

MINUTES
BOARD OF ALDERMEN
PARKING WORKSHOP
JANUARY 14, 2016

Mayor Blair called the special meeting to order at 4:00 p.m. in Council Chambers of Town Hall.

Attendance: Mayor William J. Blair III, Mayor Pro Tem Darryl Mills, Alderman Elizabeth King, Alderman Henry E. Miller III, and Alderman Lisa Weeks; together with Town Attorney John C. Wessell III, Town Manager Timothy W. Owens and Town Clerk Sylvia J. Holleman.

LANIER PARKING WORKSHOP

Mr. Bryant Sykes, Area Manager for Lanier Parking Meter Services, LLC gave a Power Point Presentation that included the following highlights from the Season Recap and the proposals for the upcoming Season based on observations:

- Actual Revenues for 2015 were down 1.5% from 2014 (about \$40,000). Budgeted projections were down by less than 1% due to historical rains in September and October.
- Actual Expenses for 2015 were slightly above 2014 but we remained under budget by 10%.
- All pay stations were upgraded to 3G modems; two smart-chip CC terminals were added to the front office in conjunction with widening the POS window; we added parking spaces; IPS credit card processing meters were added in the Central Business District; we added new enforcement areas on Pelican and new meters on Old Causeway Drive; we made Pay-by-Phone the exclusive tender form on W. Greensboro and W. Henderson Streets; we adjusting for direct impacts on labor by expanding the amount of total labor (not wages) by about 15% annually.
- Solutions to help offset additional enforcement costs: propose to raise cost of Residential Parking Passes from \$25 to \$35; propose to raise Vehicle Tax Decal fee from \$5 all year to \$15 if purchased by the end of April and \$30 if purchased after May 1; propose to raise cost of Commercial Permits from \$125 to \$150 for Commercial 2 permits and from \$500 to \$550 for Commercial 1 permits.
- Solutions to help create turnover in high demand transient parking areas: propose to restrict use of Residential Parking Permits on East and West Salisbury Streets (186 spaces) and the metered area on South Lumina Avenue from Sunset Avenue to Iula Street (44 spaces).
- Solutions to long-term residential parking in public spaces with a Residential Parking Permit: propose to create an ordinance that restricts long-term use of Residential Parking Permits; maximum stay of three days in one paid public parking space; after three days, residents must move the vehicle beyond 500 yards; after proper notice, issue \$150 citation if that vehicle is still not in compliance.
- Proposed to extend paid parking until 7:00 p.m. in selected lots where customer occupancy remains after 6:00 p.m. and public facilities remain active (north WB lot, North Lumina lot, East and West Salisbury lots, and South Lumina lot at the Oceanic).

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- Opportunities to expand paid parking to meet increased parking demand on Marina and Keel Streets: propose to remove pay station from Lagoon Street and install on Marina Street and transition Lagoon Street to a Pay-by-Phone area; propose to move the meters currently on the west-facing side streets of W. Oxford, W. Fayetteville, W. Asheville, and W. Atlanta to Keel Street and transition those west-facing side streets into Pay-by-Phone areas; propose enforcement dates of May 1 – September 15 on Marina and Keel Streets.
- Solutions to address increased use of Parks and Recreation and Town Hall parking lots: propose to install three pay stations that allow first two hours of free parking then normal hourly rate beyond two hours; propose enforcement dates of March 1 – October 31; propose to have “Town Hall Employees and Business Parking Only” designated spaces on the north side of the Town Hall lot.
- Explore feasibility of creating potentially 20+ additional parking spaces around the outer perimeter of the Park; it would also create a natural barrier to keep parkers off the grass and the Town’s landscaping; and would make for easier parking enforcement. A brief discussion followed regarding previous issues with enforcing the three-hour parking restriction in the Park.

Mr. Owens then reviewed the following proposals to increase parking on the west side of Old Causeway Drive by changing parallel parking to diagonal parking:

- Old Causeway with a sidewalk: could gain 20 parking spaces; estimated revenue per space at 25% occupancy would be \$232.09; estimated annual gross revenue at 25% occupancy would be \$17,638.56; estimated % revenue above current layout would be 58%.
- Old Causeway without a sidewalk: could gain 24 parking spaces; estimated revenue per space at 25% occupancy would be \$232.09; estimated annual gross revenue at 25% occupancy would be \$18,566.90; estimated % revenue above current layout would be 59%.

Mr. Owens then reviewed the following options for additional parking spaces on North Lumina Avenue at Shell Island (if appropriate easements are in place):

- Scenario A: could gain 44 parking spaces; average revenue per space from NWB lot would be \$3,258.80; estimated annual total gross revenue would be \$143,387.04; estimated gross revenue impact would be +5.3% (in addition to actual total gross revenue in 2015); estimated total costs would be \$18,119.16; estimated total net revenue would be \$125,267.88.
- Scenario B: could gain 55 parking spaces; average revenue per space from NWB lot would be \$3,258.80; estimated annual total gross revenue would be \$179,233.80; estimated gross revenue impact would be +6.5% (in addition to actual total gross revenue in 2015); estimated total costs would be \$14,638.66; estimated total net revenue would be \$164,595.13.
- Scenario C: could gain 75 parking spaces; average revenue per space from NWB lot would be \$3,258.80; estimated annual total gross revenue would be \$244,409.72; estimated gross revenue impact would be +8.7% (in addition to actual total gross revenue in 2015); estimated total costs would be \$29,019.16; estimated total net revenue would be \$215,390.56.

Mr. Owens stated that some of the proposed changes would require a change to the Code. He suggested holding a public hearing in February to receive public input. He then referenced the 15-20 compact car parking spaces on Waynick Boulevard and said we got off to a bad start by not giving good and clear direction on whether it was a violation for bumpers to hang over the lines if the tires fit within the space. He noted that Lanier's recommendation was to shorten the space to make it more obvious that it was for a compact car. When Alderman King suggested moving the compact spaces to the interior spaces where large cars could not fit, Mr. Owens expressed concern with people trying to back in because that would block traffic. Following a brief discussion regarding soft enforcement and the need to clarify what constitutes a violation, there was Board consensus that if any part of a vehicle hangs over the line, it will be a violation (in all parking spaces, not just compact spaces). A lengthy discussion developed regarding the size of compact parking spaces and the need for enforcement. Mr. Sykes suggested standardizing the spaces so only compact cars would fit. He said that would convey a clear message and would also help with enforcement. Mr. Owens said staff could inventory the compact spaces for size and let the Board know how big they are. Alderman King noted that she did not want to give up any parking spots. Mayor Blair asked if Mr. Owens would take that project on.

Alderman Weeks stated that most people were paying by phone and she wondered if there was a way for a message to pop up on their phone to thank them and to let them know their money is helping our sand fund. Mr. Sykes said they get a confirmation on their phone and he would check to see if they could add a message. The Board briefly discussed the proposal to remove the meters on the west facing side streets of North Lumina Avenue and change those to pay by phone areas. Mr. Owens explained that the parking meters would go away on those streets and we would put up pay-by-phone signage.

Mr. Sykes referenced the parking decals and passes and stated that residents had been coming in early to purchase those before the season begins on March 1st. Mr. Owens expressed the need to hold them until the Board makes a decision on whether to increase those rates. Mayor Blair recommended raising those fees as follows to help cover costs: residential hangtags from \$25 to \$35; vehicle tax decal from \$5 to \$15 if purchased by the end of April and \$30 if purchased after May 1; commercial 1 passes from \$500 to \$550; and commercial 2 passes from \$125 to \$150. There was Board consensus to put that rate scale on the public hearing and to hold off on sales until after that public hearing.

Mayor Blair stated that he liked the idea of the two-hour parking in the park. Mr. Owens said the parking pay stations for that program would come from Seagull and Shearwater Streets and those streets would become pay-by-phone areas. He noted that the pay station from Lagoon Drive would go to Marina Street and the one from West Columbia Street would go in front of Town Hall.

When asked about the additional spaces proposed for Old Causeway Drive, Mr. Owens expressed the need to show the plan options to the Department of Transportation first to see which one we can do.

Mr. Sykes then asked for direction on the following proposals for the upcoming season:

Proposal to restrict use of residential parking permits in high demand transient parking areas where turnover is needed: There was Board consensus to consider the proposal. Alderman Weeks suggested putting that information on the back of the hangtag. Mr. Sykes said they would put it on the waiver that residents would have to sign.

Proposal to address long term use of residential passes in public parking spaces: Following a brief discussion regarding how long a vehicle should be allowed to stay parked in a public parking space using a residential parking pass, Mr. Wessell said he would look at that and come back with a proposal for long term parking.

Proposal to put a pay station on Marina Street and meters on Keel Street; and the proposal to extend paid parking to 7:00 p.m. in key locations with amenities: Following a brief discussion, there was Board consensus to add both proposals to the public hearing.

Proposal to put a pay station in the Town Hall parking lot with designated parking spaces for employees and people conducting business and the proposal to put pay stations in the Park parking lot with the first two hours free: Mr. Owens explained how difficult it had been to enforce the current three-hour rule in the Park. Alderman Weeks stated that it was hard to find parking places in the summer with people parking there to go to the beach. Mr. Owens noted that we may have to bag the machines during certain events. Alderman Miller asked about the use of residential hangtags and Alderman Weeks said she thought that area should be exempt. Mr. Sykes expressed concern with the potential for abuse. Mayor Blair expressed the need to leave enough spaces in front of Town Hall for employee parking.

Proposal to create parking on the perimeter of the Park parking lot: Following a brief discussion regarding traffic flow concerns and whether a fire truck would be able to get through, there was Board consensus not to put this proposal on the public hearing because they felt we were not ready.

Proposal for additional parking on Old Causeway: Following a brief discussion, there was Board consensus to put that on the public hearing.

Proposal to add parking spaces at the roundabout at Shell Island: Mr. Owens said this was just a concept now. Mayor Blair stated that he did not want to put this on a public hearing until we know whether we can do it.

Mr. Charles E. Hunter: 114 South Lumina Avenue, expressed concern with the compact car spaces on Waynick Boulevard. He felt they blocked the entrance to his docks to where he could not get his push cart to his dock. He said elimination of those compact slots was the only solution because even if those cars are ticketed, the obstruction persists. He stated that he would really like to see something done.

THERE BEING NO FURTHER BUSINESS TO COME BEFORE THE BOARD, THE MEETING WAS ADJOURNED AT 5:05 P.M.

Respectfully submitted,

Sylvia J. Holleman
Town Clerk