

COMMITTEE ON INFRASTRUCTURE

FEBRUARY 24, 2021

A meeting of the Committee on Infrastructure was held Wednesday, February 24, 2021, at 7:33 p.m. via teleconference.

Chairman O'Brien

As Chairman of the Committee on Infrastructure, I find that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-04, this public body is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, I am confirming that we are: Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means:

To access Zoom, please refer to the agenda or the City's website for the meeting link.

To join by phone: 1-929-205-6099 Meeting ID: 880 5117 6614 Passcode: 744876 The public may also view the meeting via Channel 16.

We previously gave notice to the public of the necessary information for accessing the meeting, through public postings. Instructions have also been provided on the City of Nashua's website at www.nashuanh.gov and publicly noticed at City Hall and the Nashua Public Library. If anyone has a problem accessing the meeting via phone or Channel 16, please call 603-821-2049 and they will help you connect.

In the event the public is unable to access the meeting via the methods mentioned above, the meeting will be adjourned and rescheduled. Please note that all votes that are taken during this meeting shall be done by roll call vote. So I am going to pause at this particular point in time because I want to make sure that all Committee members have a chance to come over. To the General Public and to particularly the principals that have come to this meeting and intending to speak my apologies insomuch that we had an additional Special Board of Aldermen Meeting earlier; this is why we are kind of late. The business at hand needed to be immediately dealt with.

So I thank everybody, particularly all the principals who were here, the General Public at Large for their patience, but we will get forward. I think we are going to have a wonderful presentation tonight by Mr. Cummings and several others; so it will be well discussed. So I thank you all for your patience on that matter. And it seems like we have some of my Committee here.

So let's start the meeting by taking a roll call attendance. When each member states their presence, please also state whether there is anyone in the room with you during this meeting, which is required under the Right-To-Know Law.

Alderman Schmidt can you please call the roll and asked them to state the reason he or she could not attend, confirmed that they could hear the proceedings, and stated who was present with him or her.

The roll call was taken with 5 members of the Committee on Infrastructure present:

Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Ernest Jette
Alderman David C. Tencza

Also in Attendance:

Tim Cummings, Economic Development Director

ROLL CALLAlderman Schmidt

Thank you, Mr. Chairman. Thank you very much. Alderman-at-Large Michael O'Brien, Sr.?

Chairman O'Brien

I am present, I can hear the proceedings and I am alone.

Alderman Lopez

Here, I am alone and I can see the proceedings.

Alderman Schmidt

Alderman Jan Schmidt who is here and is alone in her office. Alderman Ernest Jette?

Alderman Jette

I am here alone and I can hear the proceedings.

Alderman Tencza

I am present, I am alone and I can hear the proceedings.

Alderman Schmidt

Mr. Chairman we have all our members present.

Chairman O'Brien

Thank you. And let the record show that we do have Mr. Tim Cummings who is the Economic Development Director for the City of Nashua, and I see Mr. Lannan is also in attendance. I failed to recognize a fellow Alderman, my apologies to Alderman-at-Large Ben Clemons who is also in attendance. Any Aldermen that are in attendance? No, that's it. And Mr. Cummings is Mr. Boulos going to speak this evening? OK member of the public? OK. And also to state that Alderman Dowd has also joined us. So therefore, without further ado away we go as Jackie Gleason would say. Alright, I'll open up the meeting to Public Comment. Does any member of the public would who like to comment on the proceedings before the Board this evening? Mr. Boulos?

PUBLIC COMMENT

Chris Boulos My name is Chris Boulos I live at 68 East Pearl Street in downtown Nashua. I just wanted to share my thoughts on the proposed Ordinance O-21-050 for outdoor dining. As a downtown resident, last summer the expanded outdoor dining made living downtown very difficult for a few reasons that I wanted to share with you to maybe take into consideration as you consider the current Ordinance. First, the traffic I think everyone knows the traffic issue, especially during peak times. As someone who lives on East Pearl Street, East Pearl Street was down from one lane; it's usually two lanes. Traffic would get backed up all the way to Spring Street and then Spring Street would get backed up in either direction. It would take several light cycles to get through intersections. As someone who lives downtown near Main Street it's not really feasible for me to avoid Main Street as other people can.

The second issue was parking. As a result of the outdoor dining, all of the parking in front of my building was removed and not having parking in front of the building for 6 months was very difficult; unloading groceries became very difficult. A lot of delivery companies such as Amazon in particular would not deliver because of the barriers or they would deliver to the wrong place. Many of my neighbors moving in and out of the building were not able to access the front door easily because of the barriers and not being able to park. So moving furniture or mattresses became significantly more difficult, especially when the restaurants were open and there were crowds.

The elimination of parking on Main Street and East Pearl Street makes shopping and patronizing other downtown businesses much harder. For instance there's a new barber shop that just opened next to Stella Blu and without parking in front and with a crowded restaurant now going in I fear that downtown businesses will suffer at the expense of restaurants. My third concern is sidewalks. In a time when we should be encouraging social distancing the downtown dining made walking on sidewalks very uneasy. The biggest problem was when restaurants would put tables on the sidewalks and in the roadway that they were allowed to do. And many times you are walking through a restaurant where diners are not wearing masks, understandably because they are eating. But you are trying to share a narrow sidewalk space with other people waiting for tables or just other people trying to walk by.

I am cognizant of the support for this bill; I've looked at the number of sponsors so I anticipate that it will pass. So despite the fact that I am against it I just wanted to offer some maybe constructive suggestions for you to consider. I think prohibiting tables on the sidewalk and requiring the tables to only be placed on the street, the newly created space would go a long way. This would make it a lot easier to walk on the sidewalk and still give restaurants a lot of ample room to serve their customers and it would just allow for easier passage down the sidewalk and maintaining social distancing.

My second suggestion, and I am a little torn about this because it would eliminate more parking spaces, but maybe consider removing the parking on the north side of East Pearl Street and instead make that a travel lane for cars. That way, if you made that a right turn only lane, cars that were trying to go straight onto West Pearl Street or turn left on to Main Street, wouldn't be at the mercy – a lot of times cars couldn't turn right onto Main Street because it was backed up. So this would allow cars that want to go straight or take a left to keep going and not back up traffic.

And the third suggestion I have is I don't think it would be unreasonable to scale back the timeframe. As it stands now it looks like it is March 15 through November 15th. I don't think it's really realistic to expect people to be eating outside in the middle of March. I do acknowledge we are going to have some occasional few days, but given the huge inconvenience, I don't think it's necessary to have this for such a long time. I think a more reasonable time would be something along the lines of mid-May or Memorial Day through the end of September. I think by the end of October the weather is getting colder and I think that existing outdoor tables will be sufficient for those timeframes. I think everyone is also hopeful that COVID will be subsiding by the fall with vaccinations so indoor dining can continue. And that's all I have to say. Thank you.

Chairman O'Brien

Alright thank you sir for, you're not going to get any reply from any Alderman but we do appreciate your comments and they will be weighed into the balance. And I did know that the Community Development Director was taking good notes there. So thank you very much for your comment.

DISCUSSION - None

COMMUNICATIONS - None

UNFINISHED BUSINESS - None

NEW BUSINESS – RESOLUTIONS - None

NEW BUSINESS – ORDINANCES**O-21-050**

Endorsers: Mayor Jim Donchess
Alderman-at-Large Ben Clemons
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Patricia Klee
Alderman Jan Schmidt
Alderman-at-Large Shoshanna Kelly
Alderman Thomas Lopez
Alderman-at-Large David C. Tencza
Alderman-at-Large Brandon Michael Laws
Alderman Richard A. Dowd
Alderman Skip Cleaver
Alderman Linda Harriott-Gathright
Alderman-at-Large Lori Wilshire

RELATIVE TO TEMPORARY ROAD CLOSURES AND ELIMINATION OF CERTAIN ON-STREET PARKING FOR USE BY RESTAURANTS FOR OUTDOOR DINING IN 2021**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL**ON THE QUESTIONChairman O'Brien

Very good, thank you to the Clerk. At this particular time I think this is of interest to Director Cummings. Would you like to speak on O-21-050.

Tim Cummings, Director of Economic Development

Yes I would love to but I want to make sure the Chair understands or is aware of the fact that Alderman Lopez had his hand raised. So I am not sure if you saw that, I don't know if Alderman Lopez...

Chairman O'Brien

Unfortunately I did not. Alderman Lopez, do you have something of interest?

Alderman Lopez

I have just comments relative to the speaker because he is in my ward, but I think Director Cummings probably it would be better to have him do the presentation first, so I'll yield my time.

Chairman O'Brien

Alright, thank you and my apologies I did not recognize your hand up. Thank you Alderman Lopez. Director Cummings, please?

Director Cummings

Yes thank you. For the record, Tim Cummings, Director of Economic Development. I would ask the speaker to make sure he stays on during this conversation and discussion this evening because – particularly of his interest on East and West Pearl Street. I want to make sure he's aware of the fact that there is going to be major construction occurring at the corner of Pearl and Main with the future Performing Arts Center. Pearl Street is going to be doing down to one lane. So that's just something that he should be aware of or cognizant of and I'll go through that when I get there in my presentation.

If I may Mr. Chair, I was going to share my screen and just quickly walk through the Legislation this evening and I know folks don't like the shared screen to be up for too long so I will try to bring it down as quickly as possible. But I thought it might be good to kind of have a visual aid to talk through some of the various elements of the Legislation that is before you this evening. So I am going to share my screen, hopefully everyone can see my screen now. The Legislation is up before you, here are the recitals that basically kind of orientates everyone to why and where and how we are doing this. And then we get into exactly what the actions are.

So first it is going to be mainly focused on Main Street but there are some side streets that will be taken into consideration. And we are talking about modification of the road lanes, elimination of parking spaces, reorientation of handicap spaces, narrowing of lanes where necessary. It also talks about the idea that we will be tweaking this and making adjustments as we evaluate as time goes on. It is predicated on the process of recommendation of the Director of Public Works and the Parking Manager and ultimately for the Mayor then to take said action if we need to change anything along the way. Everything I have just mentioned thus far has been what we did last year. It is exactly what we did during the warm months of 2020 to try to help during the time of COVID.

Lastly, the Legislation is for an effective date of March 15th, that would be in theory when we would legally be allowed to put out the barriers and then an ending date of November 15th for when the barriers would need to be picked up. Now with all that being said, I wouldn't want to suggest that we are not targeting the March 15th timeframe, March 15th/March 16th timeframe; we absolutely are looking and shooting for that as the timeline. But we are by no means having to do that and if we did it later we absolutely could. This Legislation would allow us to do it later if that was the desire of the community. Why did we focus or settle on March 15th or thereabouts, the Ides of March? It is due to two reasons; 1) the standard or traditional outdoor dining program for the City of Nashua runs March 15th to November 15th so it made sense to just uniformly do it with the outdoor dining that is allowed as a matter of what we have done in the past precedent.

And then secondly, we did hear from some restaurant owners and some operators of various eating establishments in the downtown that having the barriers up and having outdoor dining and having the ability to provide accommodations prior to March 17th was very much of interest. So that was the rationale for how we arrived at this type of timeline. So anyway I am going to just continue on quickly here through the maps which, you know, is part of the Legislation. Ultimately if we want to have a more robust conversation, I do have the GIS Map with me and I can absolutely turn off this screen and turn on another screen that would allow us to more freely talk about certain areas. And if that is the desire of the body, I would be happy to do that after I go through my quick presentation here, again, when I stop sharing the screen. The next time I bring the screen up I may use the GIS to kind of focus on areas.

I am going to just start my comments by saying that this is everything pretty much that we did last year. So we did not change anything; what we are trying to do is replicate what we did last year because it was successful and it was warmly received overall. I do not disagree with the fact that there were concerns or criticisms or some folks who disliked it but overall it was very clear to me that that was a minority opinion. What we are looking to do is improve upon what we did, try to make it work a little bit better and tweak overall and adjust overall what we did for the betterment of the overall spirit of what we were trying to accomplish which was revitalizing or vitalizing the downtown particularly in the light of COVID.

So up on your screen is what we refer to as the Railroad Square Area. I just want to know if you can see my mouse and cursor? We had a separate meeting and actually before I get there what I should say is that earlier today we had a meeting overall with downtown stakeholders where we presented this and continue to elicit feedback from them. What I can say is that was not the first conversation but we had many conversations from the end of November when the barriers were picked up until now. But today was the first day where we actually showed some of the maps and had a continuation of the conversation that we had right around the first of the year.

So with that being said, I have had lead-up conversations with various parties in the downtown to talk about how we could improve upon the barriers and what we did. And one of those conversations was with the operators in this area of Railroad Square and they essentially recommended and outlined something that we are evaluating and I think it is something that we can accommodate. But switching the sides of the barriers from this side over here to over here, keeping the barriers over here, maybe moving some of the barriers that were right here to a couple of the spots right in along here and freeing up all these parking spaces in and along here. Now we haven't decided to do this by any stretch and finality; it is still being contemplated and worked through by the Engineering Department of the City. But it did seem to make sense because trucks would be able to turn through, it keeps all the pedestrians on one side, opens up some parking spaces and still provides the type of environment that we are looking to provide. So that's just an FYI.

Continuing on down here, we have Peddler's Daughter. Again this is something we did last year; nothing has changed. I will point out and note that we have a new restaurant going in through here. I have been in conversations with that restaurant, it does look like sometime this spring, this summer they will be looking to operate and open. So is there a possibility that we look to tweak and put out some barriers in and along here? Maybe. I can't guarantee you we will be doing it or wanting to do it. We will still be evaluating it and it is something that folks should be aware that could come about.

Again just continuing on down here there's the Peddler's Daughter; again just some traffic calming that we did previously we are continuing to do again. Then we are moving along into the next block which is between Water and Factory Street. Everything that you have seen in through here is what we did previously and we will be looking to do again. I am going to just show you something on Factory Street here. Again just something for folks to be aware, if you can see my screen it is somewhere further along down here. We will be looking to potentially put in some barriers further down Factory Street; it is not shown on the map now but there is a strong likelihood at some point that that would come about if the restaurant that has talked about opening up does open up in the timeframe that they were discussing. I haven't had an update of recently but it is something they are contemplating; I have been in contact with them and it is something that I just want folks to be aware of that that could be a change that ultimately gets done as the season goes on.

When we initially started we did not do anything on Temple Street but in the middle of the warm season last year we did put out some barriers on Temple Street, and we will be continuing to do that again. Again from Factory to West or East Pearl Street everything that we did in through here is the – Alderman Clemons I see your hand there. Do you mind if I just get through the presentation and then – you're on mute Alderman Clemons. Ok thanks. So Factory and Temple as we go through this Factory, Temple down to West and East Pearl Street all of this stays the same as what we did last year. I do want to note and talk about this corner right here. So again I just want folks to be cognizant of the fact that 201 Main Street is going under construction. We will be needing to, no matter what we do, have West Pearl Street and most likely East Pearl Street not even due to the barriers but for public safety reasons go down to one lane.

The thought process would be as the parking spots on the northside of West Pearl Street would become a travel lane. There is going to be barriers put up in through right around through here that is to create a safe working zone for the construction. Now we never put barriers out last year on West Pearl Street. It was something we looked at and studied; ultimately it didn't seem to be of real interest or need and we were in the middle of a season when this came up, so we didn't pursue it. Since that time, and I have had conversations with the operators on West Pearl Street and particularly one operator has requested that right before the bump out on Elm Street on the northside, we look to remove some parking to put in some barriers. This is something that is being considered right now; I have had preliminary conversations with the City's Engineering Department. They believe that this is something that could be accommodated.

I do want to point out what we would need to do then is essentially leave the traffic flow where you'd be on the northside traveling one lane and then you'd need to pivot down to the southside of West Pearl Street; again one lane and then you would continue on after you get past Elm Street and the bump outs. That is to accommodate this potential area where we would be doing some barriers. So that's just an FYI that is something that is currently being studied and I wanted to make sure folks were aware of that potential change that was requested by, again, by an operator.

And then continuing on here, again, we have the Pearl Streets. So going under construction it should be noted that not all of the outdoor dining is going to be allowed to occur right in through here just because of the construction that will be occurring at 201 Main Street. So that is something that folks should be aware of but there will be barriers put out no matter what in through this area right here anyway due to the construction. That is just something that everyone should be aware of. Again, then nothing really changes in through here and the same traffic calming is used as you continue onto East and West Hollis Street. We are trying to keep it as consistent as possible as what we did last year.

I will stop sharing my screen right now, Alderman O'Brien, if that's OK?

Chairman O'Brien

Very good, thank you. Director Cummings, are you ready for questions?

Director Cummings

I've got two more things I would just like to quickly mention.

Chairman O'Brien

Oh please continue, thank you.

Director Cummings

Thank you. Yes so as I am stopping to share my screen here I did just want to make sure folks know that the barriers are looking to be the same as the type of barriers that we used last year. How did we come about with that decision? We made a concerted effort to get some outreach done on two different types of barriers that were distinctly different to get a sense as to where folks would like to go. It was a relatively mixed bag in response; there was no overwhelming pleasing of either type of barrier. And ultimately what we heard in doing that outreach was most people liked the New Jersey Barriers; the problem that they had with them was that just didn't think they were aesthetically pleasing. They thought that if we could paint them or somehow decorate them or improve them in some way, we would be able – that would be sufficient enough. So that coupled with coincidentally the group that had rented us the barriers previously had indicated to us that they would sell us the barriers very, very cheaply. So it was sort of a little bit of a perfect storm that came together so it makes sense for us to pursue that. So we would be looking to put out the barriers as we did last year. And when I say the "barriers" the same type of barriers.

With the caveat being up in the Railroad Square area wanting to use all the barriers that we have and to try to use our resources as efficiently as possible, the barriers that were previously on East Pearl Street we would be looking to put up in the Railroad Square Area. And why did we elect to do that? It was the opinion of our Engineering Department that from a public safety perspective, that area is not the most high volume area and is probably the best place to utilize those types of barriers that were put out on East Pearl Street. They thought that would make sense and it would allow us to have more barriers to use at our disposal.

Finally, the idea of decorating the barriers is something that we are pursuing. Today we released an RFP which we are hoping to get responses from various art groups on to decorate the barriers. Now I am not going to represent to you it is going to be all the barriers. This is an expense that we have money escrowed, I just want folks to be aware of the fact that we have money escrowed. We would be using the escrow money that we had been escrowing to pay for this expenditure. But essentially we would be precuring artists and I don't have many details because we don't have any proposals yet. But we just, you know, would be looking to obtain artists to decorate the barriers particularly from Water Street to East and West Pearl Street to give you an orientation of where the decorating would occur.

We still need to work out a lot of the logistics on that which will be happening fast and furiously over the next few days. If there's any concerns or issues or folks don't want us, "us" being the City to pursue the idea of decorating these barriers, I would like to know that now because we are on a tight timetable to actually produce and get something out there that would be better, more aesthetically pleasing than what we did last time around, and again, in an effort to improve upon what we did. I guess, Mr. Chairman, I said I had two points, but I really have three. I just want to make sure, I apologize. I would be remiss not to point out that we are talking about this as though that this is a project and something we endeavor for, for this season. I want to make sure everyone is aware there is also an on-going conversation that we do this over other future years as well; this warm season, next year's warm season.

I don't misrepresent anything, I don't want anyone to say that we never discussed this. I don't want this to ever be, you know, suggested that we had not brought up this idea of us doing this "narrowing of Main Street" after COVID ends or we are doing it solely for the purpose of outdoor dining and to help the restaurants. It is going to be beyond that at that point. I want to make sure that that is very much understood by everyone. And it is part of the reason why we are trying to do this as economical as possible. We have the money escrowed, we are trying to do it in a way so that we can use that same escrow over multiple years so we can continue to get the same type of condition in the downtown if that's what the people want. So far, and I am not going to say it is unanimous, but so far, the overwhelming majority of folks I engage with and I can represent to you is there is an interest for folks to continuing to do this.

Even the conversation we had this afternoon, most people expressed interest or an appetite for us to continue doing this again. Everyone has suggestions on how we can improve upon it but overall it is something that folks recognized as being a great way to revitalize and improve our downtown. So with that being said, Mr. Chair, I am going to stop my comments and I do want to make sure folks know there is a companion piece of Legislation that goes with this that basically allows for the elimination of paying for parking between the hours of I want to say off the top of my head noon and 9:00 p.m. as it creates "curbside drop zones"; 15 minute free parking. The meters would be in affect and you will have to pay for parking if you're not in that 12:00 to 9:00 timeframe. Anyway, that's all I have Mr. Chair. Thank you.

Chairman O'Brien

Thank you, Mr. Cummings. I think we have a pending question by Alderman Clemons?

Alderman Clemons

Yeah thank you, it is more of a comment. I just wanted to point out that although it is not part of the barriers I am hoping that Liquid Therapy will be able to do what they did last year which was expand across the sidewalk. I am wondering if there are other opportunities to do things like that in other areas or if a restaurant or somebody like that brings it up, you know, hopefully we are open to working with them. I think it technically comes under the other Ordinance that we passed earlier in the year where it is a temporary site plan, but regardless.

And then the only other two comments that I have I do support the Arts Project, but I want to make sure, and this would be my priority, is that we have enough funds to put out the barriers next year if need be. So in other words, don't spend all the money on the artwork. Leave us some money to do this next year so we can carry that escrow forward and then even maybe next year, if we want to do more artwork or whatever, so we have to have money. And then lastly, I'll leave it with this; if there is going to be a weave if you will in Pearl Street, we might want to consider putting a temporary stop sign where Pearl meets Elm because that's a dangerous intersection as it is and if people are weaving this way towards Elm Street as opposed to just coming straight on, I think that that could potentially be dangerous. So I will leave you with those thoughts Director Cummings. The question I had was and correct me if I am wrong. Are we still doing the barriers on East Pearl Street?

Director Cummings

Yes.

Alderman Clemons

OK so it was West Pearl Street that ... OK, alright, that's all I have. And obviously I was proud to sponsor this with the Mayor and Alderman O'Brien, glad that we have the co-sponsors that we have and I look forward to this hopefully getting a favorable recommendation. So thank you.

Chairman O'Brien

Director Cummings, rebuttal?

Director Cummings

Yes I just want to make sure I address all of Alderman Clemons' concerns. If I missed something, please let me know. So first and foremost it is absolutely our priority to maintain the escrow so folks can, if they so desire, do this in future years. That is part of our budgeting plan and I am trying my best to preserve the money, so if folks want to do it they can. I wanted to make sure I got that out of the way. I will absolutely bring back to the Engineering Department that there was a suggestion that we look at a temporary stop sign on Elm and West Pearl as they continue to evaluate this and see what they say.

Overall the art is something that we are trying to do and we will see how we do with it, but we are not going to prioritize paying for the art over being able to put out the barriers in future years. So I think I hit upon everything, if I missed something, I apologize. OK great, thank you. And actually as something that Alderman Clemons reminded me of and I failed to mention during my presentation during this meeting, but I should recognize and point out that Alderman Lopez in a previous Infrastructure Committee Meeting, when we discussed this, suggested the idea of doing "pop ups". And so from that discussion, I have outreached to various non-profits and downtown organization groups to ask if there's an appetite or an interest and I have gotten a positive response from Great American Downtown and the United Way where they have suggested that they will try to do something in the spaces that would make sense for there to be a pop up; nothing that would be competitive to our restaurants or to our retail group. This would just be complimentary and hopefully something to add additional value as an amenity to make the area in a more revitalized way. So still exploring that but it is something folks should be aware we are trying to do, to again, improve upon what we did last year.

Chairman O'Brien

Thank you Director Cummings. Alderman Lopez?

Alderman Lopez

I just wanted to express first my concern for the West Pearl side thing. DPW did just come to us a couple months ago asking us to adjust spacing on that and expressing concern about the blind turn over by Elm Street and West Pearl. I guess my question to Director Cummings just really quickly is, is there a reason they can't just put it on the other side of the bump out?

Director Cummings

Good question. If I may Alderman Lopez? Yes we explored that because we suggested that. It is really the preference of the operator to try to do it prior to the bump out on the northside of West Pearl Street. Our Engineering Department is evaluating it right now. They are thinking it can be possible but we don't have any definitive answers just yet.

Alderman Lopez

OK, I mean if they say it's safe then I would obviously go with that. If that business owner is really excited about having a shadowy spot next to a construction site instead of a sunny spot where it's quieter – OK. But my other concerns were with the East Pearl and the speaker that had come before. So I used to live in that building that he's referring to. One thing I wanted to point, is if you look at the building on paper, you see the back door and the parking lot and – OH OK, the residents can park back there and they use that back door. That back door also has an incredibly steep set of stairs. So anybody who has any walking issues or mobility impairments cannot use it; personally I found it much easier to get the mattress up that flight of stairs than in the tiny service elevator thing that they have going on, but that's just me.

But I would point out that that is something that we should probably be concerned about if we are, in fact, blocking access to the front door there, that might be impacting ADA Accessibility. If somebody in a wheelchair or has a walker, they need to use that elevator through the front door. So we should be conscious of that. And then I also wanted to suggest that if we are impacting road conditions along that whole road, we should be very aware of what is going on with the Mary Sweeney Home and the brand new ramp that we just installed so they put gurneys in and out and wheelchairs and all of that stuff. I wanted to see if maybe we could consider a hot spot or whatever you are calling them, a hot parking spot in front of that building or in proximity to it that we could easily identify for delivery drop off so that thinks like Amazon and all of them can just pull in, drop their stuff off and then go.

It's not going to solve the problem for the barber shop but at least we can make things a little bit easier on people living in that building. I know we look at those drop off / pick up spots with regard to businesses like the pharmacy but we may not have considered them as they are needed by residents that, I mean, Amazon is a luxury for some but other people cannot get out and they need those delivery spaces for their prescriptions, for their food and even medical equipment. So we should consider that.

Director Cummings

If I may Mr. Chairman?

Chairman O'Brien

Yes, please. Director Cummings?

Director Cummings

Thank you. So to be clear and I want to make sure I drill down on this point; we will make sure we are ADA compliant. So that front door I don't believe was ever blocked last year and if it was, I will make sure it is not this year. And to be clear about the blocking, that's the sidewalk has to be ADA Accessible. I suspect the barriers will run along the front entrance of the "front door". But there will be absolutely a means of egress, we cannot block any doors and we have to make sure we maintain ADA Accessibility so people with the mobility challenges can get in and out. I know every Thursday afternoon, there's a team of folks who are going to go out and walk Main Street with an eye on ADA issues. This is something that we have internally organized in preparation for this. So we make sure we are always trying to be as diligent as we can be on that front.

Relative to creating a drop zone, that's a great suggestion. I will make sure we bring that back and evaluate that and see how we might be able to accommodate that. I will note, depending on where it exactly it is, the Mary Sweeney House does have their own "drop zone". That is something that they instituted about two years ago that they have 10 minute parking or something like that right in front of their side door on West Pearl Street. So we might have to adjust that a little bit but we will try to figure that out so we can accommodate that. That's a great suggestion.

And I apologize and I don't want to forget this, in the previous Alderman's comments, Alderman Clemons mentioned Liquid Therapy. I failed to address it. I don't want to miss that, I just want to go back to Alderman Clemons' point about Liquid Therapy and makes sure he knows that we are absolutely looking to do what we did last year for Liquid Therapy and the reason why we didn't necessarily need to discuss it here tonight is everything that they do is already on what we consider as not on the street but on sidewalks. And parkland area or right of way that doesn't impede the traffic flow, so we didn't necessarily need to discuss this tonight but we are absolutely are planning on allowing them to continue doing what they did last year.

And any other restaurant or retailer for that matter. It doesn't need to be a restaurant per se. Any merchant who wants to use the right of way can, just like the way Liquid Therapy would apply for it, by getting what is called encumbrance permit of the right of way, could use the right of way if they wanted to; maybe put some clothing racks out or whatever the case may be. So again I just wanted to make sure that I addressed that.

Chairman O'Brien

Follow up, Alderman Lopez?

Alderman Lopez

So with the drop zone, my point was, I mean I doubt we are going to put any restaurants in there or anything but because there's an alleyway where cars are coming out of the back area and that drop zone is happening, when they set the barriers up they should make sure they give whatever is in that drop zone enough of angle that they can get into the street. And then with the ADA Compliance, this is something that I guess you'd only know if you lived there and I don't know that a neighbor would want to make a comment to this effect so I will make apologizes to Stella Blu.

But I will point out that they already had sidewalk dining and there are basically room for two tables underneath but. The problem is that when they put those tables out, if any of the residents above them have an air conditioner such as a certain Alderman former resident did, it'll leak on to those tables so then the people using them will move away from the building and then they are blocking it. So if anybody even moves their chair out, that's a problem. We might need to consider, or it might be a good idea to consider just giving them more space in the street parking area and not blocking the sidewalk, only because it's only an issue when there's something on both sides of it.

Director Cummings

Thank you.

Chairman O'Brien

Thank you Alderman Lopez. We are going to have to have a discussion with that Alderman with the leaky AC unit. But I was just going to say, basically say Director Cummings, the existing Ordinances that were meant for outdoor dining such as on the sidewalk were codified to be ADA Compliant and they should be adhered to. So this is nothing new; so if we follow the example that this is existing law and I am very excited that you mentioned people would be out there watching to enforce, let's pray that we are not going to have any other issues and make this a City that is more accommodating to our ADA friends. I see in the queue Alderman Jette?

Alderman Jette

Thank your Mr. Chairman. I was able to attend the meeting that Director Cummings had this afternoon. Just as some feedback Director Cummings, some people mentioned to me that they had no idea of this meeting. I didn't learn of it until I got an email from Paul Shea about 12:30 this afternoon that there was going to be a meeting at 4:00.

Just giving you that feedback that there were probably a lot of people who didn't know that you are reaching out and seeking input and feedback and maybe there's some other way of you to get the word out and to continue to hear from the downtown merchants. And also I am wondering about the – you know – this Ordinance it talks about the road closures and the elimination of parking and the installation of barriers in accordance with the map that is attached to it. But from your comments, it sounds like there's quite a bit of flexibility that these things can be changed; I don't know if it is by you in concert with other people.

I am concerned about that because at today's meeting you said at the beginning of the meeting that you didn't want to hear about specific complaints that people might have had about where the barriers were located, how that it affected their businesses, you know, you wanted to keep it on a higher level, I think your words were. And I think the general feedback that I have heard from people is that they loved what you did last summer; they love the outdoor dining, the narrowing of Main Street. People talked about what a nicer atmosphere it had, you know, the traffic calming; it was a much more pleasant experience. I think as you pointed out today I think that was echoed but there are people, as you heard today, who have specific complaints and you did invite them to contact you directly. But I am just wondering how do their individual complaints and the possible resolutions of those complaints work its way into this Ordinance. If we adopt this Ordinance with these maps showing barriers in certain locations, after this gets passed, where does that leave the flexibility to make adjustments?

Director Cummings

If I may, Mr. Chair?

Chairman O'Brien

Oh absolutely, thank you.

Director Cummings

Well actually I see Alderman Clemons wanting to speak; I defer to Alderman Clemons.

Chairman O'Brien

Alderman Clemons, you have the floor for rebuttal.

Alderman Clemons

So the Legislation allows the, let me just pull it up here on my screen, sorry. The Legislation itself says, "Be it further resolved that upon recommendation of the Director of Public Works and the Parking Manager, the Mayor may approve additional road closures, elimination of on-street parking and creation of handicap spaces to accommodate outdoor dining locations". So basically to answer the question of Alderman Jette of how that might come, at least in the sense of mechanically, how that might come forward it would be the Parking Manager and the Director of Public Works that would be the one to make the ultimate decision on something like that.

I would imagine that, you know, if people have a complaint about a particular area of if a business wants a barrier somewhere else or they want something changed or whatever, just like any citizen complaint it would go through the appropriate channels. For example, through City Hall or through the Economic Development Department and then those would be forwarded to the two people mentioned and the Mayor would make that ultimate decision. It's kind of how it was written and I know that that's how it was done last year as well when we had changes. But I'll Director Cummings speak more to that.

Chairman O'Brien

Director Cummings, further answers for Alderman Jette?

Director Cummings

Yes thank you. I don't think I need to provide anything further, I think Alderman Clemons said it very well and that is exactly the process we have followed this year. I can't really speak further on that point. I guess what I will continue to say is ultimately what happens is, I just happen to be a frontline conduit and I typically take the message back to the various appropriate regulators. Whatever that issue is, it is discussed; ultimately I am not the decider of a lot of this. And then decisions are made and I just communicate that back to the various stakeholders that may raise the issue. And that's how it will typically work, that's how I foresee it working again.

Relative to the comment about the maps and I think this is a really good point. And the reason why I made mention of some of these potential changes is because could there be an amendment, a golden rod copy come before the final Board of Aldermen Meeting where we make these changes if the Engineering Department and the Parking Manager and the Mayor and the regulators within the City feel comfortable making those changes, could you see that in a finalized amendment? Yes, you could. We are working in real time here and in theory if this was something that we could settle upon three months ago we could have this process worked out very cleanly but what I have to recognize is, is we are in a very truncated type process. We are in live, real time and we are trying our best. So this was essentially the situation or the process that was developed as best we could based on the data that we had.

Chairman O'Brien

Alderman Jette, are there further questions?

Alderman Jette

Yes please. So when you talk about you are just being the conduit to the various regulators, who are you talking about? Who are the regulators?

Director Cummings

I believe I was just

Alderman Jette

For example ...

Director Cummings

I believe I ... I'm sorry go ahead.

Alderman Jette

For example if somebody has a complaint about the location of the barriers and has a suggestion how to improve it by moving it one way or the other, they tell you about it. Who makes the decision about making those adjustments?

Director Cummings

Well again, the way the Legislation reads it is ultimately the Mayor, predicated on a recommendation from both the Director of Public Works and the Parking Manager. Now what I can tell you in addition to that is that there an internal conversation that happens with the Engineering Department mainly but not just the Engineering Department, we also have to consult Fire and Police as well depending on what the various issue may be. Ultimately, once that consensus or conversation occurs, something gets written up and presented to the Mayor and it either gets acted upon or doesn't.

Alderman Jette

OK, thank you. Could I follow up Mr. Chairman?

Chairman O'Brien

Yes absolutely, go ahead Alderman Jette?

Alderman Jette

Another thing that came up during this afternoon's meeting, several people, one of them was Michael Buckley, talked about the March 15th date, a lot of people expressed the opinion that it was too early. Michael Buckley made the comment that it might possibly, you mentioned the issue of snow, but he mentioned the issue of just cold weather; that it not being ideal for outdoor dining yet. And the negative affect it would have to have these barriers sitting there with surrounding empty spaces, rather than improving the look of Main Street, in his opinion, it would make it look worse. How will the decision about the date be made? I know you said that this Ordinance just authorizes March 15th but it doesn't necessarily mean that that's what the date will be. How will that decision be made?

Director Cummings

If I could Mr. Chairman?

Chairman O'Brien

Yes, Director Cummings?

Director Cummings

So first what I said was is that it does authorize us but then I also further said that that is the timeframe we are bogeying to try to make. A March 15th, March 16th type of timeline is what we are striving for. What Michael Buckley also said during that meeting was he ultimately understood why we were shooting for that type of timeframe when he heard that there some restaurants and other operators in the downtown that explicitly asked to try to get the barriers out before March 17th. So I just want to make sure – that's the rationale for why and I can tell you we are trying to work towards that. We need a lot of things to fall into place to make that happen and, you know, we are doing the best that we can to try to accommodate the restaurants.

Now I fully recognize and there's no argument from me as to, you know, could they not be utilized as much because the weather is colder? Yes. Could there be a snow event? Yes. We recognize that, I fully understand that. What we can't do though is deploy just a few barriers or deploy them every two weeks. A decision needs to be made; either we are going to deploy them March 15th or April 15th or whenever folks want to deploy them. But we can't, we don't have the resources, it would be cost prohibitive. And you couldn't from a public safety standpoint just put out a few barriers and not the others. So if folks want to do it later, OK. I hear you but we are just trying to be accommodating to the restaurants that have expressly

asked for it.

Alderman Jette

OK and another, if I could Mr. Chairman.

Chairman O'Brien

Absolutely Alderman Jette. Is this the final one though, I do have another Alderman in the queue?

Alderman Jette

So the other issue is the painting of the barriers. I think one of the points that was made that there a lot of barriers to paint. It is going to take time, it is going to take money. And I think it was Michael Buckley again who suggested spray painting them, some uniform color that would improve the look, kind of rapidly and cheaply. I am certainly not qualified, I'd have to defer to Alderman Lopez, I certainly am not qualified to judge art. But I would think a uniform coloring, spray painting the barriers in a uniform color would do a lot to enhance their look and avoid a graffiti looking like result. I again, I defer to other people about what – you know – art is in the eye of the beholder. I just want to make sure that it ends up looking better and not worse. So thank you Mr. Chairman and I will stop there.

Chairman O'Brien

Thank you Alderman Jette, I can come back to you, but in fairness to everybody I will move on at this time to Alderman Schmidt?

Director Cummings

If I could?

Chairman O'Brien

Yes absolutely, Director Cummings?

Director Cummings

I do not want to be held responsible for the art that is ultimately displayed. So for the record, beauty is in the eye of the beholder, is the quote. I completely recognize that art is art. I don't disagree with the fact that taking a more conservative approach and just spray painting them all a solid color would be an improvement, in fact, anything really would be an improvement from what is was last year. But ultimately what we are trying to do is trying to bring some art and some beauty to the downtown and I defer to the artists and the people who are more in touch with that than I am. I am just the arbiter of the process here to try to make things happen. So I just want to make sure no one holds me responsible for the art. Thank you, Mr. Chairman.

Alderman Jette

Of course you are going to be held responsible, Director Cummings.

Chairman O'Brien

Director Cummings, well stated; because I know myself I'll try to get away with the plaid shirt with checkered pants, but thank god I've got my wife. Alderman Schmidt, please?

Alderman Schmidt

We are all glad you have your wife, let me tell you.

Chairman O'Brien

Yeah, me too.

Alderman Schmidt

Oh I'm so sorry that I missed this meeting at 4:00 today; I was down at the High School getting my job, glad to have my first one done. It sounds like a really productive meeting today and I am very glad that there's a lot of conversation going on because that is how you wind up with your best answer in the long run, that everybody is involved; the people who really are going to benefit from this. I just wanted to say and I am reading the Ordinance, all that we are doing by March 15th is making sure that this Legislation will be in place. It is in place, we know that we can move forward with it and that's a good feeling as well. And, of course, the people that are making the decisions besides the Firemen and Police, it is clearly placed on the shoulders of the Public Works, the Parking Manager and the Mayor that they will make the final decisions. And leaving that decision in their hand is the right thing to do with all of the data that you are bringing together. So I hope I can make the next meeting of that group because it sounds like there was a lot of really good ideas going on. Thanks very much.

Director Cummings

Thank you. If I may Mr. Chairman?

Chairman O'Brien

Absolutely Director Cummings?

Director Cummings

Yeah thank you. Because it hits on a point that Alderman Jette raised a few moments ago that I failed to address and I apologize and that's just relative to the communication or the promotion of that meeting. So we did our best to get the word out and I am open to taking suggestions. If anyone wants to tell me how best we can communicate getting publicity to those meetings, but what I do know is we originally announced the meeting a few weeks ago and it was included in the Chamber, the Chair of the Downtown Improvement Committee and the Great American Downtown's email blast. And what was sent out today was actually a reminder email as a follow-up to the previous announcements to make sure folks were aware of the meeting. But I agree with the fact that people approached me and said they weren't aware of the meeting and they found out last minute. We do the best that we can; I heard the same thing about the Ward Meetings for the overnight on-street parking. We announced those I want to say December 15th for meetings that occurred in February. So we do the best that we can on that front and there's always going to be that type of criticism.

Chairman O'Brien

I do know I have Alderman Lopez in the queue but I did promise Alderman Jette to get back to you unless you are all set Alderman Jette? You're good? OK thank you Alderman Jette. Alderman Lopez?

Alderman Lopez

Well in response to the criticism I just want to point out that we all miss pretty important meetings sometimes we have to just use our best judgement of which ones we can come too; job or no job. But with regards to the comments about art I think it is important and I would not live it down from Positive Street Art of Our Graffiti Movement to point out that Graffiti itself is not what people consider to be vandalism or an unlikeable art

style. This is something that we had to address with earlier elected representatives.

The Graffiti style is marked on a wall, so any of the murals that we have in Nashua that are enjoyed by all are what would be considered graffiti. Scripting might be a little bit different; people don't like just the words and the curly evocative art that is made out of those words. And people definitely don't like tagging where it is on an abandoned building that is being misused and the tagging is often done to provoke society to pay attention to an area that is being neglected.

The mural that we did in French Park is a good example of what I think Alderman Jette was suggesting and a possible avenue that, the second part of it, the Rue De Renaissance is an alternating red, white, blue, red, white, blue set of panels. And then on top of that has a second phase. We ended up putting different store fronts and designs and images and all that kind of stuff. So that is a way out that might be a little bit less controversial where we could just put the base coat down of multi-colored pieces and then add on to them as people are able to submit ideas or drawings. And it may not necessarily need to come out of the City's pocket per se; there could be opportunities for sponsoring sections of barrier or creating contests for people or donating, that kind of stuff. That's something that Positive Street Art has done a lot of and we are probably going to be doing for the Rue De Renaissance because we have to do an earlier section of it that has started to degrade.

So I have already been talking with the Richelieu Club about potentially getting people to sponsor a section of wall with a certain image or a certain theme and then the donor acts as a patron. The artist takes the money and then uses that to create the design. So if Director is concerned about being the arbiter of art and Alderman Clemons is rightfully pointing out that we want to be careful with our money, maybe we should outsource this a little bit and ask the, I'm drawing a blank on the name now, the Arts Commission that we already have, ask them to discuss it and figure out among their stakeholders and their members, whether they want to take a little bit more of a role in putting an RFP out; in reviewing the submissions and curating it and then taking that on. There may be a way that we don't necessarily have to do this as legislators or Directors of programs that aren't really associated with it and let it connect with the actual population that would be doing it in the first place.

Chairman O'Brien

Thank you Alderman Lopez. Any other further questions by members of the Committee? Oh Alderman Clemons.

Alderman Clemons

Yeah just briefly I just want to say that the other consideration for March 17th with the barriers and obviously they came about because of a public health crisis. So St. Patrick's Day is a very busy holiday, March 17th and regardless ... and actually that's why last year, a year ago we shut down in New Hampshire was because Massachusetts shut down. The Governor, rightly so, was worried that our restaurants and bars were going to be overcrowded. I think with the way that the social distancing is now, normally if you've ever been out on a St. Patrick's Day and I know the Chairman has, it gets crowded. So you may have a point when it gets to 2 or 3 people deep at a bar or people are mingling around and walking around. And obviously we can't do that, we can't have that this year. I mean it would just be unhealthy; it would be a COVID spreader, right.

But I think if you have the opportunity to expand outside, if we are able to do it, if the weather cooperates, if we are able to get everything out there. It'll give more people an opportunity to enjoy the holiday to go out and enjoy our downtown and our businesses and the ones that want to be there. And it is a busy day and it is a profitable day for them as well. And there will be people, maybe they won't come, maybe March 18th comes and there's a period of time when those barriers aren't used. But last year Peddler's had a pretty interesting thing. They had the little firepits and stuff like that outside towards the end of the season. And

people would go and they would enjoy that. So it was really unique, it was different. And I think there's an opportunity there for some of these places to think outside the box and to make those spaces a little bit more inviting and stuff like that.

So I think where this was originally driven by public health, I think it makes sense to try to get it for what is essentially the second biggest, if you will, bar holiday in the United States. So I do think that the timing is appropriate and I think that there are other creative ideas that we can do along the way in the colder season to try to get people to utilize them. And you'd be surprised, people sit outside in the cold. It is what it is. So there's always room for some people. So anyway, I just wanted to give that little outlook, it's just a positive spin on it. Thanks.

Chairman O'Brien

Thank you, Alderman Clemons. Any other questions by members of the Committee. Seeing none, if the Chairman could take a whack at it. I would like to basically go on to a little bit more on what Alderman Clemons is saying. I too support the March 15th, I understand full well that it may not benefit all of the businesses downtown. But I think we've got to look at all the businesses downtown together and globally. I would not expect Michael Buckley to have a big day on March 17th, although he may, he's fine brogue of an Irish name himself. But the point is, for places like Peddler's Daughter, Casey Magee's and O'Brien's, that's their particular niche. Another man's niche may be selling jewelry down on Main Street or printing or something like that.

And when we came up with this process was to accommodate everybody and we've got to keep in mind within the Ides of March, you are getting into St. Patrick's Day yes. But that is somebody's business day that they are going to hold near and dear and expect to make some money. And we've got to keep in mind, what we are doing here, we are building something people that is extremely fluid. I don't know if Director Cummings would agree with me on that terminology. But what we are going to build this year may not be etched in stone too much next year. Hopefully we are on the backside of this pandemic. So we may not need all the linear spaces. Outdoor dining may be definitely a long term want by our community but not a necessity as it exists in 2020 and 2021. So it leads a lot of things to do. I'm not looking for anybody to follow me down on my rabbit hole. But I do support the March 15th.

And it basically too, because once we put these, we can't piecemeal these barriers up. We are paying an independent contractor to put them up. So it has to be done at a particular date and so I would ask leeway for businesses that maybe don't understand the March 15th to be a little bit more forgiving in looking at the – globally that there are other compadres within the business community that will benefit from that. So now if I may lead into a question to Director Cummings. Our guest this evening, Mr. Boulous and I apologize if I am murdering your name, so please indulge me. But however he brought up in his conversation, he brought up something very important that is light cycle. I know our infrastructure particularly on Main Street may not be 100% up to par but last year when we were looking at the barriers, we really didn't talk a lot about light cycles. I don't know if it was because of the infrastructure or because we were doing something that we thought we didn't know was going to be as popular and may have been temporary in nature.

Where this seems to have some legs on its down, we now are going to look at the light cycles of Main Street and maybe, I don't know if that's an infrastructure improvement. I don't know where we can find some of that money, perhaps maybe with granting. But just along those thoughts have you thought about the light cycles please?

Director Cummings

Yes, thank you Mr. Chair. So that's a great point that you raise. Last year, because of the thought process that potentially this was temporary and wanting to evaluate it, there wasn't the ambition at that time to change the light cycles or to add in the infrastructure necessary to actually monitor and make the changes to the light cycles. That is actually changing now and actually what I can report is the Pearl and Main Street, Street light I am intimately involved with that because of the 201 Main Street construction project. We need, as you may

or may not know, need to move some of the utility poles and some of the utility boxes along Pearl Street.

We are, because of that, also adding in additional cameras to watch Main Street and Pearl Street to make sure the traffic flow goes more smoothly and that was a cost that the Performing Arts Center wasn't originally aware that it was going to take on but is happily taking on to improve the downtown for the reasons that you raise. I know that the Engineering Department in the City is going to be continuing to make those improvements at different intersections for the reasons you have outlined.

Chairman O'Brien

Very good. Thank you. Without seeing any further questions by any of the members of the Committee, we do have a pending motion before us on O-21-050. A motion by Alderman Schmidt to recommend final passage by roll call. Without objection, Alderman Schmidt can you call roll please?

Alderman Schmidt

I will indeed.

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Jette, Alderman Tencza	5
Nay:	0

MOTION CARRIED

O-21-051

Endorsers: Mayor Jim Donchess
Alderman-at-Large Ben Clemons
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Patricia Klee
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman-at-Large Shoshanna Kelly
Alderman-at-Large Brandon Michael Laws
Alderman Richard A. Dowd
Alderman Linda Harriott-Gathright
Alderman-at-Large Lori Wilshire

RELATIVE TO TEMPORARY 15-MINUTE PARKING IN 2021

MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL

ON THE QUESTION

Chairman O'Brien

Very good, thank you Alderman Schmidt. I will look to Director Cummings for a brief explanation if you so wish.

Director Cummings

Well I already touched upon it Mr. Chair in my previous conversation. Again Tim Cummings, Director of Economic Development. Basically this allows for the parking regulations to be changed to create that "15 minute free drop zone" between the hours of noon and 9:00 p.m. And it should be noted that paying for parking would be in effect when it is not in that timeline.

Chairman O'Brien

OK. Alderman Lopez?

Alderman Lopez

Does it specify which spaces this will be or does it give you the leeway to do things like address the loading zone that we were talking about on 68 East Pearl?

Director Cummings

If I may, Mr. Chair?

Chairman O'Brien

Yes, absolutely.

Director Cummings

The companion piece of Legislation allows the flexibility that you just referenced Alderman Lopez and this just allows for us to essentially not charge for parking during certain times.

Alderman Lopez

OK, understood.

Chairman O'Brien

Thank you Alderman Lopez. Any further questions by members of the Board? Alderman Jette.

Alderman Jette

So Director Cummings, so this says that the parking would be free for up to 15 minutes from noon to 9:00 p.m. and so after 9:00 p.m. cars could park in those spaces without restriction for any length of time? It's a question.

Director Cummings

Ok, so I would have to double check to see what the underlying zone is for the particular area that you are talking about but I am going to think Main Street, you're in Zone 1. The meters turn off at 8:00 p.m. So you are essentially not going to be charged for parking, I think, is essentially what you are asking.

Alderman Jette

Yes so I see Alderman Clemons putting up 7 fingers. I think he means the parking under normal circumstances would be ...

Director Cummings

Stop at 7:00 p.m.?

Alderman Jette

Until 7:00 p.m.

Director Cummings

Ok so 8:00, so 7:00 p.m. so then yes the meters would be off at 7:00 p.m. so after 9:00 p.m. the 15 minutes would end, you'd be able to park there for, you know, not paying for the meter.

Alderman Jette

OK, thank you.

Chairman O'Brien

Alderman Clemons?

Alderman Clemons

I just wanted to say that typically that we don't – I'm actually not sure. I think it is in the Ordinance that even though after 7:00 p.m. we don't charge for parking but I think the time limits are still in effect. So I think that you are only really supposed to park there for an hour and a half like if you're in Zone 1 or two hours if you are in the other one, in Zone 2. But I don't know that that's really enforced after 7:00 p.m. So it is kind of like I don't think they really enforce that.

Director Cummings

I agree with you. I'd have to double check to see if we actually have – I do know there is a time restriction when the meters are in effect, something like 90 minutes or something like that. I would have to check to see if that 90 minute was when the meters were not in effect. But to your point, I don't think that they are "enforced" when the timing is off.

Chairman O'Brien

Any other further comments by members of the Committee? Seeing none. We have a pending motion by Alderman Schmidt to recommend final passage of O-21-051. Would the Clerk please call the roll?

Alderman Schmidt

I will, sir.

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Jette, Alderman Tencza	5
Nay:	0

MOTION CARRIED

O-21-052

Endorsers: Alderman Linda Harriott-Gathright
 Alderman-at-Large Michael B. O'Brien, Sr.
 Alderman Thomas Lopez
 Alderman Patricia Klee
 Alderman-at-Large Shoshanna Kelly
 Alderman Richard A. Dowd

AUTHORIZING A STOP SIGN ON COVEY ROAD AT ITS INTERSECTION WITH RIDGE ROAD**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL**ON THE QUESTIONChairman O'Brien

Thank you to the Clerk. If I may, this bill, the prime sponsor is Ward 9 Alderman Linda Harriott-Gathright who I don't see unfortunately with us this evening, but the second one in line is myself. I was contacted by a gentleman that was involved in an auto accident at this particular incident. He had believed that there was a sign at that location previously and it may have been when they reconstructed and reaffirmed the Ridge Road area, that sign may have been taken down. And so therefore we had conversations and Ordinance O-21-052 was conceived to put it into law that there would be a stop sign with the intersections of Covey and Ridge Road. That's all I have unless further comments by any other Aldermen? Seeing none, will the Clerk please call the roll of O-21-052 with a motion of final passage.

A viva voce roll call was taken which resulted as follows:

Yea:	Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Jette, Alderman Tencza	5
Nay:		0

MOTION CARRIEDTABLED IN COMMITTEEChairman O'Brien

Nobody has expressed, we have several Ordinances that have been tabled, have not heard at this particular time so we will lead into General Discussion.

O-20-004

Endorsers: Alderman Thomas Lopez
 Alderman Patricia Klee
 Alderwoman-at-Large Shoshanna Kelly
 Alderman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON EIGHTH STREET

- Tabled at 2/26/20 meeting

O-20-006

Endorsers: Alderman Thomas Lopez
Alderman Patricia Klee
Alderwoman-at-Large Shoshanna Kelly
Alderwoman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON A PORTION OF PRESCOTT STREET

- Tabled at 2/26/20 meeting

O-20-032

Endorsers: Alderman-at-Large Brandon Laws
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Skip Cleaver
Alderwoman-at-Large Shoshanna Kelly
Alderwoman Elizabeth Lu

REDUCING THE FINE FOR OVERNIGHT PARKING VIOLATIONS

- Tabled at 10/28/20 meeting

GENERAL DISCUSSION - None

PUBLIC COMMENT - None

REMARKS BY THE ALDERMEN - None

POSSIBLE NON-PUBLIC SESSION - None

ADJOURNMENT

MOTION BY ALDERMAN SCHMIDT TO ADJOURN BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt,
Alderman Jette, Alderman Tencza 5

Nay: 0

MOTION CARRIED

The meeting was declared closed at 8:59 p.m.

Alderman Jan Schmidt
Committee Clerk