then I'll hand the mike back over. Newark is served by five different modes of transportation – railroad, bus, car, bicycle and foot. No airplanes and no boats. There are two kinds of transportation uses that go on around here. One is people from the outside coming in and often leaving the same day. And the other is internal transportation. The central business district is the place where they have both people coming in from outside and they also want to attract people walking from one part, getting from one part of the town to the other. So that's why it's particularly acute there. When you talk about fixing something in the central business district, for example building with no parking, you need to make sure that that problem isn't solved by putting them up in my neighborhood. I'm up in Fairfield Crest. I can handle it but other people would have a harder time with it.

So that's probably all I need to say at this point, but thank you for giving me a moment to speak.

Mr. McIntosh: Yes?

Mr. Locke: I have a question for Mr. Jones. It's like wrestling with you on this. Mr. Jones, I have a question for you. Can you give him the mike back? I'm very interested in your experience at West Chester and parking garages. What was the effect when West Chester put those parking garages in town? To the community? To the downtown environment? If you would just kind of expand, maybe, your experience and how you were involved in that, etc.

Mr. Jones: How about if I come back next month? I'd like to give that some thought.

Mr. Locke: Okay.

Mr. Jones: There's five garages, four of which the borough . . . actually there are six garages, five of which the borough had something to do with. One was done by the county. And they're in different parts of town, so there's not a real short or simple answer to that.

Mr. Locke: Fair enough.

Mr. Jones: So I'd like to think so I can maybe make it a little more simple next time.

Dr. Morgan: John Morgan, District 1. May I say, I think I recognize Jim Jones. He was a bus driver, I think, for UD back when I first came here in 1981.

Mr. Jones: I drove for the University system at one point. Yes, sir.

Dr. Morgan: So great to see you again after all these years.

Mr. Jones: Thank you. I thought I recognized you.

Dr. Morgan: And I think one point I'd like to make right away about West Chester is that when I went to the website for the city-owned garages, that I found that the rate to park there is \$1.50 an hour. And if anybody thinks that such a rate would kill businesses on Main Street, we

probably shouldn't even be thinking anymore about a parking garage. I mean we've got a lot of pushback from merchants who are claiming that it's going to be far too expensive for their employees if we raise the rate to park above \$1.00 an hour. And actually I know for a fact, I'm not going to name names now, at least, but I know for a fact that there are some merchants who are getting the parking validations, so they're only paying \$0.50 an hour to park. If you now want to triple that rate, and they claim it's going to drive them out of business, you need to think about that very, very carefully. My concern . . .

Mr. Locke: Just to correct that, no one said it was going to put them out of business. They addressed a problem that was raised when the rates went up which we did not think about as a subcommittee, which was the effect it has on hourly employees. No has said to me it's going to put them out of business. They're just addressing a concern.

Dr. Morgan: I went to a downtown small business owner one week ago to the day, and I was told very directly that raising the rate to \$200 . . . this is someone who has to be in the shop, you know, something like maybe 80 hours a month. Sorry, let's say 40 hours a week, right? That that would put that small business owner, which is a single person operation, out of business. And that small business owner is renting a space in a property owned by a downtown developer. And the downtown developer is giving this small business owner parking validations. Which is perhaps not exactly the way the program was designed in the first place, but I think it's probably not uncommon. I mean, I think there's some question about the propriety about what that small business owner is doing, so that's why I'm not being specific. But I recall the conversation very precisely one week ago.

Mr. Locke: I think it's a good idea because that person is investing in the community, investing in downtown. They're trying to do a business. I think we should give to someone who is working downtown maybe a discount on that rate so that they can be gainfully employed in the City or have a business. I think it's a great idea and we should look into it.

Dr. Morgan: Well, yes, and let me just say, I mean I think whatever you do should be legal. For example, a point that was made at the City Council meeting on Monday was that employees for the University can rent a parking space for about \$600 a year, which is about \$50 a month, which is what this business owner is paying to the landlord. So that's one thing I would really urge you to think about.

I would also like to say, and I'll try to sum it up quickly, is that I think we've learned a lot from the undergraduate today. Things we never would have imagined. And I would hope that your next meeting would be scheduled at such a time that the undergraduate would be able to attend it. And the Wednesday before Thanksgiving is, perhaps, not the best time. And I would urge you to think about moving your next meeting one week earlier so that it's at a time when people can easily come, as opposed to that.

And I would also like to say on the issue of a walkable community where people don't need to own cars, I don't own a car. My wife does, however. But I've lived in places like Berkeley, California and Oxford, England and Cambridge, Massachusetts, where it was very easy to live without a car. And those places, #1, have great public transportation, with buses coming by every 10 or 15 minutes, and they also have, within walking distance of downtown, good, reasonably-priced grocery stores. And I would say that whatever students you have living in these downtown apartments, I have no idea what they're eating, but if they want to make a trip to a grocery store, it's a real pain in the neck. Right? And that's why they feel they need a car. Of course, they're young and healthy. They could walk, on a normal day, you know, half a mile, or even a mile. But you don't want to do that carrying 40 pounds of groceries, particularly if you're female and you're not as strong as a typical man, who may be able to carry 40 pounds more easily.

Mr. Locke: That was John Morgan making that comment. I do not agree with that comment at all.

Dr. Morgan: Okay. And it seems to me that if we're going to have a truly livable, walkable downtown, we need to have all the things you need to live within convenient walking distance. Because otherwise people will bring cars and they have to park them somewhere. And they want to be able to park them conveniently instead of having to get a bus down to the stadium to go to the grocery store. Okay, and I'll wind it up there, then. Thank you.

Mr. McIntosh: Thank you. Jordan, would you pass that over to Ruth?

Ms. Ruth Mayer: Thank you. My name is Ruth Mayer and I just wanted to make a comment about the beginning of the parking system. Marvin knows about that. I grew up at 92 East Main Street and my father was one of the first people to lend property for parking, along with Mr. Handloff, Mrs. [inaudible] and Dr. Cox. When they did this, it was completely altruistic in that they wanted to give land to be able to have parking spaces for the merchants of downtown, strictly. The idea was to make sure that, given urban sprawl, that people would still be able to come down and park in Newark. They didn't expect to get money from this, to make a profit. I understand now that there is value in the parking spots, however in order to have Parking Lot 3, for sure, it wouldn't have been there were it not for people wanting to support the downtown area. So it's very hard for me to sit here and listen now to the profit-making aspect of it, or that people . . . one of the parts of the thing that my father had set up was he got a certain number of spaces for his tenants. They got a pass. And like the University of Delaware student said, they were smart about the way they used the passes so that the workers would be able to have a place to park. We sold that property, however I am still a part owner of 92 East Main Street, so this is a concern to me about the development of that; that we keep parking available there, but also still have a say in how that area is developed.

Mr. McIntosh: Okay.

Mr. Matt Zapp: My name is Matt Zapp. Zapp, Z-A-P-P. Should I share background about myself before my comments?

Mr. McIntosh: Depends upon what that background is.

Mr. Zapp: Well I think it applies a little bit in that I'm a homeowner in Newark for 15 years in District 6, kind of by the reservoir, and I delivered pizzas for Margherita's for 17 years. So I would kind of say that nobody has done more laps around downtown Newark than I have. I think I have the number at about 80,000 total deliveries because, like I said, it was 17 years of delivery. And then I bought a business on Main Street and then sold it. And now I'm also a minority owner at 92 East Main, as part of that development process. So that's some, kind of, perspective. I'm a Newark guy. I mean, my wife, daughter and I walk around downtown Newark often. I just want to register a few comments, if I may.

Mr. McIntosh: Go ahead.

Mr. Zapp: As far as the garage, I know there's going to be much more debate about it, but I wanted to share a quick thought, too. I kind of believe in the idea of Newark is growing, Newark should be growing, and it should be growing smartly. And a good garage encourages that. So it's forward-thinking. Does it apply exactly today? Do we have this crushing need for every single space that we have? No. A lot of times you can usually find a space. But it's tight and we should be thinking ahead. And we want there to be a perception that there's ample parking that encourages customers to want to come downtown. So far as a garage goes, Newark should be thinking about growth and thinking about the future, not just this exact equation of need and use today. I want to register that.

Also, from . . . and Ruth can attest to this, and if Dr. Cox were here, maybe she could attest to it . . . but from a land sellers' perspective, if I owned a property, and let's say it was bequeathed through my family, and I wanted to sell that property, it's a little bit of a shame that the value is determined by the Code requirement for parking. So if I'm a seller and I go to sell my property

and I talk to Lang Development or I talk to somebody else, and I say do you want to buy my property? They say, hey, maybe not, or at a much lower price than they otherwise would, because I'm going to have this parking issue. Where if I could just respect the density requirement, which is sensible and is fair and would control the cost of the property, I would be able to sell my property at a fairer, probably higher, value if I wasn't subjected to the future parking problem for the developer. It's worth more to the developer, so then me, the seller, who has a real track record and history in the City of Newark, gets the benefits of kind of a better sale.

As far as garage and location goes, if we're talking about garage, location matters a lot. The Trabant garage, yes, it should be effective, it should be better advertised, and students should make better use of it. But for downtown customers, it's not that practical. You're not going to get a family with strollers parking in the Trabant garage and going to Kate's. That's just not going to happen. So that garage serves a purpose in town, but it doesn't really help where the bulk of these restaurants are and their draw for customers.

The last comment . . . I'm so sorry, I have two more comments . . . I feel that the zoning issue should really be just taken care of by market conditions. If you have a building that has parking, you get to charge more. If it doesn't have parking, to get to charge a little bit less. The market will kind of sort that out. I don't know that the municipality needs to tell the developer how much parking you need to offer the tenant.

The last thought I had was about the concern about the employees. And I think that's a great problem to address, and it needs a solution. And there's many ways to skin that cat, and I'll just throw out one. I'm sure there are ten better ones, but just my instant thought on it is that if you ran it through the employer, and I was an employer on Main Street for four years, so I have some perspective, if the shop owner had a certain number of passes that they maybe paid for, or whatever, that they could put in their employees' cars to use in those garages at some sort of discount. There is a way to handle that problem but it's good that it's being brought up. It, to me, doesn't make these things deal killers, it just goes into the mix. Those are all my comments. Thank you.

Mr. McIntosh: Okay.

Mr. Locke: I just want to respond to a couple of comments. First, Matt, thank you. You really have lived Newark parking, as a resident, employee and business owner, and now property owner. So, thank you.

John, your grocery store, I think, is great. You and I have talked about the need for a grocery store downtown but here's the hard facts. A typical grocery store, on average, is going to want about 10,000 square feet to be a successful grocery store. Under the current Parking Code, you would need, just for the grocery store, 43 parking spaces. Thirty-three parking spaces for the space, as well as 10 for the employees. They usually go one employee per 1,000 square feet. That's 43. Those 43 parking spaces would need 6,966 square feet just for the parking spaces. But then you got the lanes for people to drive on, and there are certain requirements for the lanes. So that's another 2,000 square feet. So for your 10,000 square foot grocery store, which I definitely agree with you 100% we really need downtown, which would be a benefit to not only the University students, but everybody that lives in the community. And I think you would get maybe even more owner-occupants in the downtown area if you had a grocery store. But you would need 8,966 square feet for parking for a 10,000 square foot store. It doesn't make sense to a developer to do that deal. It doesn't make sense. So that's a perfect example of why this Zoning Code is just crazy.

Dr. Morgan: Could I respond for 20 seconds?

Mr. McIntosh: Let me come back to you on that. I have another person . . .

Ms. Jean White: Is this the public recognition?

Mr. McIntosh: It's not really, but it became that. I'm flexible. Now if my friend from New York was running the meeting, he would say something different, but I'm a flexible kind of guy, so go ahead, Jean.

Ms. White: I can wait until the end if this is not the public recognition. Okay. Jean White. The idea of raising the parking rates, say, in Lot 1 to \$2.00 an hour, I don't think that's going to move people to the University lot because theirs is \$2.00 an hour. And so I think there has to be a disparity between, if this is the way everybody is going, between Lot 1 and the University. Now if the University, just to throw it out, were willing to, for University students only, lower it to say \$1.50, that might move some students to the University garage. That's a thought.

Okay, the other thing is if this goes through, I certainly hope that it's not going to be by hour, but by half-hour. In other words, if it was \$2.00 an hour, then you could go for a half-hour and pay \$1.00. I think that would be unfair to do that.

And then, just as a question, why did it go, the change that was made just maybe a year ago where you couldn't do it by the half-hour, it was just \$1.00 per hour at the lots, wasn't that just to raise money for the enterprise fund? That wasn't to decrease people at the lots? It's a side issue. Somebody can tell me later.

Mr. McIntosh: Yeah, why don't we talk about that later?

Ms. White: Okay.

Mr. McIntosh: Thank you. John, we'll . . .

Dr. Morgan: It'll be real quick.

Mr. McIntosh: If it's really, really quick, that's fine.

Dr. Morgan: That's fine, yes. I just wanted to say to Chris that he's absolutely right that if we were to have a grocery store in downtown Newark which was intended for people to walk there, instead of coming with cars, I promise you I will be at the Council meeting urging that the parking requirement be waived completely at no cost.

Mr. McIntosh: Okay. If I thought you were going to agree with . . . you'd get nowhere near that microphone.

Mr. Abada: Is there anything else? I have to run.

Mr. McIntosh: Thank you, Jordan. Great contribution. We appreciate it.

Mr. Abada: I can keep these, right?

Mr. McIntosh: Don't take the pens, though.

Mr. Abada: I'll put it back.

Mr. McIntosh: Go ahead, take the pad.

Mr. Fortner: You pay for it with your taxes.

Mr. McIntosh: He doesn't pay taxes. His mother and father pay the taxes. He's from New York.

Mr. Fortner: He's pay rents, which pays the taxes. The renters pay taxes.

[Secretary's Note: Mr. Abada exited the Council Chamber and meeting at 3:31 p.m.]

Mr. McIntosh: Okay. Alright, well in this discussion here, I feel that we're out of control, and it's John Morgan's fault. He started this whole thing. I added a couple of things to issues in this discussion. One was, for lack of a better term, some sort of a PR campaign. Some kind of a cultural shift campaign is something that probably needs . . . because of that cultural thing. That is not addressed by any of the things that are on here.

The employee problem which, that's not something I thought about, but there's a lot of employees downtown and it's got to be a problem. I don't know how it couldn't be. And if you're making \$9.00 an hour waiting tables and you're paying \$2.00 an hour for parking, that's not even much of a wage. So that's not addressed here, I don't think.

The economic issues I think are maybe somewhat . . . what do you think? Good, he didn't think. So there's some other things that we have to pay attention to, but now what I'd like to do . . . we know what . . . we've expanded the problem list a little bit, and contracted it a little bit, too, I guess. I'm not sure about that. But we know that there's a lot of parking downtown but there's times when there isn't a lot of parking, and it needs to be addressed. How do we do that?

Cultural thinking shift. We need to do that, which gets back to the matter of convenience that Jordan was talking about. That's a cultural thing. It's not anything else. It's just cultural, probably.

Economics. The economics of what we're doing, I don't think is specifically spoken to as an issue, but it is an issue, and it could be an issue. Right? And it could be a very good issue for the City if it does it right.

The stormwater management. That's probably something as well.

So I think that was it. Now what I'd to do, are these still our priorities? Do want to take anything off of this list as a priority and add something else?

Mr. Silverman: May I? And I'm going to stand behind Frank so if anybody throws anything, it will hit him first. Stay away from his injured eye. I believe, sitting here as a Planning Commissioner and knowing that the Commission has to act on recommendations, and those recommendations are generally driven by the Code, I think the discussion on half-hour increments, 15-minute increments, which lot should be priority in pricing, and who is going to adjust the parking meters, that's not within our scope. That goes back to the City's Parking Division. They have a whole group of people to manage it. If the City wants to propose changes, that's a whole different animal that should come before Council, referred back to the parking working committees, and public hearings just on pricing. I think we've identified that people can be moved or motivated or culturally changed by altering prices. And maybe that's the way we think on that as a potential recommendation that the City ought to consider that as one way to manage the discrepancy between the physical parking place and the availability of parking places. So if we can just move that off the calendar, and off our agenda, that's my observation.

Mr. McIntosh: Okay. So, any of these priorities that should be taken off? Is there any one that should be taken off? Is there something that we should add to it?

Mr. Fortner: Well Alan said peak versus off-peak. That's what you were saying, right? That's really not something for us to look at? I'm sorry.

Mr. Locke: Microphone.

Mr. McIntosh: That's not a microphone. What do you think this is, Get Smart?

Mr. Silverman: Don't talk into your pen.

Mr. Fortner: Peak versus off-peak parking rates. That's what you were saying, right? That's basically not for us to look at. So we're taking that off, right? Now decoupling offsite parking for rental units is sort of Zoning Code.

Mr. Silverman: Correct.

Mr. Fortner: We could link those together.

Mr. Locke: Well maybe I misunderstood. I thought the decoupling of onsite parking for rental units, I could see it be part of the zoning discussion, but I also saw it as looking at structures that already had parking requirements, and decoupling that requirement so that . . . is that correct?

Mr. Silverman: Yes, that was my understanding. For existing and future. We're not going to solve today's problem with future development. There are a lot of impediments there.

Mr. Locke: The Zoning Code, the amendments of the Zoning Code will change it for the future . . .

Mr. Fortner: I think if you change the Zoning Code, then other apartments could do that. The thing is, a lot of them have already been built to today's Code, so they already have two places for each. So, yeah, the developer could sell it . . . I'm sorry, not the developer, the property owner could sell those separately, but . . .

Mr. Locke: Okay, so the amendment of the Zoning Code I can see affecting future development because a developer who wants a future project does not have to adhere to any parking requirements. The decoupling is taking care of those developers who have existing buildings . . . 132 East Delaware Avenue . . . and they say, oh, I no longer have to fulfill that requirement of parking. I can now go back and put commercial space in there.

Mr. Fortner: Oh, yeah. Yeah. So by amendment, they'd be able to do that. I don't think it's illegal to decouple your parking. You just have to provide the Zoning Code amount, right?

Mr. Locke: No, when you sign your subdivision agreement and you say I'm going to provide XX parking spaces, you are . . .

Mr. Fortner: You're providing them, yes, but you could sell them to the students separately.

Mr. Locke: I don't think that's correct.

Mr. Fortner: Okay, forget it.

Mr. McIntosh: I think we're on a slippery slope here. Hang onto that, will you, Mike?

Mr. Fortner: Sure.

Mr. McIntosh: Okay. Don't eat it though. Please get it out of your mouth. You need to feed him more or something. Okay, go ahead, you haven't talked in a while.

Mr. Hurd: It's been a while. There's a very useful book that I've been slowly working through called, I think it's Parking Reform Made Easy, which is written by a student of Donald Sharp . . . not Donald Sharp, Shoup . . . that kind of lays out the groundwork and a map for doing this exact kind of work. The general way they do it, and I'm bringing this up because we're saying amending the Zoning Code parking requirements it's sort of like that's the thing. But to determine what the proper numbers are, you sort of first have to say what do we currently

have, what are we really going to expect our need or demand to be in the future . . . so we make sure we solve for that . . . to come up with sort of an ideal ratio of parking to square footage. And then you start to modify that ratio based on other factors like transit, walkability, other available services like University lots or existing private lots that can be flexed and such. Each of those strategies that you start to look at adjusts your ratio down. So you could say this is our base ratio. It's four for 1,000. It's the shopping center thing. However, if you're this close to a bus stop, we take a space out. If you're . . . so whatever that number is, you start to ratchet the number down and that's what gets codified, so that when a developer comes to us, they can say, alright, I'm providing this many spaces because I've got a bus stop there, I'm using this for my employees, I'm doing this with the validation program, I'm blah blah blah. And so we still have a mandated number of spaces that need to be provided because of demand, but we're giving them options as to where that demand can be placed and accommodated.

So I see that . . . I'll think I'll figure out how to get the book to you guys so you can kind of get it out as a framework . . .

Mr. Fortner: We have it.

Mr. Hurd: You have it? Okay. I see that as sort of the framework . . . since this has come up as the highest priority . . . I see that as our framework, then, for the work of the subcommittee to say, okay, let's walk through the math and see what are the available strategies that we could codify and enact and support from the Planning side, from the City side, that would make that effective.

Mr. McIntosh: Thank you. Alright. With regards to the current priorities, we took one off, which was . . .

Mr. Hurd: I think we can actually take . . . I'd say that, based on this, we could also, I think, take coordinated and unified payment system off. Because that's a City-based thing.

Mr. McIntosh: Okay.

Mr. Hurd: I think I would also further comment that all of these issues, somewhat, come under that, sort of, calculations of an ideal ratio and what should be provided. All these issues feed into it. I think everything we've been talking about here are ways to either reduce demand or spread the demand, or provide alternative capacity. I think it's all in here. I would say that there are some things down in the lower priorities that we need to look at before we start saying we're going to amend the Zoning Code. We have to make sure that we've addressed some of these lower priority issues, like parking districts. That has to come out and be looked at before we even say, you know, these are our parking requirements. Because, as we said, we have urban, suburban, transitional spaces.

Mr. McIntosh: Okay, that's really a good comment because when I look at the #5 priority, which is the capacity of the lots, that's just a consideration, it's not a problem. So that wouldn't be a problem. Creation of a network of shared parking requirements, that's a solution. It's not really a problem unless somebody made it one. But then we could do something nasty to them so maybe they [inaudible].

Mr. Fortner: It's not phrased right. It's not phrased as a problem. The problem is we have a lot of little, independent, private lots that aren't part of our network.

Mr. McIntosh: Kingdoms. Fiefdoms. Right, fiefdoms. I like that better than kingdoms. Okay, and we also need to dip down, as you just pointed out, into these other areas so that when we're developing solutions around the problems, then that is what we . . . it doesn't matter what's on here now, but there will be other things, too. I'm just thinking we need to take that employee issue. Maybe we could make a deal with the shopping center up the street to have employee parking there. Or the Trabant garage, and then have a bus bring them up the street.

You know, that kind of thing. Who knows what it is. But those are things that are starting to get at solutions from the problems listed we've now altered a little bit. And . . .

Mr. Silverman: Frank, just to give some further shape to your last comment. If the requirement is you must have 20 spaces available on your property, then there is no room to bring in other people or share or use the parking lot down the street. So that's part of that Code change we need to work with. And then the other issue, when this was discussed earlier, is liability. I have a property. What's the situation where I lease it to Ms. Gray after-hours, and her client slips and falls in my parking lot. Who owns that problem? Because when we talked about this earlier, again, at public hearings, there were people who were willing to do this, but the issue was, what is my liability? The University may have the same issue, that if we open up our parking and there were discussions of intermediary groups taking advantage of Delaware's very liberal corporate laws and creating shell corporations within corporations. So before we say, yes, we need to look at onsite requirements and letting them share, we need to look at that comprehensively within our Code, and then maybe get some legal opinions. Or maybe, again, that's where the City gets into it on their side as an intermediary.

Mr. McIntosh: Well, yes, I agree with that. So we have a list of problems and I think we need to start getting toward solutions. And I think at our next meeting that should be a focus of that. It also seems to me . . . and this is maybe too far down the road, but it would have been nice to do maybe some kind of a visioning statement activity before we started all of this so that we knew what we were driving towards. Because if you're starting to talk about things like a walkable community and things of that sort, that's a visionary kind of activity that would encompass, now, a bunch of other things that would drive towards that. I don't know if that ship has sailed, but that's just a thought that I was throwing out there.

Mr. Locke: I think it would be helpful if staff could provide each of the members of the subcommittee the current Parking Code, the Zoning Code that addresses parking, so then we can at least bone up on what the requirements are there and we can start looking at suggestions to make changes. And I think your idea about the book is great.

Mr. Fortner: Most of it is already in the presentation materials from the first meeting.

Mr. Rind: Rich Rind. I just had a couple of questions which maybe will help me not have to dive into that light reading that you're going to provide. But you mentioned the decoupling initiative. Is there anything preventing a property owner from doing that right now? Can you rent your units that do have parking associated with them, can you rent them separately? The parking versus the apartment?

Mr. Locke: It's a gray area.

Mr. Rind: I was afraid of that.

Mr. Locke: There are some landlords that do exactly that. We don't. We believe the subdivision agreement says we have to provide the parking spaces for the apartment, so we give it to the residents because we feel, and as general counsel of Lang Development, that's my interpretation of that. If we make a representation to Council that we're going to provide two parking spaces per apartment, we're going to give them two parking spaces per apartment. There are other landlords that have a different interpretation.

Mr. Hurd: I just wanted to throw out quickly that there's probably vision language related to this in the Comp Plan, related to walkability and such, so we may want to look through that and pull something out, but that gives us some guidance.

Mr. McIntosh: Okay, we'll do that. That's great. I'm happy to hear that because, to me, that's kind of a missing link here. What are we driving towards? And I love the idea of a walkability . .

. and I love a supermarket downtown, even though I don't go downtown for my groceries. I really do. I just want you to know that Chris isn't your only friend, John.

Mr. Silverman: You have Meals on Wheels delivered.

Mr. McIntosh: I do not have Meals on Wheels. When my mother had Meals on Wheels, I tasted it once and I said I agree with you, Mom, I'll buy your meals from now on. Anyway, that's not true.

Alright, there was a comment made by John about our next meeting date that was on my agenda, as well. And the day before Thanksgiving is, I don't think, a really good day to hold a meeting, at least in my reference of the world. And I'm sure we would not have Jordan here then. He's not going to be here. And Jordan certainly added a lot to our meeting today and I'm very glad we made the accommodation to have him be able to be here. So could we do the third Wednesday? Would that work for everybody? Will you promise to come back?

Mr. Hurd: I can't.

Mr. McIntosh: Everybody come back except Will?

Mr. Hurd: That's fine.

Mr. McIntosh: I should make sure I can come.

Mr. Rind: I can't be here.

Mr. Locke: Does Tuesday or Thursday . . .

Mr. Hurd: Yeah, Wednesday is the 15th.

Mr. Rind: Yeah, I can't be here the 15th.

Mr. Locke: Is that a Wednesday? Does the 14th or 16th work for everybody?

Mr. Silverman: I'm flexible on that.

Mr. Rind: I'm flexible.

Mr. Hurd: I can do Thursday.

Mr. Locke: Thursday the 16th.

Mr. Locke: 14th or 16th?

Mr. Hurd: There's also the issue of room availability.

Ms. Gray: Correct.

Mr. Fortner: We can probably get a room. This will probably be available, or George Wilson Center.

Mr. McIntosh: Okay. The 16th? Could we do the 16th?

Mr. Silverman: Works for me.

Mr. Locke: Me too.

Mr. Rind: Sounds good. We don't know about Jordan though. Maybe Thursdays are terrible for him.

Mr. McIntosh: Well he has the same problem Tuesday, Wednesday and Thursday.

Mr. Rind: Oh, does he really? Okay.

Mr. McIntosh: We are not fixing . . . we're not doing anything with his problem. We're just transferring it to a different day.

Mr. Rind: Okay. Fair enough.

Mr. Locke: And I've heard some college kids do miss classes.

Mr. McIntosh: Okay, so we're going to do the 16th. When we make the minutes, can we just a section that just has the problems, you know, summarized at the beginning of that, so we can get a focus on it? And I think what we should do between now and the 16th of November is to really focus in on those things. Use the survey results, some of the things that we've got there, and then just our own common sense on what other things we could do. What kinds of . . . you know, we're talking about a cultural campaign. What would that look like? Start thinking in those terms. And, Jim, if you have anything, you know, if you have something from your experience . . .

Mr. Jones: I would be happy to come up with a little thing. Should I send it to you and then you'll move it up . . .

Mr. McIntosh: We'd love to hear it. Absolutely love to hear it.

Mr. Jones: I can talk about parking garages and our experience with them.

Mr. McIntosh: Yes.

Mr. Jones: Alright, parking garages and our experience. Will do.

Mr. McIntosh: Okay, is there anything else from anybody here?

Mr. Hurd: I was going to suggest that the staff could redistribute some of the presentations from previous workshops that laid out a variety of strategies that other places have used to address parking demand and availability and such, so that everybody can kind of re-read that and go, okay, here are other ways to solve the problem of urban environment with limited capacity and such.

Mr. McIntosh: We did send out the minutes of those workshops, but the supplemental materials that . . .

Ms. Gray: Mary Ellen Gray. Yes, we will redistribute that and also the summary of the current Parking Code based on what we have. Just to kind of pull it out. We'll send out those documents but we'll pull those things out, as well as components of the Comp Plan. So we'll do a summary of that, along with a summary of the problems that were articulated here. In a couple of pages, so everyone can see it with the supplemental materials.

Mr. McIntosh: And when you say components of the Comp Plan, are you meaning those visionary kind of statements?

Ms. Gray: Yes.

Mr. McIntosh: Perfect. Okay. Is there anybody in the audience that would like to sing . . . no . . . or actually speak? John?

Dr. Morgan: I'll be quick.

Mr. McIntosh: Yeah, that would be really good because I . . .

Dr. Morgan: Okay. Thank you. John Morgan again. I think that, well I'd say that there definitely is not just a perception of a problem, but a genuine problem with the occupancy of Lot 1 during the lunch hour. And Katie Gifford has compiled some statistics for an entire week, which I will be happy to distribute. I only have seven copies, so if Mike and Mary Ellen could share one and make photocopies, that would be good. I think they show very clearly that at the lunch hour, Lot 1 is completely filled during weekdays. And I think that that issue should be addressed in the near future.

And I hate to differ from my friend Alan Silverman, but I do think that since this body did make a definite recommendation at its last meeting on the issue of raising the rates in the City lots, that it would be appropriate for this body to at least devote a few minutes to whether you want to reconsider that recommendation at your next meeting so that when Council meets on December 11 and has what will no doubt be a very contentious discussion with members of the public, that Council will have the benefit of your advice on that issue. I mean if you want to . . . I think it's probably in agreement around the table now that the solution proposed a month ago was too simple and that a more nuanced approach is needed to accommodate the issues of employees and the like. Thank you.

Mr. McIntosh: Okay, thank you for that. And that you all for being here today. Come again on the 16th, if you want to. If you do, bring donuts or something. Be kind.

Mr. Silverman: That's a Boston thing, isn't it? Donuts?

Mr. McIntosh: Yes it is, donuts. Wait a minute. Anything else?

There being no further business, the Planning Commission Parking Subcommittee meeting adjourned at 3:57 p.m.

As transcribed by Michelle Vispi
Planning and Development Department Secretary

Attachments

[Exhibit A: Handout from Dr. John Morgan](#)