

TASK FORCE

MARCH 30, 2022

A meeting of the Task Force was held Wednesday, March 30, 2022, at 7:30 p.m. in the Aldermanic Chamber and via Zoom teleconference.

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

Alderman-at-Large Michael B. O'Brien, Sr., and Alderman-at-Large Melbourne Moran, Jr., Co-Chairs, presided.

The roll call was taken with 8 members of the Committee on Infrastructure and Planning and Economic Development Committee present:

Members of Infrastructure Committee and
PEDC present:

Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Richard A. Dowd, Vice Chair
Alderman Alex Comeau
Alderman Tyler Gouveia
Alderman Ernest A. Jette
Alderman-at-Large Melbourne Moran, Jr.
Alderman John Cathey
Alderman Derek Thibeault

Members not in Attendance:

Alderman-at-Large Ben Clemons

Also in Attendance: Tim Cummings, Director Economic Development

Marylou Blaisdell
Paul Shea (joined at 7:42)
Cathy Cardin-Smith
Michael Buckley
Ruth Boland

GENERAL DISCUSSION

Alderman O'Brien

Okay before we get into the crux of the meeting, let me just go over some of our ground rules or basically what is going to happen. You are not going double-blind. There's two meetings tonight - two separate meetings. If we should have a vote tonight, whatever it may be from this Task Force, we will then take that particular vote, terminate the meeting, and then go immediately into session of the Joint Committee of Infrastructure and Planning and Economic Development Committee to make the recommendation to the full Board. So that's why you see the two separate agendas and that's the way this is going to be handled. Any questions on that if I wasn't clear? Okay everybody in agreement? That's good. Okay I'll open up to Public Comment for items that are on the agenda. There is a 3 minute time limit that will be strictly enforced. Can you give us a minute, we won't detract from your time.

PUBLIC COMMENT

Laurie Ortolano

Laurie Ortolano, 41 Berkeley Street. I know this says public discussion or comment for items on the agenda, but these items on the agenda aren't in the packet or online so we that can actually see what they are. I'm going to just speak against all this because I don't know what it is. I don't know what the review and suggested changes are from map 1, 2, 3, 4 any of this data because you didn't provide it to the public. So I'm against all of this and based on the report that I sent to all of you - a citizen's report on the Mayor's data that I obtained on Friday - I can't understand why we are doing this. The utilization rate across two months - July and August, 39 days, 4 data points for each day - 1 p.m., 3 p.m., 5, and 7 showed a utilization rate of 6% for seats outdoors and I explained to you what the assumptions were. I think it was all 2021 data. Nobody e-mailed me back to correct it. The disappointing part is this data comes from the Mayor's office. Three hundred fifty pages in raw format with zero explanation on what it was. Not a single word. I mean I consider that extraordinarily unprofessional to release data in that manor because your citizens are left to interpret. So I apologize if I interpreted anything incorrectly. Nobody has offered any correction to me. I think it was good data that I looked at and how I looked at it, but I just don't understand. This is the pie chart - the orange represents the utilization of seats across those four times on 39 days in July and August and this is the actual seats being used with expanded outdoor dining. Nobody has been able to tell us what it was before expanded and I think we need to understand that data. This is, again,

the utilization the orange line shows what the outdoor dining capacity is across the 39 days and the blue is what is actually being used by restaurants. Three restaurants do have higher utilization, but in all that data there were only a couple of points where it was even at those hours looking like 50% usage.

The PPE loans are here and we've talked about the difficulty in funding and all but the restaurants that needed money...

Alderman Comeau

30 seconds

Laurie Ortolano

...got money. I don't know the circumstances of them having to return money. This is the raw data crunched down. I mean honesty why are we doing this? Leave the four lanes, go back to outdoor like we had it, expand it a bit, you saw the conditions, outdoor seating the length of the restaurant frontage, other stores if they agreed for you to expand, expand, seating if it goes into the parking space there will be a fee for that and you can't take spaces in front of other businesses. Allow them to...

Alderman Comeau

Time

Laurie Ortolano

Thank you.

Karen Bill

Good evening. Karen Bill, 95 Parnell Place, Nashua. So I have to agree whole heartedly with Laurie's information because having 6% utilization it really is kind of crazy to go through all of this, to spend all this money, to put that burden on the restauranteurs who are small businesses and expect them to have to pay the cost of the barriers. Really what we really have to do - and I would really love to get this information because I did multiple million dollar budgets for several years - so I would assume that somebody has the information about cost of barriers, the installation, the removal, the storage, the loss of parking revenue, the payout to the people that painted them at \$150K. So you got to add all that up, divide it by barriers, boom that's the cost of one barrier installed in front of your place. Then I know I missed some things last week about having a riser that has to be a certain height and it's thousands of dollars per spot. Crazy. I mean this is the crazy train people. It's time to give Main Street back to the residents of Nashua.

Now if there were people on this committee outside of Aldermen who lived on Marie Avenue, and all over town, not one restauranteur or business - oh my, cry foul. Everybody would be up in arms. Well guess what, I'm up in arms. I've been told by no less than three Aldermen that I should have been on this committee but was told that it was only going to be downtown people. Absurd. It's the crazy train. Give the street back to the residents. Give the restauranteurs a break. There's always been outside dining. I can't tell you how many times after I got out of work and I'd shoot down to Surf and hang with friends and sit there and there was never an uproar about there is not enough room. It's called first-come, first-served. Remember that? Then there's called a wait list. There's never going to be a day where Main Street is closed off and traffic is diverted to the side streets. They were never designed for that kind of traffic. It's a pipe dream. Okay. It's never going to happen.

Alderman Comeau

10 seconds

Karen Bill

I'll tell you right now it's never going to happen. So and what about ooh remember when the bike lane came about? Ooh we were all about the bikes, and let's get the bikes, and let's get healthy. Where the hell did the bike lane go? It's been gone for two years. I want the bike lane back. I have a friend who bikes downtown every single day and goes to a restaurant not on this list, but who had barriers in front of them. Let's do the right thing and see how this year goes because you know...

Alderman Comeau

time

Karen Bill

...the PAC isn't going to have anything until 2024 because it's not done and you have to book bands a year out. So thank you and thank you for your time and we could make the meeting a lot shorter if you'll get off the crazy train...

Chairman O'Brien

Your time is up Miss.

Karen Bill

I know.

Chairman O'Brien

Courtesy to decorum. Thank you. Next please.

Nina Gomez

Nina Gomez, 133 Main Street from San Francisco Kitchen. I'm not here to be in favor or against. I don't know what decision is going to be made. All I do ask is please approve the barriers and if they do get accepted and approved, I ask for at least two parking spaces. As you all know the barriers are thick and very big. In front of my storefront I have a landscape, a garden you can call it, that it doesn't allow me to put any tables in front of that. So I'm strictly limited to a parking space or less than that because it goes into another person's store front. I'm not even going to be able to put more than two tables, only two. So I just ask please we all need sales to survive. It's not that I'm doing something bad in the books, it's just that a restaurant with no sales is not going to survive.

I was not approved for any PPP because of the fact that I was a new owner and did not have numbers to compare for 2019. However if I do have to and if it's required to put numbers to give you to show how much sales were made in the summer of 2020 and 2021, I will. But all I ask is please allow me to have at least two parking spaces to put at least 10 tables out there that will help me tremendously. Not only myself, but my employees also. Thank you.

Alderman O'Brien

Let the record show that we are joined by Mr. Shea. Anybody else for Public Comment?

Gary Wingate

My name is Gary Wingate, 15 Sherman Street in Nashua. I want to give you a couple bullet points. First of all in regard to the support of a vocabulary lesson. In regard to the placement of the restaurants eating areas, I want to establish that outside dining is defined as the dining on the sidewalks with the tables and chairs placed in front of the boundaries of the relevant restaurant as they do in Portsmouth, Boston, and Concord. For the extended outdoor dining, it should be defined as tables and chairs in the parking area on the street and must be placed in the parking spaces in front of the boundaries of the restaurant.

Bullet point two. Tim Cummings originally showed a plan on extended dining on our block on Water Street to Factory Street. The San Francisco Kitchen people went to City Hall and tried to bargain with them. She ultimately was hoping to get two parking spaces as she mentioned tonight. The first parking space would be directly in front of one half of our first storefront. The second parking space would make the two parking spaces together totaling one and a half of our two store fronts. So due to the nature of those planters blocking some of their sidewalk, we are willing to allow the first parking spot and could get permission from the hairdresser on the corner that abuts her to get permission to extend her outdoor dining, again which is on the sidewalk. So we both agreed that it's about the same space as a parking space, so net with the extra sidewalk allotment plus one parking space, she would achieve the same amount of space as two spaces she wanted. So I'm proposing that she has one parking spot and then sidewalk space in front of the hairdresser to achieve that.

No. 3 - within the next block going south with JaJa Belle's, there is a sentiment that she does not need any extended outdoor dining at all. With respect to her and her business, we patronize her also but like the City Room who decided last week not to extend outdoor dining, she is open like they are 5 days a week usually 8:00 a.m. to 2:00 p.m. She is not open in the late afternoon, she's not open in the evening, and she's not open at nights. The manager of the Bank of American and the Gentle Dental employees both feel very strongly that that much space is unnecessary. It blocks off parking for 60% of the available block which they want for their customers. She has uniquely different seating arrangements. She has a café style table and chairs which are much smaller in scale. So on the sidewalk you can easily accommodate two tables and with permission from the new clothier that is next door to her, she could expand to at least four tables. If that didn't work, she could always resort to the pre-pandemic format...

Alderman Comeau

30 seconds

Gary Wingate

...where she had several tables aligned on Factory Street. So I propose that the extended dining for that block and utilize the sidewalk space that I proposed that no extended dining on that block.

No 4 - as far as the dates of extended outdoor dining, I suggest starting on Memorial Day - Friday, May 27th, and extending to Labor Day, September 5th. This coincides with the school calendars and the climate and usage. The last thing is we are in favor of pay to play...

Alderman Comeau

time

Gary Wingate

...for the season which will hopefully get some numbers sooner rather than later. Thank you.

Phil Bouchard

Hi, I'm Phil Bouchard. My family has been downtown for 110 years now.

Chairman O'Brien

Your address, Sir.

Phil Bouchard

111 to 117 Main Street is our block and my business is Corriveau Insurance Agency.

Chairman O'Brien

Thank you.

Phil Bouchard

I'm in favor of keeping four lanes open to downtown and everything and have the flow of traffic be as it always was. It allows for a lot more consistency with traffic coming in and out of Nashua thinking that the Main Street is your only north/south route besides the highway that runs through Nashua so you have trucks, fire, and ambulance, and everybody else that has talked to you about the availability of them coming through town that need to come through town with no barriers as well. I hope you take that into consideration regarding your thoughts about the subject.

I also want to express the fact that on and reiterate a little bit about the low usage rates that they're talking about. I understand there are restaurants here the Fokas family, and Michael Timothy's, and Gomez's. I give them all the credit in the world and all the respect in the world what they've done for downtown, but I still feel that the sidewalks the way they were built with the Mayor Lozeau did by expanding the width of these sidewalks. The intention there ladies and

gentlemen was to have outside dining, and outside seating, and everything like that. It serves its purpose like what we just did with the barriers ladies and gentlemen. It's served its purpose okay. COVID isn't with us all the time. In fact, it's going away. So let's go back to where Nashua always functioned, and functioned properly, and very efficiently with the outside dining that you had. That is the vision that I have of Nashua okay as a downtown person.

One more comment that might be outside of the barriers here, but frankly being downtown for so many years and maybe Mr. Fokas may reiterate with me, I think your downtown is a mess. It's a mess. All the construction that has been going on downtown, breaking up the streets, and things like that. How is all that going continue...?

Alderman Comeau

30 seconds

Phil Bouchard

...with the barriers, and with our new performance center, and everything like that? For the last – it hasn't been happening just for a year, two, three years now your downtown has been a mess. It really has. That's all I have to say. I appreciate your time, and effort, and everything, and thank you.

Cheryl Roy

I'm Cheryl Roy. I live on Hill Street in Nashua right outside of downtown here. I am here again to speak out against the barriers like I was a few weeks back for a lot of reasons. I wanted to address some comments that were made at the last meeting by an Alderman who made it very clear he wasn't interested.

Alderman O'Brien

Ma'am comments from the last meeting are not on the agenda. As our tradition, the first half of public comment is items on the agenda.

Cheryl Roy

This has to do with the agenda.

Alderman O'Brien

Ma'am that's not decorum.

Cheryl Roy

Okay.

Chairman O'Brien

Thank you Ma'am. I'm am going to take somebody from the Zoom audience. Laura Colquhoun.

Laura Colquhoun

Laura Colquhoun, 30 Greenwood Drive. First of all, I agree with everything all these people have said. To look at this report and to see that only 6% was utilized was ridiculous. It also does not tell us of the 6% how much of it was on the prior where we had prior outside dining. So I think what the Aldermen are doing is destroying our small town and making it a mess. I disagree with this and I think this should have been on the ballot for the residents to tell you people what we actually want. The Mayor seemed to shove the Police Commissioner on the ballot fast. We should have put this on the ballot because I think we're allowing you people to tell us what we want and at this point, we're telling you we don't want these barriers. We don't want our city turned into a parking lot. I'm just asking you people to listen to some of the residents and more importantly I wouldn't even address the Aldermen from last meeting because I wear my mask, but if there's a safety issue, I'm telling you, I will back that person to sue the City up the ying yang. Thank you.

Alderman O'Brien

Thank you. Karen Thomas?

Karen Thoman

Thank you. I am going to talk as a person that's over the age of 60.

Chairman O'Brien

Ma'am could you give, again, your name and address please for the record?

Karen Thoman

Oh, sure. Karen Thoman, Shingle Mill Drive in Nashua. As a person over the age of 60, I cannot drive downtown get out of my car in front of a store that I want to visit because I have to find a parking spot somewhere. So it's not even worth my time going downtown. If the barriers are replaced again this year, I'm not going there which is sad because that's part of my community and I can't visit it.

Chairman O'Brien

Is that it, Miss Thoman?

Karen Thoman

I think that's enough. I can't believe that you're going to take away all our parking spots downtown.

Chairman O'Brien

Okay, well we thank you for your comment Ma'am.

Karen Thoman

Thank you.

Chairman O'Brien

You're welcome. Matthew Gouthro?

Matthew Gouthro

Matthew Gouthro, 104 Fawn Lane. To pick up where Laurie Ortolano left off, as a taxpayer here in Nashua, I'm confused as to how we got here. With a 6% utilization of the seating downtown, it's really ridiculous to see why we are even hosting these joint meetings for a pie in the sky project that will only choke our street traffic, eliminate much needed parking, and unnecessarily spend our tax dollars on this infrastructure boondoggle. Every one of your speakers tonight has come out to say that we are not in favor of this. It's time you listen to your constituents. You've received pages and pages of e-mails from your constituents speaking out against this.

This is all in the favor of the restaurants who really should be footing the bill for these expenditures and not the taxpayers. Do you think the residents are going to park and walk blocks to get their hair cut, pick up their prescriptions, get their dental work, pick-up, or drop-off their tailoring, or even do their banking? In this crazy scenario, the Mayor and Tim Cummings are channeling their best Kevin Costner hearing whispers from downtown, "if they build it, they will come". We need to stop this madness. This shouldn't be considered any more than just a year basis only. This should only be a pet project we're talking about but what you're talking about in terms of this legislative item is going to be for three years. We can't even look that far ahead, especially with the numbers that you have already. Our historic downtown should not be brought down to gridlock with ugly graffiti barriers, construction, and severe parking issues. We need to stop this. This should not continue. Thank you.

Alderman O'Brien

Thank you. Okay we are going to go back to the list, next?

Elizabeth Lu

Thank you. Elizabeth Lu, 17 Roby Street. Three things I'd like to say. I'd like to advocate in favor of outside dining. I think it means a lot to everyone in this city and I think everyone in this room can agree on that. We want outside dining. Okay.

We don't see the need and we haven't from the very start of this discussion. We don't see the need to give our infrastructure to the food and beverage industry. I love them. I've worked for them most of my life so that they can have additional dining, so they can have dining on our streets.

For the record, I want to correct something that is germane to this discussion because this discussion is going to involve expenses that the taxpayer is going to pay. It was said that the riverfront work is not paid for by taxpayers and that needs to be corrected because every bit of work that is done in the municipality – well let me take that back, is done from taxpayer revenues. In a TIF, the revenues are held specifically for that area but the money that's held came from the taxpayers. So please understand that it's not true that TIF districts are not improved with taxpayers' money. That's not true. For someone to say that, someone that's a Director of Economic Development to say that, is sadly misguided.

We started this discussion because some people didn't want expanded dining. Compromise was called for. We all agreed to compromise but the compromise began at...

Alderman Comeau

30 seconds

Elizabeth Lu

...let's say we have two lanes of travel in downtown Nashua. What do you want? Now that's not fair because the disagreement began at the majority of testimony that was saying no expanded dining. So that's not fair what was done. Thank you.

Chairman O'Brien

Thank you. Anybody else?

Beth Scaer

Beth Scaer, 111 East Hobart Street. I am a big supporter of our small businesses and restaurants downtown. I saw the awful harm of the shutdown so the restaurants I was delighted when you all voted for the expanded dining but now the shutdowns are over. The masks ordinances are over and even today I was at physical therapy, I don't even – that even that masks at medical offices is ending at least um, so now it's time to return to normal.

We need to refocus on other issues of public safety and the expanded dining as we know creates traffic slowdowns and delays in emergency response time. This is a very serious matter. Having had a house fire, I know how every minute that passes means more destruction, more loss of property, or loss of life, or loss of bodily functions in the case of an ambulance. Isn't public safety what we've been focused on all these years, these years of the pandemic?

There is another issue besides emergency response time which is pollution. If you ask the Public Health Director Bobbie Bagley, she can tell you pollution is the leading cause of heart disease and people who work and live downtown don't have a choice about breathing in that pollution. Many of these people are poor or disabled. Like the new Soup Kitchen – I mean the new shelter and Soup Kitchen and they're already struggling with health problems. Alderman Lopez, whose Ward is downtown, can tell you about his constituents and what they're dealing with. So please, please look into that.

And another health issue is I've heard from some handicapped people, and I'm sure there are many others, that say they drive downtown. They can't find a close parking spot. They can only walk a very short distance and they have to turn around and go back.

Alderman Comeau

30 seconds

Beth Scaer

So they've missed an opportunity to go downtown because the parking is pushed to a farther distance. I'm asking you to think about all these things and also that what you're doing is there's tradeoffs. You're trading off benefitting one group for other groups and why do the taxpayers of Nashua have to give up...

Alderman Comeau

time

Beth Scaer

...public sidewalks and streets for private businesses. Thank you.

Chairman O'Brien

Thank you. Anybody else?

Don Whalen

Don Whalen, 12 Lincoln Avenue. Putting barriers in downtown Nashua for another summer is a bad idea. I'm all in favor of outdoor dining and at the time the barriers helped the restaurant businesses during the pandemic but now we are getting back to normal and downtown Nashua should follow suit. We need to do what is right for all of Nashua's businesses. Placing barriers in downtown Nashua clearly favors restaurants over other businesses and puts all other downtown businesses at a distinct disadvantage. I love the downtown area and have been to a bunch of restaurants this year already including Odd Fellows, the Garden, O'Brien's, The Peddler's Daughter, Surf, Martha's, Tostao's, Empanellie's, The Flight Center, and MT's Local Kitchen just the other night to celebrate my daughter's birthday. Why would any appointed volunteer or elected official in Nashua give a clear and distinct advantage to restaurants over any other businesses in downtown Nashua? This puts those folks in a position of picking winners and losers, which is not right under any sort of circumstances including last year when the Board of Aldermen were pushing for a 9:30 p.m. curfew for all restaurants and bars which I was also vehemently opposed to. Shouldn't all downtown business have an equal chance to thrive? What happens when non-restaurant businesses start closing up because of the barriers, lack of convenient parking, and lack of patrons? Is this what we really want for downtown Nashua? Let's do what's right and support all of the downtown businesses and leave the barriers in the past with the pandemic and the mask mandate. I will continue to support Nashua's downtown businesses, my dentist, accountant, bank, and so on but I certainly won't be going into any restaurants if the barriers are put in place this year. I will take my business elsewhere within Nashua or one of the surrounding towns. So I say yes to outside dining, but just say no to the barriers.

Chairman O'Brien

Thank you. Anyone else?

Albert Miller

Good evening. My name is Albert Miller. I live at 11 Bates Drive in Nashua. The pandemic required that the restaurants got some help and they did get the help. But now the pandemic is over. There is at one time the restaurants they had to have every other table had to be vacant, right? And now the restaurant is full again. There is no need for sidewalk restaurant service and for me the barriers represent a handicap. It's not right for the other pedestrians. For instance to go to the bank or go even to the pharmacy, we have to walk a relatively great distance. Some people they are on with a wheelchair and so on. It's just not fair. It's a hindering to the traffic at least it is to me and I dislike it. I'm sorry I dislike the barriers and I say there is no need for it and besides it costs a lot of money to the City of Nashua and therefore to the taxpayers of Nashua. Thank you for listening.

Chairman O'Brien

Thank you. Next?

Tim Sennott

Tim Sennott, 62 Underhill Street, Nashua. Just to provide a little balance. I am in favor of expanded outdoor dining. About 27 years ago, I sat in my dad's home office while he was doing some commissioned work for an organization called "Best Nation Downtown" creating the first very primitive web presence for that. That phrase has always stuck in my head "destination downtown". I know it's evolved into a lot of different entities currently. It's the "Great American Downtown" but I always go back to that 10 years old in my dad's office "destination downtown".

Growing up, downtown was a destination not for just my family. We came down to a lot of the block parties that don't seem to happen that much anymore. I remember standing out in front of Martha's with a stage set up right out in front of it listening to someone playing Deep Purple songs when I was about 13 years old. That was good memories. A lot of businesses that throughout my childhood and my teenage years drove me downtown. 100 Main where me and my friends played games all hours of the weekend. Drifters over on Factory Street where I was down there every Friday and Saturday night seeing local bands from my high school.

I stutter when I think of this issue as the barriers. I think that's what it gets reduced down to a lot is "the barriers". To me ideas change, ideas evolve, and I think it's short-sighted to think of this issue as just the barriers. I keep going back to the phrasing "expanded outdoor dining" because this maybe this year it is the barriers. Maybe next year it's something a little different, maybe those sidewalks expand more, maybe we re-evaluate the parking downtown, maybe we shine a light on the parking that is available downtown because it is there but I don't think it's signed well. I don't think it's communicated well. If I'm going down to the Garden for a sandwich and I can't find a parking space right in front of it, I know there is a spot right behind it that I can get a spot and walk right in the back door. A lot of people don't know that. The opportunities are there to turn this into more than just an issue of the barriers and that's what I'd like to see happen. I'd like to see this move forward. Regardless of what happens, I'm going to be downtown every Tuesday and Thursday on my lunch hour taking a walk. Come say "hi" if you run into me and I'm going to be eating down there every Tuesday and Thursday. Thank you.

Chairman O'Brien

Thank you. Somebody on line.

Alderman Comeau

Somebody with your hand up on Zoom?

Roger Doucette

Roger Doucette, 20 Marshall Street. Yeah the barriers I think they've got to go. In the years, you know, the first two years the City of Nashua spent anywhere close to \$250,000 to \$300,000 on paying for the barriers to go up, lost revenue and parking, really? Now you look at it also like the inflation rate is going up, income tax is going up. I'm sure there's property tax in Nashua that's gone up. Price of food's gone up, utility bills are going up, everything is going up but everybody's paycheck. So why should we foot the bill for people that want to eat out there? If they want to eat out there, than the restaurants should pay for it and if they don't want to pay for it, no one gets the barriers. It's very simple. We are very tired of paying for everything. You know that's the time is now is let's get rid of stupid things. Even like the islands in the middle of Main Street, get rid of them. It would be easier for the fire trucks, ambulance, and police to get through. I don't know whose dumb idea that was but those have got to go too. That is all I have to say. Thank you.

Chairman O'Brien

Thank you.

Paula Johnson

Good evening. My name is Paula Johnson. I'm a little bit winded. I just came from my budget meeting. I'm short, what can I say. Thank you Alderman, I appreciate it. I'm still thinking budget at the School District.

I want to say thank you for allowing this hearing to go on. My problem is here last year I made complaints to the city, to the Mayor, and to the Governor's Council on disability, and I've made other complaints. You have taken the handicapped spots away for people who have a disability. I own a plate on my car because I have a disability. My daughter and I drove down Main Street and she sent me the pictures and the handicapped spots that were taken away they were never put back. To hear Mr. Cummings say that last year ADA accessible we were proud of what we've done. We had those

ramps. Ramps are not parking spaces for people who have a disability to come down and visit the stores and restaurants. How dare you take these spaces away from people who need them more than anything? I'm shocked, oh not really, I'm appalled that he says "well relocate them". Because I listened to the meeting and started writing down your words verbatim Mr. Cummings.

I'm also shocked with what has been said about the fact that parking revenue and the last caller talked about money we keep losing. We can't do \$250 more for Veteran's because that's lost taxes, but we can lose revenue for the people here in the city because it was the parking meters that paid for downtown. I remember when we put them on and those new meters back when I sat on this Board and Alderman Wilshire cause I'm sure remember because the meters paid for the downtown parking and all that. So we're losing between \$30,000 to \$45,000 of revenue - meter revenue. That's a lot of money to lose a year. We are giving everything away for free. How much did it cost us to stripe for the bike paths down there? How much did it cost for us to paint graffiti on barriers and that we move them, we put them back. This year we're going to let it be done in-house. It should have always been done in-house. We're paying people in Public Works. They did the Main Street project with Donnalee didn't they? We tied them all up. But that was okay, it didn't cost us any additional money because we did it in-house but now we're losing between \$30,000 to \$45,000 in revenue, \$5,000 to \$8,000 in three years in parking violations, and we've got these budgets coming before us.

Alderman Comeau

30 seconds

Paula Johnson

Am I done?

Alderman Comeau

30 seconds

Paula Johnson

So your budget is going to come very shortly because we are doing our budget in the School District, and I'm talking regarding myself nobody else from on the Board, but take the look at the people who have a disability because Alderman Moran talked about that about wheelchairs and walking devices but you know what it means nothing if you don't have any place to park. I for one am not going to come down because I'm not going to ride around to try to figure out where I can park. There is no parking downtown. Remember your disabled people. We pay taxes here too. Thank you.

Chairman O'Brien

Next?

Charlene Celesky

Charlene Celesky, 9 Hill Street, Nashua, NH. Again, I'm here to reiterate I'm not for the barriers. Not that I'm not for the success of restaurants, I work in one but I would like to say that I really think this should have been made more public than it was. I think it could have been a ballot option for the residents to have a say and I think that is something that you need to consider when you're talking about expanding into a destination. I've been very vocal about it. I don't consider Nashua a destination. I consider it a gateway. It takes you from one place to the other - north to south and over the river. There is nothing for me to bring my family too downtown as there was 44 years ago when I began my residency here. My kids were educated here. I have eight grandchildren. We had duck races. We had parades. Where will the parades go? Will there ever be a parade again if Nashua's downtown is blocked off? All that time from May to November where there's no cars allowed. No parades, is that what we're going to do? No more America?

I'm frustrated with it I've got to say. I've paid taxes a long time. I feel I'm well informed and I appreciate you people that give your full attention and listen and I don't appreciate the people that are rolling their eyes and looking away when someone is talking. It's just beyond me. I really would like to see this go on a ballot, a special election, for the people to have a say. I still think that if the sidewalks are going to be used that if you are going to expand out, then you need to charge a fee to expand to that. If you're a business owner, you do that. I work in the south end. I can't take my

restaurant space out onto Daniel Webster Highway and ask people to put barriers out so I can pass out the food to people going by.

The emergency access is a problem for me. I think everything is the horse before the cart that started long ago with somebody that said this started 27 years ago - destination downtown. We haven't had anything that has to do with families. This has all been the focus. What are we going to do to get the city up and running? What are we going to do to make it welcoming to the people that live here? Because I can tell you if I didn't live in Nashua, I wouldn't be saying "oh, let's go to Nashua. It's a destination". For what? I've been very vocal about it. We don't have history. We haven't done what Lowell has done. We haven't done what Portsmouth has done. We're not Portland, Maine. We're a small city that's a gateway and I appreciate everybody's hard work that has not succeeded in all of this. I'm sorry I didn't come to the Christmas...

Alderman Comeau

30 seconds

Charlene Celesky

...ornaments this year. I had to go up to Sunapee to do it in the summer. I just want to say that please really seriously consider the people of this city not just the individuals. If it was put to vote, those individuals wouldn't even have an opportunity to vote on it. You've taken our voice away and I want my voice heard. I want to be understood, and I want to be appreciated, and I want to give business to the downtown. I plan on dying here and not just living here. Please, really, seriously put this back on the table. Thank you.

Chairman O'Brien

Anyone else for public comment? Miss in the tan sweater, I will give you another opportunity if you wish as on the agenda please and thank you. I know some people took a walk in the park on it, but please come forward. I want everybody to have their chance. This is your opportunity.

Unidentified Female Speaker

Does it have to be items on the agenda, she's going to talk about what was said at the last meeting.

Chairman O'Brien

Traditionally as you know, the first comment is items on the agenda.

Unidentified Female Speaker

I'm going to wait (inaudible) is that why you're inviting her back up?

Chairman O'Brien

Well if she wants to make a comment on an item on the agenda.

Cheryl Roy

As I said earlier, I'm back again to show my displeasure at the barriers. Cheryl Roy, Hill Street in Nashua. But I do want to address comments that were made here from a person on this Board that were totally inappropriate, totally inappropriate. I'm disgusted. He was rude, ignorant, and made rude, ignorant, biased comments as far as I'm concerned. He apparently disregards citizen's concerns for response times of police and fire. His solution to that problem was shrugged off as "they'll figure it out". He felt it important to remind us that no one has died in the past two years with the barriers up. I guess we just can assume it won't happen so we shouldn't worry about it. He used comparisons totally unrelated to the accessibility of police and fire downtown to Christmas on Daniel Webster Highway and traffic on Amherst Street. Maybe somebody should tell him there are plenty of places to pull off on Daniel Webster and on Amherst Street to get out of the way of police and fire vehicles. Not with a two lane road through Main Street downtown.

And then the worst was he felt as though he had to really go low and say that the people that were against these barriers

are also the people that didn't want to wear masks. How dare you? How dare you? You don't know who...

Chairman O'Brien

Miss - I'm going to end it right there. This is not on the agenda and I warned you.

Cheryl Roy

This is about my opinion on...

Chairman O'Brien

You're entitled to your opinion. If you want to wait til the end of the meeting, we will listen to your opinion

Cheryl Roy

Right, I am. That's what I'm saying. I'm giving you my opinion on a certain person. It shouldn't be allowed.

Chairman O'Brien

Ma'am this is not the format for that.

Cheryl Roy

I didn't think that was the format...

Chairman O'Brien

Ma'am please don't argue with the Chair.

Cheryl Roy

What's that?

Chairman O'Brien

I'm asking you please do not argue with the Chair. Thank you ma'am. Anybody else for public comment?

Billy Fokas

Thank you Mr. Chairman. Billy Fokas, 185 Main Street, Nashua, NH. I'm going to try to make it short. I think you all know that I'm for the outside dining. I've been here 62 years on this street. I've never seen downtown so vibrant, and alive, and I think what we've done is amazing. I think it's a benefit to the retail stores. We are bringing people downtown, getting them to expose our beautiful downtown.

I have to agree with Gary Wingate. I think there is compromise and I've always been all about compromise. I think the idea about the Bank of America block with Jessica saying they don't need that, we are going to get more parking downtown. And again with the compromises that we've made in the past, we have made that happen. I encourage you, and again I feel like the vocal minority here tonight, but we all know how I feel. Use your heads. Do what you think is best for the greater downtown Nashua. Thank you very much.

Chairman O'Brien

Thank you. Anybody else for public comment? Thank you. I'm going to close this portion of public comment and now we can move onto the items on the agenda. Just to reiterate, the items that are on the agenda if we should come to a conclusion at any particular time, any member of this Board may call for a vote of the Board for a recommendation that will be made to the full committee. At that particular time, we will thank the citizens who have volunteered for this committee and we will reconvene as the Committee of Infrastructure and PEDC to vote on the recommendations of the

combined board with the citizen group. We'll make that recommendation to the full Board. That is the intention if it should happen this evening.

If not, again, at the conclusion of this meeting, I will call for an adjournment of this committee and then call into order the combined committee of Planning and Economic Development and Infrastructure and then seek a motion to adjourn immediately because the item will remain on the table at that particular time. Okay. So if everybody has that format, I say tally ho. Question?

Alderman Cathey

Yes thank you Mr. Chair. I know that you have a nice organized list here and I do appreciate that.

Alderman O'Brien

Yes, please read it.

Alderman Cathey

I did. If I may, I would like to ask a question through you to Mr. Cummings for clarification if I may.

Chairman O'Brien

Why don't we let Mr. Cummings go through the presentation because there's going to be questions. Does your question involve with the barriers and the format of this evening?

Alderman Cathey

It was regarding something he said about logistics last week and I just want to make sure I heard him correctly because I don't want to misunderstand him and then ask questions later.

Chairman O'Brien

I'll allow it.

Alderman Cathey

Mr. Cummings if I understand correctly, there needs to be some room between the barriers and the travel lanes. So for instance, a barrier could not sit on the outside edge of that door opening area because that would directly abut the travel lane. So there needs to be some room between a barrier and the travel lane. Is that correct?

Tim Cummings, Economic Development Director

Yes, that's correct.

Alderman Cathey

Do you know what that – just some sort of space?

Tim Cummings, Economic Development Director

Correct. I believe that was Dan Hudson who made that reference at the prior meeting. What I believe he was suggesting was or at least if my recollection is accurate, there was a suggestion that we had space because of a "bike lane" which was actually more aptly described as a shoulder would create enough space to allow for the outdoor extended dining to be solely in the parking spaces. What Mr. Hudson and I were trying to call your attention to was not necessarily accurate because there isn't the amount of space that you might be thinking that is there and because you would be using the new Jersey barriers, which has about a 2-3 foot base, you would actually have to encroach into the travel lane or if you were to set it back as being suggested, you would encroach so much into the parking space you actually wouldn't really be able to use it from an operational perspective.

Alderman Cathey

Thank you.

Chairman O'Brien

Yes, Alderman Thibeault?

Alderman Thibeault

I just want to clear one thing up and get the elephant out of the room before we begin this so we can move onto the things we need to. I don't want my comments last week to really derail...

Chairman O'Brien

Alderman Thibeault can you yield to the end of the meeting with that because I really want to get on topic. I

Understand. People took, and I'm sympathetic, people took wide liberties not going on the agenda.

Alderman Thibeault

I yield Chairman.

Chairman O'Brien

And it was duly noted by this Chair.

Alderman Thibeault

I still yield. Thank you.

Chairman O'Brien

I think we need to carry on forward to do the people's business. I cannot control unfortunately what...

Alderman Thibeault

Okay, that's fine. Go to it.

Alderman O'Brien

Thank you and I thank you for your courtesy Alderman.

Okay let's get right to it. Before us is I think we discussed at the last meeting we're going to go map by map and look at the particular areas. Now when we go to the sections, you might see some of the further items down the list on the agenda may be related and I will allow you to bring them up to basically discuss at that particular point. But again, I really want to try to move this along. I don't think that at this particular point in the committee's existence and we do have the target date if this is going to start then I think we can come to some conclusion if not tonight then some subsequent night. So let's get to work folks, alright? Director Cummings can you bring up a map what we will call "map 1".

Tim Cummings, Economic Development Director

Yes, map 1 Mr. Chair. I just showed it on the screen here.

Alderman O'Brien

Yes can you do us the favor that you did before? Can you bring that up bigger?

Tim Cummings, Economic Development Director

Yes, certainly.

Chairman O'Brien

Yeah, there you go. Thank you Mr. Cummings. Except we lost the geographic where map 1 so could you just mention that in your highlights?

Tim Cummings, Economic Development Director

Sure. So here we are here. Really this is the Railroad Square area that I'm focused on right here. There was really no real changes from last year to this year as what's being presented. At one time, we had it on the other side of the parking lot abutting the Hunt Library but we moved it over to closer to the restaurants. We did that between '20 and '21 or at the end of '21 I should say. So really no changes from the logistical lay out from last year as proposed.

Chairman O'Brien

Any questions by members of the Board. Yes?

Ruth Boland

Are there any handicapped spots in Railroad Square?

Tim Cummings, Economic Development Director

Yes.

Ruth Boland

And they're still there?

Chairman O'Brien

Yes.

Tim Cummings, Economic Development Director

Actually Mr. Chair, I apologize. I wasn't going to do this but since it was brought up, I just want to correct the record on something if I may. I am going to stop sharing my screen and go to a different screen. I think this is really I guess important to the conversation at hand to make sure just for educational prospective. So I'm going to the GIS map that we use internally to help navigate the conversation and so right here, I don't know if you guys can see my cursor right here, I'm going to click on it and look at that it says "relocated handicapped spot". That was a handicapped spot that's currently in existence. We recognize it's behind the barrier. It was suggested by a previous speaker that we weren't sensitive to these considerations. We relocated that and you'll see it's proposed as "new handicapped spot" and so we have taken that into consideration. We fully recognize the fact that we need to provide handicapped parking. This plan does do that. Thank you.

Chairman O'Brien

Director Cummings a question from the Chair if I may to you? According to the State of NH RSA, every parking space is a handicapped spot. Am I correct in saying that?

Tim Cummings, Economic Development Director

That's correct, Sir.

Chairman O'Brien

And they are in full entitlement of all benefits granted even though it's not marked as a handicapped spot?

Tim Cummings, Economic Development Director

That is correct, Sir.

Chairman O'Brien

Thank you.

Tim Cummings, Economic Development Director

So I'm going to go back now to my previous screen which we were using for helping to facilitate this conversation. So, again, to answer that very specific question, we are preserving all the current handicapped spaces in Railroad Square. Thank you.

Chairman O'Brien

Alderman Cathey?

Alderman Cathey

Thank you Mr. Chair. Mr. Cummings could you give me if you can an approximation of how many parking spaces are being used by all those barrier spaces?

Tim Cummings, Economic Development Director

I have not counted those spaces.

Alderman Cathey

Best guess?

Tim Cummings, Economic Development Director

I would say four in the front.

Ruth Boland

There's two there. I get coffee there every morning.

Tim Cummings, Economic Development Director

Okay so two. There is no parking that occurs along the side here and I believe that there's just two spaces right in here. And again, I want to just kind of point this out. So right here this corner here, so we're very sensitive to this corner because we know there is an automobile use that's actually right behind it. We will do what we can to preserve the parking that is right in front of the automobile shop because we worked through those issues in the past. I raised that just because I know we have dealt with this issue in the past.

Chairman O'Brien

Director Cummings can you pan out just a bit so Alderman Cathey can look to see the municipal parking lot and the parking on Canal Street as well that is unaffected by this barrier process.

Alderman Cathey

My question is unrelated to that and will come full circle later on in the meeting.

Chairman O'Brien

But Director Cummings, can you point out the parking of Canal and the Railroad Square vicinity?

Tim Cummings, Economic Development Director

So this is Canal right here.

Chairman O'Brien

And that is all parking correct?

Tim Cummings, Economic Development Director

All right here. All this is on-street parking right here.

Chairman O'Brien

Any other questions? Alderman Dowd.

Alderman Dowd

I just want to point out that Abbott Street, I think that's Abbott Street.

Chairman O'Brien

Clinton Street.

Alderman Dowd

Clinton Street is one-way.

Chairman O'Brien

Yes it is. It's one-way from the north to south. Any other further questions? Yes, Commissioner Shea.

Commissioner Paul Shea

Thank you. I just have a comment. First of all, I've been late to these last two meetings.

Chairman O'Brien

We've noticed.

Commissioner Paul Shea

And it's not a matter of disrespect or tardiness. I work evenings and I've done my best to be here as soon as I can. So with that being said.

Chairman O'Brien

That's fine.

Commissioner Paul Shea

So the one comment that I have and this is something that I've thought of from time to time, we've got Lowell Street there. There is free parking on Lowell Street. It is a single lane of traffic. It is quite wide. I don't know that we have diligently evaluated that street for the possibility of diagonal parking in that stretch of road. It's not a make or break issue. I just want to bring it up while we're talking about this area. I would really like us to look at Lowell Street and see because for per linear you get something like 24% more parking when you go diagonal versus parallel. So I would really like to see us have Lowell Street potentially if it's feasible be adjusted to have diagonal parking on one side, probably the south side because I think you'd get the most per foot area of parking to adjust it to that configuration.

Chairman O'Brien

Commissioner Shea your point is well taken but however, I feel that it is beyond the scope of the limit of what we're supposed to focus on by this Committee. But I think as we look, we are conducting a parking study and I think that would be most certainly addressed at that particular level.

Tim Cummings, Economic Development Director

That's correct Mr. Chair. I'd also like to say that we actually have submitted to the State a State Transportation Improvement Project which would look at this Lowell Street area, Canal Street area, and try to do exactly what is suggested by increasing the amount of parking and increase the type of supply in traffic flow for the whole neighborhood.

Commissioner Paul Shea

Thank you.

Chairman O'Brien

Any other further questions on map 1?

Alderman Thibeault

I thought we were just looking at Foodies. What's this yellow section at the bottom that is on map 1? Is that extending dining from the old BBQ place?

Tim Cummings, Economic Development Director

Down here. So if we're ready to move on down here, yes Mr. Chair.

Chairman O'Brien

Yes, please. I forgot I made you blow it up and I didn't see that.

Tim Cummings, Economic Development Director

All right, so again, down here is the southern end and again this is the area where we would start the narrowing. It's been previously explained it has to happen before the street light intersection. A couple of traffic calming type of details out here prior to entering into it. This is essentially what is being proposed. I can move onto the next map if you'd like.

Alderman Dowd

Just to reiterate where that yellow barrier is, there are three lanes to the right of it, is that correct?

Tim Cummings, Economic Development Director

Correct.

Alderman Dowd

Two going north, one south?

Tim Cummings, Economic Development Director

Correct. Actually you have four lanes.

Alderman Dowd

You're just getting out of the turning lane.

Alderman Cathey

I have a question maybe for Alderman Klee because I think it's her Ward. Has there been any response from that building where there's apartments above River Walk, and the Thai place, under some apartments up in that building. I don't know if they used the parking in that parking lot and they've had any responses from the rooming house? Thank you.

Chairman O'Brien

Actually Miss Boland you had your hand up? Go ahead.

Ruth Boland

So back down a little bit again. At the top there, there's not an open business there right now? Is that going to be a restaurant that we're going to have barriers in front of or is that an open business right now?

Tim Cummings, Economic Development Director

There is not an open business right now, but for the last couple of years we've been hearing that a chicken restaurant – a chicken and - the name escapes me, but yes there will be a certain type of chicken restaurant that is looking to go into here at some point.

Ruth Boland

So that's not the chicken restaurant that just went into the Darrell's Building is it?

Tim Cummings, Economic Development Director

This is the Darrell's building.

Ruth Boland

The pink one up there. No?

Alderman Comeau

That is a parking spot.

Alderman Jette

She's talking about Riverside.

Alderman Comeau

North of the river. Purple spot?

Tim Cummings, Economic Development Director

Okay, so you're talking about right here?

Ruth Boland

Yes.

Tim Cummings, Economic Development Director

So that is under a lease agreement to be built out as a restaurant. My understanding is it's supposed to be a BBQ restaurant and it's been under construction for about two years now. There is no plans to put any type of outdoor dining in that area. I've spoken with the building owner and his attorney and they understand and that's what they...

Ruth Boland

Then why is there...

Alderman Jette

What's the purple? Ask him what the purple is.

Ruth Boland

What's the purple?

Tim Cummings, Economic Development Director

It's a proposed handicapped parking spot.

Ruth Boland

Oh okay. Purple vs. pink. Thank you.

Chairman O'Brien

To Miss Boland and to the general public, keep in mind that the riverwalk development is going on the bus side of the river and I'll call it the former Riverside BBQ. Director Cummings can you mention how that may be incorporated in the Riverwalk Project?

Tim Cummings, Economic Development Director

Okay so this is, again, the former Riverside BBQ. We have plans to build out similar to what you see over here on Peddler's Daughter. A cantilevered structure in and along here that would allow for pedestrians to walk along the river's edge right here and we fully would anticipate that just like the way Peddler's Daughter takes advantage of the cantilevering, we would hope to encourage some sort of activation of that area with some sort of outdoor dining of some sort.

Chairman O'Brien

The point that the Chair is trying to get to, it may lead into a minimum impact of outdoor dining maybe in that area where they had the option similar to Peddler's Daughter with the thing. Yes Alderman Moran?

Co-Chairman Moran

A couple questions. Why can't Peddler's Daughter use the bridge?

Chairman O'Brien

They can use the bridge.

Co-Chairman Moran

They can.

Chairman O'Brien

Yes.

Co-Chairman Moran

Do we need to include that in this?

Chairman O'Brien

It's already been worked.

Tim Cummings, Economic Development Director

If I could speak to that. It's because there is a fine line as to the role of the Board of Aldermen as opposed to the Board of Public Works and what they have jurisdiction over. The Board of Public Works I've had conversations with them. They have not in the past but speaking to the Director of Public Works, she is open to the idea to allowing for some sort of dining on the bridge because that's the right of way in that area.

Co-Chairman Moran

I'm glad to hear that because the owner was very upset that we took space away.

Chairman O'Brien

This has Mr. Kineely his approval. Yes, he would like to have on street but he realizes the traffic jam. When explained to him, he is as much a valuable citizen and willing to yield and make the compromise to which he did and I thanked him for it. But he understands that that created a traffic back-up. By freeing up that intersection, and we can talk to the traffic engineer - Dan Hudson is on the line, and we can bring him in the future but basically as with conversations with the Police Chief is we feel that this will eliminate the northbound congestion.

Co-Chairman Moran

Oh yea. I think a lot of people are on board with that.

Last follow up question I have for now. You're saying this yellow space is the chicken restaurant?

Tim Cummings, Economic Development Director

Yes.

Co-Chairman Moran

Is it new? Do they need the space is what I'm getting at?

Tim Cummings, Economic Development Director

So I want to be clear. There's going to be no proposed extended outdoor dining.

Co-Chairman Moran

Oh, because he says public seating area highlighted in yellow.

Tim Cummings, Economic Development Director

This is for the narrowing of Main Street. So I don't believe that there will be any extended outdoor dining where if you can see my arrow right here.

Co-Chairman Moran

I hear you but the key at the bottom says public seating area. That's what caught me off guard. See the yellow?

Chairman O'Brien

To facilitate the conversation, we are looking for this year and this year only. I don't think any additions are going to be done to this other than the aldermanic changes. So therefore, next year's project they'll have to make the proper inquiries so that it can be planned around. Alderman Klee?

Alderman Klee

Thank you Mr. Chairman. I just want to clarify to what Alderman Moran was speaking. The public seating - there are benches that are there. I think that is what was being referenced was that there's a little bit of public seating kind of in that area, not outside dining.

Co-Chairman Moran

I'm glad you were here Alderman Klee.

Chairman O'Brien

I'm going to refer back to Director Cummings just to make sure what I said was accurate.

Tim Cummings, Economic Development Director

Yes and actually Alderwoman Klee said just what I was about to say.

Alderman Dowd

I just want to point out that if you go back up - that restaurant on the west side across from Peddler's has a deck in the back for outdoor dining.

Chairman O'Brien

Yes, thank you Alderman Dowd. Alderman Cathey you had your hand up?

Alderman Cathey

He answered my question.

Alderman Klee

It speaks to this and to the next area. I know when we see the next area, we're not going to see barriers there so the shrinking here or the narrowing here if you could explain why the need when there's not going to be barriers in the next block? I think everybody would appreciate to hear that. Thank you.

Tim Cummings, Economic Development Director

Yes and actually Dan Hudson, the City Engineer, is on so he could probably speak to this in better detail than I could but it's my understanding in speaking with him that from a public safety perspective it is the preference and the recommendation to start prior to the traffic light that is at the intersection of Water and Main to start the "narrowing". Doing it post, that traffic light would cause some conflicts because you'd have the lane end and the lane would end in a certain area that would not allow the traffic to move back over with probably enough time or from a safety perspective. So that's why the narrowing needs to occur before the traffic light.

Chairman O'Brien

Mr. Hudson are you on?

Dan Hudson, City Engineer

Yes, Mr. Chair.

Chairman O'Brien

Michaela can you give, if you haven't already, Mr. Hudson the City Engineer access to chime in at any particular time because I consider him part of this discussion. So if you could do that please? Do you have a comment on that lane droppage at Canal and Main?

Dan Hudson, City Engineer

Sure. I'll just make a couple of points to clarify. That seating area that we were just talking about, that's a right turn lane normally during the rest of the year and then those two through lanes. In order to block one of the through lanes, it makes sense to close the right turn lane and then convert one of the through lanes to a right turn lane. So that's what that figure reflects. The reason to do it there is we need to do a merge so you have two lanes of traffic merge into one. You need to do that with some cones/barrels that type of thing. It takes a little bit of a space.

The next logical place to do it would be at an intersection of Factory Street. That's not a great place because Factory Street is a one-way. So you can't, for instance, turn one of the through lanes into a right turn lane there because they're not allowed to make that right turn. You'd also don't want to do that merging in that block because then you have cones or barrels trying to create that merge and they're conflicting with parking or other operations there. So it made sense to us at each end of Main Street to try to do the merge in the least impactful area in terms of impacts to abutting uses. So that's why it's done on the bridge on approach to Water Street.

Alderman Comeau

Thank you Mr. Chairman. Mr. Hudson if I could clarify a couple of things or maybe just help me understand. I understood the need for the traffic calming when in previous versions of the plan when the barriers extended all the way to Water Street but if my understanding is correct at the next block, we're not having barriers until we get almost all the way to Factory Street anyway. I understand what you just said, but I'm having a hard time understanding why we can't narrow to one lane approaching Factory Street. If the idea is that doing it here will keep the traffic from backing up down there, isn't it just going to back up to Canal Street here? You're just moving it a block further north. The right turn onto Water Street won't be an issue at the Factory Street intersection because those people will have already exited to the right at Water Street.

Dan Hudson, City Engineer

If you don't provide any traffic calming in that block between Water Street and Factory Street, then we're doing a lane. If we do the lane merge where I suggest, then you have one lane through. Then you open up to two lanes and then it converges back to one lane. So that's what we don't want to do. I see what you're saying. A fair amount of traffic does turn right onto Water Street so you're suggesting that merge into two lanes to one lane at Factory Street might be possible. I would just say that, again, in order to do that, we need to put some barrier or cones to create that merge and that is going to necessitate doing that barreling and coning across parking spots effectively blocking them so there it will be an area where you can create a merge. You'd be dropping a lane and that would be happening from the parking spots right in front of businesses versus parking spots on the bridge. So we just felt it made more sense to block parking spots on the bridge than spots in front of businesses.

Alderman Comeau

If I could follow up Mr. Hudson. I wasn't suggesting going to one lane, and then back to two, and then back to one. I'm just suggesting that maybe we can just wait to go to one until we get closer to Factory Street. I understand your point about putting barrels or cones out in that block between Water and Factory, but my understanding is we're going to be doing that anyway because those parking spaces are supposed to still be available. So we're going to have some sort of cones or barrels on that block anyway. I'm just failing to see why we have to do the traffic calming north of Water Street if there is not going to be any barriers until we get to Factory Street anyway.

Dan Hudson, City Engineer

Yeah I understand the point that you're making and the trade-off is what I said. If there is any spot – the remaining blocks and spots to create the merge closer to Factory, but if that's the Task Force's will and wish, I don't believe I have any objection to that.

Alderman Comeau

Thank you.

Alderman Lopez

Mr. Chair.

Chairman O'Brien

Yes.

Alderman Lopez

Sorry I wasn't sure how to raise my hand on this. I just wanted to point out that it may not be a good idea to put block parking on Factory Street particularly because that is where a lot of the parking is contested and business owners have been pretty clear that they would like to remove it.

Commissioner Paul Shea

Thank you. To add to Mr. Hudson's kind of conversation about the tradeoffs, I can speak from experience as far as driver behavior goes in that area. Often times what you have is people coming south on Main Street who have got the green light at Canal and they are trying to get through to the next light. It creates a challenge at the cross walk there. When the Farmer's Market was on the bridge, I sat there for many, many hours and watched people almost get dinged there and so with that in mind, I think from a driver behavior standpoint it also makes a lot of sense in addition to the trade off in terms of like what you're block off because if you calm the traffic as people come to kind of this north entrance to the dining zone, then you have people in that state of mind as they're approaching the subsequent blocks. So that is just another piece that I think is worth raising.

For the Laton House, it's just worth noting there's a couple of parking spaces - maybe 6 or so that are dedicated to that building. So they do have some of their own dedicated parking. I want to say it's signed to indicate like it's the nighttime that they claim the spot. It's like a bit of a give and take to help benefit the business that operate during the day time but they do have that going for them.

I have a question for Mr. Hudson if I may? So in front of USA Chicken and Biscuit - it's going to be a great business - so we have this area here and we have this giant sign. I have to wonder and I've spent too much time looking at the MUTCD Handbook. I have to wonder because I had to do flagging training and all of this stuff for staff for events and things. In any case, so Mr. Hudson can we satisfy MUTCD Standards for this merger without having a giant sign that looks like a construction zone?

Dan Hudson, City Engineer

So we had a couple of signs. We had a message board I think the last two years explaining that lane reductions to support outdoor dining, as well as a merge sign, and then some barrels basically to create the merge, and the barrier. So yeah I understand. It looks a little about a construction zone.

Commissioner Paul Shea

Sorry to interrupt. So the one sign in particular that I'm talking about is the 8 foot by 10 foot message board sign. Can we satisfy the objectives with some alternate choice or the complete removal of the signs at the north and south entrance to this area?

Dan Hudson, City Engineer

I believe we probably can. We do need the appropriate merge signs to give advance warning with the fact that there is a lane drop but I believe we could do that without the large message boards.

Commissioner Paul Shea

Thank you. Mr. Chair I know this is kind of laid out and we're not trying to nitpick on items. Just that one particular thing I don't know if there is an opportunity to discuss that and the will of this group, so these message board signs. They're 8 foot tall by 10 feet wide. They have lights on them that light up and say "outdoor dining road 2-way traffic" something like that. It's six times the size of this television and it's not a very welcoming sight. I think from a perception standpoint and public feedback about the atmosphere that the signage produces and concerns that it looks like a construction zone, or a war zone, or whatever, I feel that if we can take these signs out as they're the first thing that you see when you come

downtown and it looks when you see it from 200 feet away, it looks like you're coming onto the overhaul of 495. If we can take that and get rid of them. I don't know if we can have a discussion on that.

Chairman O'Brien

I understand where you're going but those signs that you're talking about, I think we own them. And so to get something else would be a burden on the taxpayers.

Commissioner Paul Shea

So Mr. Hudson if I could ask follow up question? Would you see a large material cost in an advanced lane merger sign above and beyond maybe a couple hundred dollars? My understanding is it would be a diamond shaped sign standard size and ends. I'm not talking about replacing them with something fancier, and full color, and advertisements panning through. I'm more so talking about replacing something that probably costs a lot to deploy, costs a lot to maintain, costs a lot in terms of keeping the power going on it for 8 months of the year or 6 months out of the year. Mr. Hudson would it be a simple diamond shaped advance merger notice sign that you would need?

Dan Hudson, City Engineer

Yes, that's correct. The MUTCD provides specific layout for a merge sign and that's what we would use just the standard sign. Also if we changed the lane configuration which we do by dropping a right turn lane or actually dropping the through lane, then we'd have a laning sign as well. We had all those signs last year but what you're suggesting is simply removing the large message board sign which really is supplemental to the other regulatory signs. Another nice thing about the message boards is that you can see it from a long ways away too. But we're coming into the third year into it, so people are familiar with the pattern. I don't think it's going to catch anyone by surprise.

Chairman O'Brien

Okay so the recommendation from you is try to get by without the message board?

Commissioner Paul Shea

Yes.

Chairman O'Brien

Okay, I'll write that down.

Alderman Dowd

I agree with Commissioner Shea. I think one of the things that people had a problem with is the appearance of the downtown and I think those message boards are a detriment as far as visual acuity. So I would agree with him to all extents possible get rid of those signs and come up with better alternatives. I guess if that's going to be addressed as part of this, we should probably make that as one of the suggested changes to map 1 when we move onto map 2.

Chairman O'Brien

Agreed. These are transient signs. We could put them in like this if we needed them. Alderman Comeau?

Alderman Comeau

Yes, thank you Mr. Chair. To follow up with what Alderman Dowd and Commissioner Shea just said. A question for you as far as the process. If we have suggestions for each particular map, are you looking for motions?

Chairman O'Brien

Oh yeah.

Alderman Comeau

Are we going to do that all at the end or is that something that would be appropriate...

Chairman O'Brien

No, I want each section approved and get to the final vote. We have people here - I'm not trying to push this through fast, but we have citizens who are donating their time and we have to be aware of that in all courtesies. So my objective is to get it done accurately and correctively and so that's why.

Alderman Comeau

So if a motion is in order, than I would move to remove the message board signs from north and south end of Main Street.

MOTION BY ALDERMAN COMEAU TO REMOVE THE MESSAGE BOARD SIGNS FROM NORTH AND SOUTH END OF MAIN STREET

ON THE QUESTION

Alderman Gouveia

Thank you Mr. Chairman. I would agree with the past speakers. When I put my marketing cap on, it definitely looks a lot better without the big signage board. We could do something a little bit better in my opinion and I think this would adequately.

Alderman Jette

I think the message is no to the message board.

Chairman O'Brien

That's why I'm getting it.

Alderman Cathey

Thank you Mr. Chair. Question to Commissioner Shea. Since your familiarity with Great American Downtown do you think they may have any interest in supplying a prettier sign so it's not a taxpayer expense?

Chairman O'Brien

Alderman Cathey there's a motion and we're discussing the motion not seeking funding. Thank you.

Cathy Cardin-Smith

I very much agree with that but I also while we're on the issue, we had a lot of orange barrels everywhere and is that something we can add to that motion or do we need a second motion?

MOTION BY CATHY CARDIN-SMITH TO LIMIT THE USE OF THE ORANGE BARRELS

Chairman O'Brien

Well we can ask that question to Mr. Hudson. Mr. Hudson do you need barrels?

Dan Hudson, City Engineer

You don't need barrels per say. We do need to merge, but what I would like is something that is reflective at night. There are other ways to do that. You can do that with reflective tape. Reflective tape on a different type of device but we do need something that people can see at night that identifies the pattern and hazard per say of the corner of the barrier. We want to make sure that's visible.

Chairman O'Brien

Okay. Just for my complete understanding, will you need barrels at first and then looking for something better or we don't need the barrels?

Dan Hudson, City Engineer

What we have done each year is put a barrel at the beginning of each barrier to provide that reflectorized visible warning so it doesn't have to be a barrel but if we need something, I recommend that we do something similar. Something reflective or reflectorized. I don't know what that is other than some other type of barrel or cone or something that is a little more attractive.

Chairman O'Brien

Director Cummings do you have a clarification?

Tim Cummings, Economic Development Director

I do but I didn't know if a question is going to be asked because I can wait until after the question is asked.

Chairman O'Brien

Okay then we'll take the question. Miss Smith?

Cathy Cardin-Smith

So is this something that we can put reflective material on the barriers and have it be all one uniform?

Chairman O'Brien

We have a motion before us. Now if you want to put no barrels as part of your amended, make that an amendment to no message board and limited use of the barrels. I will accept that as an amendment to the motion.

Tim Cummings, Economic Development Director

And I can answer the question that was just raised.

Chairman O'Brien

Please answer it.

Tim Cummings, Economic Development Director

So if it's the pleasure of this body, I can show you some examples of what the New Jersey barriers could look like and we specifically showed an example with a white stripe of reflective tape on the barrier that would satisfy, I believe, Engineer Hudson's concerns and would address the aesthetics issues. If we end up going with the New Jersey barriers, it would be the intention of Director Fauteux and I who I actually had a conversation about this just this morning. We would be looking to add that reflective tape onto every single barrier as well as painting the barriers a solid color. I know we are going to discuss this later in the agenda so I'll leave my comments there but our intention would be to replicate what was in the word document that I sent around which is a solid color, royal blue, dark navy blue, something of that ilk with a white stripe as previously presented.

Chairman O'Brien

So Miss Smith, do you have an amendment to limit the use of barrels?

Cathy Cardin-Smith

Yes.

MOTION BY CATHY CARDIN-SMITH TO LIMIT THE USE OF THE ORANGE BARRELS

Commissioner Paul Shea

Discussion on the amendment?

Chairman O'Brien

Yes, we'll treat it as a separate amendment and then we'll go into your amendment. Okay? Discussion on limited use of barrels.

Commissioner Paul Shea

Yes, if I may. So last year we had kind of this bike lane and my understanding is we're not having a bike lane. Is that correct? There are 42 inch grabber looper cones with some retro-reflective tape around the top that I think are METCD certified devices. I would further elaborate on this that we still have those, is that correct? And is there an intended use for those without - and so my suggestion would be to in addition I think the reflective tape is a great solution and reduces the amount of devices that you have to maintain and make sure that they're not a - that's a fixed thing as opposed to a parking cone that could walk away by some reckless youth in the middle of the night. In any case I think wherever we can deploy those as an alternate to the barrels as well would be a great use of resources that we already have.

Chairman O'Brien

Before we start saying specific brands and other different things, I would like to leave it up to the experts. You know what I mean and that is the traffic engineer. So I think we can send the direction of what we want and let him determine the particular product that may be of the best. But we can put that into the motion equally as well. So I will entertain that no message board, limit the use of barrels, focusing on the safety and safety recommendation of the traffic engineer. Unless you have something better Alderman Dowd?

Alderman Dowd

We have to act on the amendment to the original motion and then act on the amended motion.

Alderman O'Brien

I'm kind of hoping without objection that we can handle as one whole thing. Alright we'll do it. So we'll call limited of barrel use. Any further discussion? Seeing none.

MOTION CARRIED

Alderman O'Brien

Okay going with no message board.

Alderman Dowd

No, the amended motion now is the message board and the barrels.

MOTION BY CATHY CARDIN-SMITH TO REMOVE THE MESSAGE BOARDS AND REMOVAL OF THE BARRELS

Alderman O'Brien

Okay, but since we have the further amendment, at the discretion of the safety engineer too, he is our expert.

Unidentified Male Speaker

Yes, of course.

Chairman O'Brien

So all those in favor of putting in the...Yes, Director Cummings?

Tim Cummings, Economic Development Director

I just want to clarify, are we speaking to this current motion for just a specific map or is it going to be throughout the entire format?

Chairman O'Brien

I'm willing to entertain this to go all completely through.

Tim Cummings, Economic Development Director

I just want to make sure...

Chairman O'Brien

Once we solve a problem, I'm not going to reopen up the – so I believe in efficiency. So if we get this tackled, we see identifying the same problems somewhere else we'll go. So any discussion on that?

Alderman Comeau

The message boards removed as well as barrels.

Chairman O'Brien

Yup but all at the recommendation of the traffic engineer for safety purposes.

Co-Chairman Moran

And throughout the entire.

Chairman O'Brien

First would it be like I get a recommendation of the traffic engineer to input?

Alderman Dowd

That's a given.

MOTION BY CATHY CARDIN-SMITH TO REMOVE THE MESSAGE BOARDS WITH THE TRAFFIC ENGINEER'S INPUT FOR SAFETY PURPOSES AND REMOVAL OF THE BARRELS

Chairman O'Brien

That's a given. Okay, then I'll call no message boards with the traffic engineers input for safety purposes. I'll call that vote.

MOTION CARRIED

Co-Chairman Moran

I'd like to make a motion to accept the changes or lack of changes to map one and to move onto map two.

MOTION BY ALDERMAN MORAN TO ACCEPT THE LACK OF CHANGES TO MAP 1 AND TO MOVE ON TO MAP 2

ON THE QUESTION

Ruth Boland

We're accepting this traffic calming thing before we've actually done the other maps and assume and figured out whether

or not we need traffic calming because I don't think that we should be assuming that we're going to have extended dining until we get to those maps. We just listened to a whole bunch of citizens who said they didn't want extended dining. So I'm not sure why this body is assuming we are going to have extended dining. That's a pretty big assumption.

Co-Chairman Moran

I think it was the vote of the last meeting that we approved two lanes which is in essence extended outdoor dining.

Ruth Boland

Well it didn't say accepting – it's two lanes - one of two lanes and not have extended outdoor dining. Okay you might want to change that afterwards but I don't think that that vote was us approving extended outdoor dining.

Co-Chairman Moran

I hear that, yes.

Chairman O'Brien

You do have the right to vote on this whole thing when we come down to the end too as the whole process. Who had their hand up? Commissioner Shea?

Commissioner Paul Shea

Yeah it's probably superfluous. I just wanted to note that like as a group we're making a recommendation to this Joint Committee that will meet after us who will then vote to put it to the Board of Aldermen who will vote on it, so our action at the last meeting is not like the defacto ultimate approval of outdoor dining extension. It's just an approval of the conditions under which we are discussing this concept and then ultimately voting on whether or not to approve the concept just for additional clarity. Is that about right?

Chairman O'Brien

Yes it is, thank you. We have a pending motion. Alderman Moran can you just reiterate your motion please?

MOTION BY ALDERMAN MORAN TO ACCEPT THE CHANGES AS AMENDED TO MAP 1 AND TO MOVE ON TO MAP 2

ON THE QUESTION

Alderman Comeau

I was hoping to make a motion myself regarding the traffic calming measures, but instead I will make a motion to amend Alderman Moran's motion to remove the traffic calming measures ahead of Water Street and relocate those further south to wherever traffic determines they are most necessary before Factory Street.

Chairman O'Brien

I think that's a separate - you can do whatever you want but what this body wants but I think you just mixed gasoline and matches. I don't know. The thing is...

Alderman Comeau

We can't approve this map if...

Alderman Moran

I withdraw my motion.

ALDERMAN MORAN WITHDREW HIS MOTION

Chairman O'Brien

Go ahead and make your motion.

MOTION BY ALDERMAN COMEAU TO REMOVE THE TRAFFIC CALMING MEASURES NORTH OF WATER STREET AND RELOCATE THOSE SOUTH ONTO THE NEXT BLOCK AT A LOCATION TO BE DETERMINED BY THE TRAFFIC ENGINEER

ON THE QUESTION

Alderman Jette

Could whoever is controlling the map, could you show the next block so we can see where the traffic calming. Could I ask Alderman Comeau where he thinks the traffic calming would begin and what they would look like?

Alderman Comeau

If I may, Mr. Chair?

Chairman O'Brien

Yes.

Alderman Comeau

If my understanding is correct, that length of the west side of Main Street there aren't going to be any barriers there. So my concern is with the narrowing of Main Street north of Water Street we've unnecessarily restricted traffic in an area that we know is congested. If I recall correctly, Commissioner Shea you spoke to traffic conditions of people coming off of Canal Street turning left. A good majority of those from my anecdotally experience are turning onto Water Street anyway. So if we could keep that intersection flowing, I feel like it would be to the betterment of the situation and I believe even Mr. Hudson, I don't want to put words in his mouth, but when we were discussing this a couple minutes ago I thought he said that if we determine that was the right thing to do to move it closer to Factory Street that they would not have an issue with that but again, I don't want to put words in his mouth either.

Just looking at the map, I feel like there is an opportunity where we don't have barriers until almost the very end of that block to narrow the lanes further south somewhere in that area and that's why I said in my motion location determined by traffic engineer.

Tim Cummings, Economic Development Director

I just want to clarify the comment. I believe what City Engineer Hudson said is that we have the potential loss of parking spaces in front of some businesses if we were to go in this direction and the committee just needs to be cognizant of that. If they are willing to have that trade-off, then yes this would be something you could do. I wouldn't begin to suggest where those parking spaces would be at this time. I'd want to consult with Mr. Hudson but yes that's essentially what would happen.

Chairman O'Brien

At this particular time I do have a couple of Aldermen - Alderman Lopez and then Alderman Klee. I want to give the opportunity to the expert, our traffic engineer Mr. Hudson. Would you like to divulge on the matter?

Dan Hudson, City Engineer

I think my previous statements were summarized correctly. If we're going to do a merge that takes some space where there won't be barrels but we'll use something else to develop that merge and then we need to sign that in advance. So you're probably going to lose a few parking spots at the point of the merge and also where we place the advance warning signs. So that's the trade-off and I agree with Mr. Cummings that we need to go back and take some time and try to draw that up and see what exactly what the effect is.

Alderman Lopez

I just want to put maybe a more of an explanation point on my concerns from earlier. That block would literally be the block the block that has been petitioning heavily against removing their parking. So I don't think we're doing them any favors to say okay we're going to reduce the extended outdoor dining programs in all of these different areas and go through this whole process and then say but we're going to put a lane merger in front of your store instead because those businesses are - Sub Zero is on the corner of it, and then there is I think it's Fiesta Pizza, then the Flight Center, and then Wingate's. So that block has been pretty clear that they would like minimal disruptions. The plan does include parking for them so. The previous block seems like it's a more logical place to put any kind of traffic calming stuff if it's going to obstruct parking.

Chairman O'Brien

Thank you Alderman. Alderman Klee?

Alderman Klee

Thank you. I'm kind of going back and forth between map 1 and map 2. One of the things that I think people are forgetting in map 2 is that there are some traffic calming type of things there that when I first made my comment I was thinking that traffic was going to go from one lane back to two lanes not realizing until I just looked at it again that there is actually a barrel that's right there by Sub Zero with a - if you look at the map, it just talks about the zone layout. So it's got a little orange dot in the blue line and that goes all the way up to must be past San Francisco Kitchen, or The Garden, or up that way there. You will see that there's two there.

My anxiety about that is that I realize why we did that was so that we could get cars to kind of come in and go to the parking area but my fear is that what cars are going to do is they are going to narrow, they're going to go past the barrel, get back in, and come back out. I think that's the best we can do so that we don't lose these parking spaces. So I think we do need the calming it kind of gets people down to one lane there. They're going to come across a barrel. Yes, they may go back into that other lane but they'll see the barrel that they're going to have to come out again and it's going to be slow traffic in that area, so it's not like it's going to be up to speed. So I would recommend that you keep that traffic calming there, just my opinion, because the next section is going to show barrels. I know you got rid of the barrels, but they'll have to put something else there so.

Alderman Comeau

Yes, thank you Mr. Chair. I didn't want to get too far ahead into map 2 but part of my concern regarding the traffic calming measure that we can see in map 1 is that most of the length of this block is not going to have extended outdoor dining. It's supposed to be available for parking and I'm still having a hard time understanding how we're going to do both. How we're going to have cars getting into those parking spaces if this section of the road is only one lane? So we've reduced it down to one lane coming south and presumably we have some sort of infrastructure there whether it be cones or barrels limiting that to one travel lane heading south, but there is going to have to be some sort of openings to allow access into the parking areas. So it just doesn't make sense to me if we're trying to keep that length of the road open to close it ahead of that block and then introduce a more complicated system than just not doing anything until we get to the point where the barriers are going to start and that way you've got two lanes and you've got all your traffic available and it's not some complicated system.

Tim Cummings, Economic Development Director

If I may Mr. O'Brien.

Chairman O'Brien

Yes you may.

Tim Cummings, Economic Development Director

I just want to kind of drill into this a little bit so folks can just follow my arrow. So under the current scenario, what you won't be able to do is continue on through the intersection and travel straight because this is a barrier right here. You're going to be forced to move into this lane here which if you want to park you travel here through this lane and go into the

parking here. We do that because what we don't want to do is encourage people to travel in this lane here because what will inevitably happen is they're going to be forced into another lane and that would be an unsafe traveling condition.

Alderman Comeau

May I ask Mr. Cummings a question?

Chairman O'Brien

Yes you may.

Alderman Comeau

Mr. Cummings if I understand this map correctly, you've got one barrier there and then you're anticipating not having anything south of that barrier? So what's to stop traffic from passing the barrier and then immediately moving into the right travel lane and continuing traveling?

Tim Cummings, Economic Development Director

Right. We don't want that to happen.

Alderman Comeau

But if there's nothing there blocking that lane off, then that's what people are going to do.

Tim Cummings, Economic Development Director

Well our hope is people will respect this barrier and try to travel here.

Alderman Comeau

So you don't anticipate having cones down the length of that or anything?

Tim Cummings, Economic Development Director

Because we want to open it up for parking.

Alderman Comeau

Right, but I don't see how both things are going to work. That's why I just figured if you remove traffic calming device from north of Water Street, and you remove that barrier that you just had your mouse on, and we just do the lane reduction further down the block, then there is no worry about will people adhere to what they're supposed to or will they not? It will just be a two lane road until it's not.

Tim Cummings, Economic Development Director

So I'd like to back that conversation up a little bit and just have a conversation about how fast do you want people to travel on your Main Street? So what this condition does tries to create a condition where vehicles will slow down. If you're not interested in doing that and you want the speeds to stay at a higher volume and have the capacity to process, you can absolutely go in the direction you are suggesting.

Alderman Comeau

I don't think it's a matter of the speed of vehicles, I think it's human nature as soon as driver's pass that barrel and they no longer see barrels, cones, barriers to what looks to an everyday driver like an open lane, they're going to use it as an open lane without infrastructure there to guide them otherwise.

Chairman O'Brien

The Chair would like to facilitate what it sounds like to me sounds like a debate at this particular point. It's supposed to be a discussion on the pending motion. So do you have a further question on the pending motion?

Alderman Comeau

No Sir.

Chairman O'Brien

Okay. Alderman Cathey?

Alderman Cathey

I do have a question. Mr. Cummings that second barrier in the middle, that's right around where the sidewalk bump out is for the crosswalk, correct?

Tim Cummings, Economic Development Director

Yup.

Alderman Cathey

Is there any way that we could utilize that bump out as the area where we would then merge traffic into one lane because it's already sort of out? It's not taking away parking, so we could put a barrier a few feet before that and get them to merge into that one lane?

Tim Cummings, Economic Development Director

I hear what you are saying. This is what I would want to have a conversation with Mr. Hudson on to see if doing what you're saying would be something like this. That is a potential option. That's something we would study.

Commissioner Paul Shea

So I don't know that folks are hearing that Mr. Hudson has told us that there is a certain distance with which you standardize a merger of lanes. Should we want to - and we're achieving that by way of what's at the bridge and we're doing so in a lane that is otherwise a turning lane and not parking. We are achieving that in a way that does not disrupt parking. If we are to take that traffic direction away from the bridge and move it further down the road because of the standards of mergers and it's different depending on the speed of the road, but what Mr. Hudson is telling us is that if we move it up the road because of those standards, we are going to lose parking spaces. We are not going to achieve any additional traffic flow because we get down to, at least not on this block, because we get down here and we're still in one lane once you get to the intersection. So that's for this block.

Another just to kind of call back to my commentary from earlier, it's not the cars that are coming off of Canal Street because they are already going slow. That is a concern for me. They are already going slow, they're taking left turns. It's cars that have started up at Amherst Street, have the green light, see green light #2 as they come onto the bridge, and then see green light #3 and know that it's probably going to turn yellow because you don't get that luck again, and again, and again with all these green lights. They speed up as they come onto the bridge to try and make sure they make it through a third light. So it's not Canal Street that I'm concerned about, it's coming down from Amherst Street and having your traffic calming before that third light does the intended effect and it does so without disrupting parking and I would not support the motion.

Alderman Jette

So I think I understood Engineer Hudson to say that he cannot accomplish what Alderman Comeau is requesting without taking away parking between Water and Factory. For that reason, I would vote against Alderman Comeau's motion about the removing the traffic calming in front of Darrell's. I just can't agree to give up the parking that we've gained here with this compromise.

Alderman Cathey

Thank you Mr. Chair. If Mr. Hudson could entertain us and answer my previous question to Mr. Cummings about utilizing the bump out without taking away parking to merge that lane of traffic because obviously I wouldn't want to give up parking either. So I'm seeing if we could maybe two birds one stone because the bump out is already coming out and put a barrier close enough to the bump out we don't lose the parking. The barriers are already going to be there anyway. I don't know if you can answer that question or give us some insight?

Chairman O'Brien

Mr. Hudson?

Dan Hudson, City Engineer

Thank you Mr. Chair. I don't think there is quite enough room there between the parking and the crosswalk to try to create that merge. That would be in the section to the south there. I think you're talking about the crosswalk between Water and Factory. So I think you'd lose some parking to the north of that crosswalk. Clearly we don't want to be merging across the crosswalk if we can avoid that and want to do it either side. I still would say we certainly can do a merge somewhere in that block maybe at the end or maybe before that crosswalk, but we would need to place merge signs and then some channelizing device to create that merge. So you're going to lose some parking in that block if that's where we do the merge.

Chairman O'Brien

Thank you Mr. Hudson. Alderman Dowd?

Alderman Dowd

Just a question for Mr. Hudson. I have never liked the left hand turn off Main Street onto Water Street. Could we for the duration of the outdoor dining make that a through travel lane and no left turn and...

Chairman O'Brien

Alderman Dowd we have a pending motion and its discussion on the motion.

Alderman Dowd

It was just a question...

Chairman O'Brien

I understand that, but it may be brought up at a later date. Seeing comments are pretty much done, the Chair wants to remind everybody. Do you know why you're here? You're here because one particular block brought into question and that's what the City Engineer has brought to our attention and what he tried to say. It seems the block around the Whitney Pharmacy, the block with Cardin Jewelers, and everything wanted something. I think Director Cummings, the City Engineer, and the city departments went through great pains to come up with this particular compromise. So we have guaranteed to those particular businesses here that they will have what they traditionally used to the parking spaces in front of their business.

It's the Chair's opinion, and my opinion only, that if we move the barriers, then we jeopardize the compromise that we have worked very to come and bring at this particular meeting. So I will not be voting for this in favor.

Any other further discussion on the motion because I'm seeking to move the motion if no other discussion? Okay can the Clerk please read the motion?

**MOTION BY ALDERMAN COMEAU TO REMOVE THE TRAFFIC CALMING MEASURES NORTH OF WATER STREET AND RELOCATE THOSE SOUTH ONTO THE NEXT BLOCK AT A LOCATION TO BE DETERMINED BY THE TRAFFIC ENGINEER
MOTION FAILED**

MOTION BY ALDERMAN MORAN TO ACCEPT MAP 1 AND TO MOVE ON TO MAP 2

ON THE QUESTION

Ruth Boland

I'd like to amend that Motion to say that if something changes in a further map that might affect where the calming measures need to be, that we revisit map 1.

Chairman O'Brien

I think that goes without saying. That's why we broke it down into integral parts. There will be other motions on each particular part. It follows along with what Director Cummings said. We can use that as a guideline what we're trying to explain as we move forward. We're building templates. We're getting there, we're getting there. Okay, any other discussion on the motion? Seeing none.

MOTION CARRIED

Alderman Comeau

Was there a "nay"?

Chairman O'Brien

Two "nays".

Tim Cummings, Economic Development Director

All right Mr. Chair if you'd like, I am happy to walk through map 2. Map 2 as we've already previously discussed is one of the bigger changes that have taken place. We removed all the barriers and along the west hand side of the Main Street we have some barriers for traffic calming measures put in place with the idea that we would be narrowing Main Street and yet still providing opportunity for parking along the western side of Main Street.

The green represents like a 15 minute drop zone type parking. The orange represents that traditional 90 minute. On the east side, no real changes other than we created some additional parking here with that green spot. I had previously mentioned that we would try to make this two spots and wanted to just reiterate that so I know the map doesn't necessarily show that, but that's something that we would look to design this so we can drop this barrier maybe at more of a 90° angle or something to that affect to try to get two spaces in here more so than the one space that is currently shown.

Otherwise here on Factory Street, I want to note that we had some conversations about the traffic calming with the concrete barrier that put in place right here. We removed that. Otherwise the orange represents the 90 minute zone one. The green represents the 15 minute drop zone. We are creating this parking that otherwise is not allowed. We do have a restaurant that's come in that recently asked for some extended outdoor dining and looking at it what we have tried to do is, if it's the pleasure of this Committee, is to add in some new Jersey barriers right where my cursor is showing appropriately 2 to 3 parking spaces right in through here whatever was safe to create that extended outdoor dining per the now open restaurants request.

No changes on Temple Street in terms of what was there previously. This is essentially what was there last year. We would just be duplicating it again. That's all I have at this time.

Chairman O'Brien

Okay. Director Cummings and to my President Wilshire, I think after we come to this any future changes would be made by the Committee of Infrastructure. Correct at this new restaurant if they decide to come into late on the process that would be reviewed by the Committee of Infrastructure, correct?

Tim Cummings, Economic Development Director

I can answer that. So Mr. Chair it would be allowable if this Resolution is adopted by the full body. The Resolution contains language that if a recommendation by the Parking Manager, Director of Public Works, this body so suggested then the Mayor would then be empowered to make said changes. So if you wanted to entertain those after this

Resolution is adopted subject to the fact that that language stays into this Resolution, then that could happen after the fact.

Chairman O'Brien

In case I lose track of it, can somebody remind to put that into the final motion of approval of map section 2? Okay.

Alderman Cathey

Mr. Chair just a clarifying question. You just asked President Wilshire if you would talk about that dining in the Infrastructure Committee but would it not be the Joint Committee or would...?

Chairman O'Brien

No, Infrastructure is in charge. Infrastructure was in charge of this since the beginning but because it crossed some barriers into PEDC, we incorporated but we're not - at the end of this Task Force and at the end of the vote of this Committee, the Joint Committee will arise at that point.

Alderman Cathey

But then it would go to the Board?

Chairman O'Brien

It will go to the Board, correct.

Alderman Cathey

Okay so it's not just Infrastructure, it will be the Joint Committee.

Chairman O'Brien

The recommendation of the Joint Committee will go to the full Board of Aldermen.

Alderman Cathey

Okay. If we're talking about map 2 and since now we're getting into real nitty gritty dining, it would be the appropriate time to start discussion the space in front of the restaurants? There have been some requests that we only have barriers that take up the parking spaces in front of restaurants. I know that....

Chairman O'Brien

I have not seen that request. Where did that request come from?

Alderman Cathey

Citizens who have businesses.

Chairman O'Brien

I have heard requests on the sidewalks. For clarification, I have to ask you are you claiming the property of the sidewalk in front of the business or are you claiming parking space? There is a difference.

Alderman Cathey

Right, I understand. I'll try to be more clear. Some businesses have requested that the parking in front of their businesses not be impeded by barriers.

Chairman O'Brien

I don't know. To me that's - Director Cummings that comes under our perusal what we allow. It's a city street.

Alderman Cathey

Right, so I'm asking can we discuss that.

Chairman O'Brien

City streets?

Alderman Cathey

No, no discuss who has barriers and where.

Co-Chairman Moran

Should we make a motion so we can discuss it?

Alderman O'Brien

We can discuss it, go ahead.

Alderman Cathey

I think it would be fair to some businesses that restaurants do not get to utilize space in front of their businesses because I understand there is a lot of parking. I understand there's a parking study. I understand that the study indicates that parking is not utilized 100%. I understand all that, but there are some customers who go to businesses and they park on Main Street. It's easily accessible for them and those businesses are going to lose that spot for their customers if a restaurant is taking that parking space in front of their building. Now I understand they don't own it. I get that but I think it would be fair if you have a business to park spaces in front of your business would be for your business. If you guys don't think that's fair, that's fine. I think it's at least worth a discussion. I'll put it that way.

Chairman O'Brien

The discussion is you may penalize businesses because of the square footage on the sidewalk, correct?

Alderman Cathey

It's a give and take so that's why I'm having a discussion on it.

Chairman O'Brien

But understand parking spaces does not follow the linear of the...

Alderman Cathey

Not always no and...

Chairman O'Brien

Okay so you do know...It's askew to begin with anyways.

Co-Chairman Moran

So I do think it is reasonable to have a conversation about that. Whether it's the actual parking space or the space in front of the retailer or whatever other business is not a restaurant. Going downtown when you have the outdoor dining as it was previously done, it maybe not in this current plan, but many businesses were blocked. One example is right here. You're blocked by tables and you have a little narrow entry into their front door. I don't want to misrepresent everything

Alderman Cathey had said, but maybe a little more space so that it's very clear that their business is there and it can be accessed. I think there is a lot of concern about access.

Chairman O'Brien

Before we get too much further. Alderman Cathey I'll give you the opportunity do you want to put that into a motion and the motion would be if this in your agreement that the outdoor dining on the parking spaces would be limited to the size of the businesses. However way you want it. That way we could vote on it and put it to bed whatever way this Board decides.

Alderman Cathey

Okay. I'm going to make a motion that extended outdoor dining that utilizes barriers only be placed directly in front of the businesses that are using those barriers with one caveat. If this Committee votes "no", I would like at least one more space for Glorious Possibilities which Mr. Cummings has already talked about. So that would be like more compromise on that Motion if there is a "no".

MOTION BY ALDERMAN CATHEY THAT EXTENDED OUTDOOR DINING THAT UTILIZES BARRIERS ONLY BE PLACED DIRECTLY IN FRONT OF THE BUSINESSES THAT ARE USING THOSE BARRIERS WITH ONE CAVEAT. IF THIS COMMITTEE VOTES NO, THEN AT LEAST ONE MORE SPACE FOR GLORIOUS POSSIBILITIES

Co-Chairman Moran

I'd like to amend that motion to include two spaces in front of Glorious Possibility and to allow the neighboring store to approve the space to be allowed in front of their business.

MOTION BY ALDERMAN MORAN TO AMEND TO INCLUDE TWO SPACES IN FRONT OF GLORIOUS POSSIBILITIES AND TO ALLOW THE NEIGHBORING STORE TO APPROVE THE SPACE TO BE ALLOWED IN FRONT OF THEIR BUSINESS

ON THE QUESTION

Marylou Blaisdell

I disagree and I'll tell you why as a retailer. First of all, with all due respect to everybody's comments, I think that we are nitpicking a plan that experts have looked at. We're going to be here until Christmas. We have -and I'll just say that. The experts have looked at calming measures and they have walked up and down Main Street and talked to us. We have expressed our opinions to them over and over on what works and what doesn't and I think you need to be aware of that.

I also think as a business owner as a retail establishment, the barriers do a lot of positives. They do calm traffic on Main Street. That's a huge positive. They bring whether you can look at this report that our intern did last summer that said 6% utilization. You need to really look at those utilizations per restaurant. You need to look at the time of days they were taken and the type of establishment. If you look at those, you will see there was good utilization at many of those restaurants, excellent! I know barriers in front of my establishment increased my business because it increases walking traffic downtown. Walking traffic is more revenue for restaurants, retailers, and businesses which means we all stay in business. We all pay our property taxes and the economy is strong. I really feel that this plan has been gone over, and over, and over with Director Cummings, with the City Engineer, with the Fire, with Police. We have listened or they have listened. I haven't been in on those conversations. Two people who were parking in front of their establishment, I will come back to one of my original statements. It's not lack of parking downtown. Its lack of education for customers on where to park. You have a gentlemen this evening who said that. So I really would encourage us if we're going to get through this that we listen. We've had the plan. We have been able to review it for weeks now and I think the negatively that is coming out about these barriers is I truly don't understand it. It's positive for downtown. Just the whole work that the Economic office and everybody is trying to do to move this along has, in my opinion, been very good. Those are my comments. I don't know what else to say.

Chairman O'Brien

Thank you. Alderman Moran?

Co-Chairman Moran

I don't disagree with anything that you had previously said. I would just like to reiterate that the work that has been done thus far for the majority has been done by the Executive Branch, essentially the City, and we the Legislative Branch have our say too. That's why we got elected to vote not to represent these people that are here nor not here.

Commissioner Paul Shea

If I had my druthers, we would go ahead and approve like in cement that there are going to be two spaces in front of 100 Main Street and that we not discuss any additional reduction in the spaces or moving of barriers. I've seen the plan. I know we've all received the plan. I would agree for me I think that that is the only spot where it really makes sense. I think that there's been an excellent job done in terms of finding additional parking on Factory Street, in terms of identifying counter service businesses that truly aren't using the space that they were given between Water and Factory, but I am in agreement that there are three parking spaces between the cross walk and the next lamp post. The one first space is in front of 100 Main Street. The second space is in front of League of NH Craftsmen and then the third space is kind of on the cusp of League of NH Craftsmen and Casa De Mescal. I think that if that barrier is one third of the way in front of League of NH Craftsmen and comes out, and then you have your diagonal around the post, and you can have a nice little nook of seating there and plenty of additional seating in addition to the great amount of seating that restaurant has and have that remainder of space worked out between Giant of Siam and Casa Mescal. I think that's a fine adjustment and I'm in agreement with that piece of it.

Chairman O'Brien

A question to Director Cummings. Where the orange dot is there didn't we just discuss increasing a parking space there?

Tim Cummings, Economic Development Director

Right here, yup. That would be here.

Chairman O'Brien

So would that satisfy Alderman Cathey's?

Co-Chairman Moran

That's part of my amendment.

Alderman Cathey

It's part of the motion but the motion was if you're a retailer, you get the parking spaces in front of your retail establishment. I understand that some businesses may want dining in front of their establishments who are not dining. That's fine. That's within their right. That's their option to let a restaurant sit in front of their business if they want. That's the point. It's an option but for those who do not want the dining in front of their establishment, they're not exercising that option and they're getting the parking they want for their business. It's kind of why they're there on Main Street to have that parking. I think that's a good compromise.

Chairman O'Brien

I'm kind of confused because it's a street. Don't want red cars? I don't know.

Tim Cummings, Economic Development Director

If I could? I just need to add some clarity to this. I wanted to find an example that didn't involve a restaurant, but would illustrate the point. So I just want to make sure people understand that when we laid out our parking spaces, we did not lay them out with eye of where they end towards frontages. So you just need to be aware of the fact that it's not evenly distributed. So what I wanted to show you is this is a good example. We have parking spaces and they're going to overlap. This parking stall right here just happens to be right here and I can't tell you that when we put the barriers up, we will do the best we can to respect that but, you know, the frontages do not align. When I say frontages, we're speaking to

the store frontages align neatly with the parking stalls that are laid out on Main Street. So I just wanted everyone to be aware of that fact.

Chairman O'Brien

That answers a lot of questions.

Alderman Klee

Thank you Mr. Chair. One of the things I want to point out, and Director Cummings please correct me if I'm wrong, if there are others that you're going to see in some other maps where they're able to separate them, but the end of the barriers or the beginning of the barriers sometimes taper in. That barrier alone may take a space in front of a retailer. If we change that, then we're kind of getting into what would be considered the dining space. So to Miss Blaisdell's comments, this nitpicky of saying put one here, you've already agreed to put those two there. If you continue to do this, you're never going to get this done #1

Number 2 is you're going to really infringe on the restaurant parking that you're trying to do because you're going to have to increase and decrease the barriers by the block. I think without you physically sitting there and measuring it all out, I think this is something that maybe as Director Cummings had kind of pointed out changes as necessary to the Economic Director and to the Mayor after this plan has been approved to maybe fix some of these issues because I think that this is just going...

Chairman O'Brien

Oh I think this is a problem that's going to be tweaked and tweaked yes. Nothing is etched in stone, but I'm going around the horseshoe here. We are starting here and coming around. Okay, whose next? Commissioner?

Commissioner Paul Shea

Just to further clarify my position, I will not support the motion. I will not support the amendment but if given the opportunity, I would make a motion to preserve those two parking spaces. Thank you.

Alderman Cathey

In front of Glorious Possibilities, right?

Commissioner Paul Shea

Yeah I think we've got to get through the amendment and the motion discussion, but when we come

Chairman O'Brien

That's correct unless he withdraws them.

Commissioner Paul Shea

But if we come back around to it, I will be interested in making a motion.

Chairman O'Brien

I'll look to you to make a motion at that particular time. Alderman Jette?

Alderman Jette

Thank you. With all due respect to Ms. Blaisdell, she's been working on downtown Nashua. I just read her report within the last week where the City did a study of downtown Nashua ten years ago. She was the Chairman of the Committee that worked on that plan. Some of the recommendations were adopted, some weren't. I fully respect your devotion to downtown, but this Committee is charged with going through this plan. I know we've had the plan for a lot of time, but this is the only we've had a chance to discuss it. That's what we're doing tonight so please let us talk about it.

I don't understand why a business would not expect to be able to use or not use the area in front of – you know their frontage on Main Street. So it's the sidewalk and the parking spaces in front of their business ought to be, if they choose to use them, it ought to be their choice. If they can get their neighbor, the abutting property owner to agree to let them use that space as well, I think that's fine but to deny a business owner a parking space in front of his business, I think is not fair. To allow a restaurant to extend their use of the sidewalk and parking spaces in front of another business without that business's permission, I don't think is fair either. So I'm not sure about the language that was used in the motion that's before us but the concept - and I understand parking spaces don't necessarily line up with the frontage but I think the language can be that – I would like the language when we finally adopt this ordinance that there be language in there that no one has the right to use the sidewalk without a permit from Board of Public Works that issues permits for sidewalk use and there's going to be some adjustment of whether their parking spot is right in front of their business or not. I think that can all be worked out. But a general concept that a business can have the use of the sidewalk in front of their business or allow an abutting restaurant to use it, I think that language ought to be adopted.

The gentlemen who is I think the manager (I'm not sure what his title is) from that Mexican restaurant, I'm not sure of the name because it keeps changing, but he said that he had no problem with allowing the space in front of League of NH Craftsmen his restaurant wasn't encumbering them and he said we don't really need that space. I'm okay with giving up that space. I'm assuming that you remember that and that's what you're working on with him, but I remember him very distinctly saying that he was willing to give up that space. So I don't know. I think that ought to be a done deal. So if I remember correctly, the motion before us is whether or not to limit the use of the sidewalks to the frontage of the business and did it include abutting properties with the permission of the abutter?

Alderman Cathey

Yes, I did correct that later but I can restate it when it comes back around so it's clear.

Alderman Jette

So I'm in favor of that.

Chairman O'Brien

I'll will have the motion read but right now it's discussion on the motion. You all set Alderman Jette?

Alderman Jette

Yes I am.

Chairman O'Brien

Miss Boland you all set? Director Cummings?

Tim Cummings, Economic Development Director

I just want to provide some context. So the language that Alderman Jette just raised, I want to make sure folks understand that the Board of Public Works through the Administration, the DPW Administration, provides outdoor dining permits. There's regulations that these entities have to adhere to. Previously prior to COVID, there was a regulation that said that you needed to seek permission of your abutting neighbors if you wanted to have your outdoor dining in front of their "frontage". When COVID came about, there was a change in that policy that allowed for the outdoor dining to occur without said owner's permission. What was found or discovered, and I leave it for others to decide whether this is true or not, but we had learned that there was a lot of neighborhood if you will issues where some neighbors didn't get along with other neighbors and they withheld this which caused some angst and conflict that ran deep within the community. I know the Board of Public Works has studied this issue and I think they would continue to address this issue if they saw that there was a need but technically the determination of where on the sidewalk and the usage of the right away for outdoor dining, that falls all within the purview of the Board of Public Works.

Chairman O'Brien

Okay moving on. Go ahead Miss Boland.

Ruth Boland

Okay. So I just wanted to mention during the building of the plan as a Main Street business owner, nobody came to talk to me while it was being developed. So I'll put that out there that I was not spoken to about the plan.

You keep talking about reducing the speed on Main Street. So today when I got on Main Street on my way here, I put on my little GPS thing to find out what the speed limit was because there are no signs. So my GPS says it's 25 MPH, which is probably too fast for Main Street. So maybe we should reduce the speed limit on Main Street and put speed limit signs if we need to reduce the speed on Main Street. Just an idea thrown out there while I'm thinking of it. You come from Concord Street which is 30 and does have a sign when you're entering Concord Street. You go to Main Street and nothing says the speed limit changes to 25.

I kinda do feel like we do need to do nitpicking at this point. That's kind of why we're here. I do want to get things written down because I'm still waiting for a parking kiosk to be put on my block. I was told a month ago after complaining since last fall that there's a parking kiosk. Don't have it. Still have people coming into my store going I don't know what to do. I tried to load the app and it doesn't work. I don't know how to load the app. So I like things to be written down. Like I'd really like a parking kiosk there. I think there should be some on every block. If you take them off for dining, you need to put them back.

I wanted to point out that one of the things that we're going to talk about later in the discussion on the agenda is paying to have the space. So I think whatever we approve needs to say what spaces are eligible for extended outdoor dining and not that they're going to be there because we need to ask the restaurants if they want to pay whatever somebody decides what they're going to need to pay. I don't want to see a bunch of barriers go up and then restaurants going, "I'm not paying that". Okay I'm done. Thank you.

Michael Buckley

Thank you, Mr. Chairman.

Chairman O'Brien

Thank you for waiting.

Michael Buckley

No problem at all. I just wanted to make a comment to point something out that up to now has not really been pointed out. I completely understand the comments of some of the retailers who want modifications. I've said I empathize with them all along and if there are a couple of special cases that would like to be carved out for additional spaces, I think that can be handled. I want to remind everybody that just because you have spaces carved out in front of your building, doesn't mean those spaces will be utilized by your customers only. This is a downtown parking situation where if I want to go to Wingate's Pharmacy but those parking spaces are full, I'm going to park in front of the barber, and the barber might in front of the pharmacy. I think we're losing sight of the important thing.

The idea was to listen to the peoples' concerns and give them more parking because then it's not going to guarantee their customers the use of that parking. We listened to their concerns and made adjustments to the plan to afford them more parking overall and I think that's what's missing from this conversation. You, Tim and his team have done that. Giving anybody specific parking spaces - a restaurant person might park in front of their spaces. It doesn't really matter. What matters is are we giving - I mean it matters a little bit because it might once in a while be an opening in front of their spot where their customer can pull right in but it's not going to happen very often. I think the big picture that we should be thinking about is the fact that we have given more parking and I don't think that's been talked about. I just want to point that out.

Chairman O'Brien

Thank you. Moving along. Are you all set?

Alderman Dowd

First of all, one of my concerns when we came into doing it again this year was insuring that none of our small businesses

were overly burdened by whatever we were doing. I think especially in this block on the west side of this area, we've gone to great lengths to give all of those people the parking that they were asking for. If there is other small businesses that feel that they want the parking space open in front of their business, I'm all for it. Restaurants should utilize the parking spaces in front of the restaurant.

Now if their neighbors say fine you can you use the parking area or the side walk, we don't have a problem, we should have some way of getting them to sign off on it making sure everybody understands that they have agreed. I think we've gone a long way to make a number of concessions. Some of the other things I was concerned about was the appearance of things. We got rid of the mechanical signs. We got rid of the orange barrels so it doesn't look like 495 every summer. I think that some of the concerns people had were the fact that it looked like a construction zone. So we're taking effort to alleviate that.

We had concerns about some of the small business, including the cobbler on Factory Street and now there's parking in front of his place. So I think we have addressed a lot of concerns that arose from previous years. I think that's a good thing. So if we've missed something and there is a business we're blocking for some reason that we shouldn't because it's front of their store and not a restaurant, I think we need to address that.

Alderman Gouveia

Thank you Mr. Chairman. I agree with my colleague from Ward 5. It's just a lot of these businesses moved downtown and one of the perks of having that parking if not in front of your storefront but at least generally in the same area and allowing the business itself to say if they would like to keep that as parking spots, so yes it's a risk. I definitely understand that. People could park there and walk right next to the outdoor dining spot two feet in front of it, but I feel like it should be up to the store front owner and I'll be supporting the motion for that reason.

Alderman Cathey

Thank you Mr. Chair. To Mr. Buckley's point, he is correct that some of us, myself included, have not given enough credit for the hard work the city has done to come up with this plan. I recognize there were a lot of long hours and the parking has improved. My motions and different things are not to say that I don't like that there is more parking. This is just maybe about fairness for small businesses. I understand that there is a risk for parking like Alderman Gouveia said but I'm a small business and someday I hope to be on Main Street. I would want the space in front of my business to be the space that my customers utilize. Now, obviously, I could agree to a restaurant using that space if I thought that was a worthwhile endeavor and some businesses might. I think giving the people the option is the fairest way to come up with a solution. I understand that the lines don't align, I get that. I think that we, as reasonable adults, can come up with some situation where if there is just one foot of parking, you know but it's like 60% then we have a different discussion, so I think that it's a fair motion. I'm not asking for much. I'm asking for the business to get the space in front of their store.

Chairman O'Brien

Thank you. Anyone else? Alderman Comeau?

Alderman Comeau

Thank you Mr. Chair. I echo most of what we've heard the last few minutes particularly my colleague from Ward 5. Pretty much nailed my thoughts. With respect to Mr. Buckley, it's not so much in my opinion that I feel like a retailer is entitled to the space in front of their store, it's more that I don't feel like the restaurant is entitled to the spaces that aren't in front of theirs. We also have to remember that we're not just talking about parking spaces, we're talking about the parking space and corresponding length of sidewalk because it's one unified dining area. So if we allow one place to expand laterally, we're not just taking up additional parking spaces, we're taking up additional sidewalk space and that could prevent something like a clothing retailer from doing a sidewalk sale or things like that. So I would agree with Alderman Dowd that we should have something in place where a business can authorize the use of their space but if they don't, then I feel like it's their space.

Co-Chairman Moran

One statement. It sounds like Director Cummings has said there were issues in the past with getting permission from your neighboring abutter. I would say everyone else in the city who owns a property or is on another property having to put up or change a fence, if you have to do anything on a shared property line or zero lot line, you've got to talk to your

neighbor. I think we can do that in downtown whether it's businesses or not. If a residential owner is doing the same thing, I think a commercial owner can do that same thing.

Chairman O'Brien

I'm trying to move the question here. Alderman Lopez go ahead.

Alderman Lopez

Thanks. I apologize. So just to clarify, I'm not on this Committee so I don't have a vote. But I was elected to represent the specific regions that are being discussed tonight. It's not my job necessarily or my authority to vote on this Committee because I understand that I work as part of the team on the Board of Aldermen. I chose the Human Affairs Committee as a priority over Infrastructure because there were other issues that I think need to be tackled. So collaboratively it's important for me and how I represent people in the downtown areas that we're talking about who live there and vote that this conversation does proceed fairly. In order for me to be able to do my job, you do have to do yours. I can't vote on this at the Board of Aldermen until the Task Force takes place and then until the Joint Committee is able to vote on it. So I think that's as good a metaphor as what we're looking at here.

The parking spaces that are shared by multiple businesses are very problematic. It's the King Solomon problem. You're not supposed to cut the baby up, but you're not supposed to give it to either of the mothers. You're supposed to figure out who has the real need and who has the passion to care for it. So I think as Aldermen we have a responsibility to make those decisions and examine those situations as they come. I think Alderman Jette pointed out that it is the work of this working, this Task Force to examine these situations not to create a blanket rule that generalizes and makes a decision as to who gets the baby because the parking spaces were not designed as amenities for specific businesses. They are shared amenities. They're common amenities and so some restaurants may have more frontage. Some retail businesses may have more frontage. The use of the sidewalk in front of those spaces shouldn't necessarily be a decision that is left up to either neighbor. I don't think that's a good situation and as Alderman Moran said, you need to your neighbor but nine times out of ten when people talk to their neighbor, they also need to talk to the City. They need to make sure they know where their property lines are and that has been an issue of some debate in the past on the Infrastructure Committee where the Aldermen had to manage that situation with guidance from our City departments. So I think making an auto-pilot rule that just says we want to make sure that nobody can use this space unless x, y, or z says is not being attentive to the situation because you're already weighing the policy based on one side or the other.

I think you should consider the plan as presented. You should consider the specific instance that was presented with Glorious Possibilities where neighbors did make an agreement and focus on that, but I don't think you should make blanket rules that might have unintended consequences in other areas because it's your job to examine those as they come, and to manage those situations, and most importantly to manage the disagreement between the neighbors. Regardless of who gets to use that individual frontage, those businesses are still going to be connected to each other. They still have to interact with each other. One of the things that I'm seeing as the representative of Ward 4 is one business telling another business what it needs, how it's supposed to operate even though they are in an entirely different industries because this issue has become so contentious that one business believes that it knows what is best for the other.

I think we were elected to do difficult things and we can't take the easy way out just by saying "okay we're going to create a generalized rule" and then take our hands off the wheel. If there are more situations that come up, I think the Infrastructure Committee has it written in the legislation should review it. If not if somebody has a difficulty with that particular make up of oversight, then that can be a discussion that Aldermen have when we talk about the final legislation. I don't think you should introduce a blanket rule now that has to be accepted by many, many groups starting with the Board of Aldermen and then continuing with every single business trying to do something with a neighbor that has a different opinion. I think that turns a disagreement of opinions into a tangible threat to income and a long standing argument that we really don't want to see downtown. We want to see people able to cooperate and effectively cohabitate their different needs.

I also want to point out that businesses in terms of signage may have a disadvantage if they have a sweeping amount of obstructions or barriers in front of them. That's a signage issue. In terms of access or transportation, the sidewalks are required to be accessible to handicapped individuals. They need to be wide enough for people who are in wheelchairs, scooters, whatever so there should be no businesses that are actually blocked by restaurants. So if there is a restaurant that is treating the entire space in their doorway to the edge of the barrier between them and the street as a continuous dining area, than that is something we need to monitor. That's not something that needs to be implemented into the

design. It's something that just needs to be upheld because we already have legislation saying sidewalks need to be passable and that everybody shares that right of way. Thank you.

Chairman O'Brien

Alderman Jette look at the clock and I'll let you determine is this new information you want to provide in your comment?

Alderman Jette

Yes and I'll be very short.

Chairman O'Brien

It would be very appreciated by the Chair.

Alderman Jette

I just want to point out that this is not a new concept and restricting a restaurant's use of the sidewalk and the parking spot to their frontage or abutters with permission is what is being done in Portsmouth. It's what's being done in Derry. It's what's being done in Manchester. It's what's being done in Concord and probably countless other places but I know those cities for sure. I'll stop. Thank you Chair.

Chairman O'Brien

I see we have Engineer Dan Hudson.

Dan Hudson, City Engineer

Thank you Mr. Chair. I'm a little confused by the motion because it talks to areas on the sidewalk and the parking spot in front, but this layout we have here has continuous run (inaudible). I don't know how we would implement in the road barrier that would start and stop at various businesses that wanted it or didn't want it. It has tapered ends which are for safety reasons so if there was a crash impact, it's a lesser impact and then the barriers intended to work as a system in a run. On the sidewalk it's easier. You can have a 90° come off the building, make your rectangular dining area that you can have multiple segments of that which is what currently occurs. But if we're going to do this extended dining in the roadway, I couldn't support a piecemeal approach to that. The places that are getting the businesses approval, or renting the space, or whatever, I don't know that those are doing in the roadway additional expanded area. Those are just taking up parking spots which would be included in a different plan than this plan that's being presented for consideration. So I just want to bring those things to the Board's attention and consideration.

Chairman O'Brien

Okay. I think we all had the opportunity to speak. I would like to see us move the question. Keep in mind the hour is getting nigh. So without objection, may I move the question?

Alderman Comeau

It would be my genuine pleasure. Alderman Moran correct me if I get any of this wrong. I've got the motion from Alderman Moran to amend to say that they'll allow two spaces in front of Glorious Possibilities and to allow businesses using the extended space provided by the barriers to allow expansion laterally with the approval of the business being encroached upon or the abutter.

MOTION BY ALDERMAN MORAN TO AMEND TO INCLUDE TWO SPACES IN FRONT OF GLORIOUS POSSIBILITIES AND TO ALLOW BUSINESSES USING THE EXTENDED SPACE PROVIDED BY THE BARRIERS TO ALLOW EXPANSION Laterally WITH THE APPROVAL OF THE BUSINESS BEING ENCROACHED UPON OR THE ABUTTER

Chairman O'Brien

So I think we're going to have some contention so I will call for a roll call vote.

Ruth Boland

Can you say that one more time?

Alderman Comeau, Committee Clerk

Sure.

MOTION BY ALDERMAN MORAN TO AMEND TO INCLUDE TWO SPACES IN FRONT OF GLORIOUS POSSIBILITIES AND TO ALLOW BUSINESSES USING THE EXTENDED SPACE PROVIDED BY THE BARRIERS TO ALLOW EXPANSION Laterally WITH THE APPROVAL OF THE BUSINESS BEING ENCROACHED UPON OR THE ABUTTER

Alderman Dowd

Can we point out where the parking spaces are?

Tim Cummings, Economic Development Director

So Glorious Possibilities that would be right in through here. So we would tighten this up. I would have to talk to Dan Hudson to find out exactly how he would want to lay it, but we would try to bring it in a little bit more like this to create that additional second spot where my cursor is right here.

Alderman Cathey

I believe there is also - I don't remember what's next to San Francisco Kitchen. Would there be lateral movement there as well?

Tim Cummings, Economic Development Director

I was only addressing the Glorious Possibilities question. If you want me to address the other side, I'd be happy to do that.

Alderman Dowd

It's not part of the motion.

Alderman Cathey

It is part of the motion. I'm talking about all businesses. I was just making a caveat that if my motion was voted down, that we would have at least Glorious Possibilities one more spot, but ideally it would be all businesses have to ask for....

Chairman O'Brien

No, you can't have a caveat in a motion.

Alderman Cathey

Well he changed the caveat to amend it.

Chairman O'Brien

Right, okay. As long as you know I never heard of a caveat in a motion.

Alderman Cathey

I didn't know how to word it.

Tim Cummings, Economic Development Director

So if you want me to show you San Francisco Kitchen, I can do that. San Francisco Kitchen only has like one parking space. I actually pulled this up to make it a little bit easier to show. So this is the garden space if you will. That's in the front that prohibits any type of true outdoor dining right in front of their frontage which the current amendment obviously doesn't take that into consideration. So they're shifted a little bit. Under the current amendment if adopted, you know you can see that this parking stall doesn't actually line correctly with the frontage, so they'll be an encroachment right there that the abutter would need to get permission from the restaurant just to use even any type of extended outdoor dining right in through here. The way the current plan is written is it goes a little beyond this light pole. So it's a little bit more than one space. This is not a full parking space right here, but it gives about a parking space and a half if you will to San Francisco Kitchen if you were to follow the plan that is laid out in front of you. If you follow the amendment, I don't know if you have any outdoor dining right here.

Chairman O'Brien

Director Cummings would I be correct, there are several bump outs on Main Street whether it be for the crosswalks or whatever that would askew the parking as well, correct?

Tim Cummings, Economic Development Director

That is correct. We would have to do that for every area we would have to look at it. Assuming that this motion applies to the entire *(inaudible)*.

Chairman O'Brien

We have a pending question for Mr. Buckley, go ahead?

Michael Buckley

Similar vein like in front of MT's we have a very large planting area that straddles the entire middle of both my spaces. So would that mean that I would have to go to – because that would give me no parking that's truly in front of my restaurant because there is none. I have very, very little. If this went forward, would that mean I'd have to go to the Church to get permission to do my dining in one of their spaces? Is that what you're saying?

Tim Cummings, Economic Development Director

Yes.

Michael Buckley

So I don't get any unless the Church says it's okay?

Tim Cummings, Economic Development Director

Correct.

Michael Buckley

The other side is not really continuous to our space.

Chairman O'Brien

Let's focus on – there's a pending question. I want to keep the ball rolling here. So without objection, I did ask if we could call the question and I was granted such permission. So will the Clerk please read the amendment?

MOTION BY ALDERMAN MORAN TO AMEND TO INCLUDE TWO SPACES IN FRONT OF GLORIOUS POSSIBILITIES AND TO ALLOW BUSINESSES USING THE EXTENDED SPACE PROVIDED BY THE BARRIERS TO ALLOW EXPANSION LATERALLY WITH THE APPROVAL OF THE BUSINESS BEING ENCROACHED UPON OR THE ABUTTER

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

Yea: Alderman Comeau, Alderman Gouveia, Alderman Jette, Alderman Moran, Alderman Cathey, Cathy Cardin-Smith, Ruth Boland 7

Nay: Alderman Dowd, Alderman Thibeault, Marylou Blaisdell, Commissioner Shea, Michael Buckley, Alderman O'Brien 6

MOTION CARRIED

Alderman Dowd

The reason I voted no is I was...

Chairman O'Brien

Well we have another question coming up.

Alderman Dowd

Well I know. I was just going to explain. I don't think there's back-up to give the two spaces but I think we're convoluting it with the rest of the motion but it passed.

Chairman O'Brien

I think most certainly it is convoluting and if somebody on the prevailing side wants to call for a reconsideration we can do that but it is I have to agree and we'll leave it at that. Okay, can you read the next motion?

MOTION BY ALDERMAN CATHEY THAT EXTENDED DINING BY USE OF THE BARRIERS ONLY BE ALLOWED DIRECTLY IN FRONT OF THE BUSINESSES USING THEM, BY ROLL CALL

Chairman O'Brien

And I call a roll call vote.

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

Yea: Alderman Dowd, Alderman Comeau, Alderman Gouveia, Alderman Jette, Alderman Moran, Alderman Cathey, Cathy Cardin-Smith, Ruth Boland 8

Nay: Alderman Thibeault, Marylou Blaisdell, Commissioner Shea, Michael Buckley, Alderman O'Brien 5

MOTION CARRIED

Chairman O'Brien

The Chair wants to remind everyone that I am not going to put this to bed until we work through map section 2. Okay so we're going to keep going. I do note the time is 10:25. I know some of us have commitments to the State of NH tomorrow morning, but we're going to continue with the questions on map 2. Alderman Dowd?

Alderman Dowd

Question for the downtown merchants that are part of us. That last motion does that curtail your ability to do the extended dining or is it just that you need to get authorization from your neighbors to use their spaces? I'm just curious because I think that we don't want to nix the entire downtown dining if we made a motion that is going to curtail the entire thing.

Marylou Blaisdell

I can't speak for Michael but I think listening to what the Engineer said, he can't haphazardly place barriers. It doesn't

make sense and it seems to me that a “yes” vote said that that they would be - am I wrong that they would be haphazardly I mean maybe I say “yes” but someone else says “no”. I don’t see how it would work.

Alderman Thibeault

Thank you. I’ve been patient all night. I just want to say that basically we’re done. Because looking at it now...

Chairman O’Brien

No we haven’t come to a motion to pass...

Alderman Thibeault

Do I get to speak?

Chairman O’Brien

No, but I’m saying you’re not done. We haven’t had a motion.

Alderman Thibeault

I get that piece of it, but we’ve just taken away San Francisco Kitchen’s probably their only spot, right? We’ve taken away Mr. Buckley’s two spots. So why are we going any further? Why don’t we just do the motion. Let’s pass it. It will be 8 to 5 and we’re done.

Chairman O’Brien

The Chair has the opinion that this might have a remedy within the court of law. For a particular business, I think that’s all we did tonight. Lawyers have to eat too and I think Alderman Jette would agree because if somebody is going to get out with a transit and everything else and the parking spaces in front of one particular business and everything else like that. I’ve seen worse things go through the court system. So I could see where this would be contested and my opinion would be rightfully so. If someone was a proprietor and denied because of six inches denied on a parking space, you tell me. You live in the same world I do. Alderman Comeau?

Alderman Comeau

Yes, thank you Mr. Chair. With the amendment that Alderman Moran made, it’s still possible that abutters are going to come to an agreement with the restaurant that they abut. So this motion doesn’t preclude anything on this map from still happening. I don’t think that it’s appropriate for us to assume that we know how neighbors are going to respond to each other.

Chairman O’Brien

I think what you’re missing is the City owns the street so therefore it’s fair game. Alderman Thibeault?

Alderman Thibeault

My thing is discussing this, how are we going to know about the abutters during this? Do we have to wait to hear from them?

Chairman O’Brien

I’m carrying forward. We have a lot more to be done before this is finished.

Alderman Jette

Mr. Chair can I respectfully request that we not redebate the previous motion and that we move on to finishing map 2?

Chairman O’Brien

Yes, that is my intention.

Alderman Jette

Okay, well let's – thank you.

Do you have a motion?

MOTION BY ALDERMAN COMEAU TO ACCEPT MAP 2 AS REVISED AND MOVE ON TO MAP 3

ON THE QUESTION

Alderman Jette

I'm not ready to accept this yet. On Factory Street - Mr. Cummings you said that, I know that, I referred the Gleason family to you and I know that Mr. Dennis Gleason talked about how well he has worked with you and how cooperative you've been but what you said about their wanting sidewalk dining is different than what he said to me. What he said to me was that he was concerned about parking being able to accept deliveries. Did he speak to you about that?

Tim Cummings, Economic Development Director

He did and he very specifically said he wants outdoor dining in front of his restaurant due to ADA accessibility issues and that he asked that we consider including him participating this year which he recognizes is a change from what he's asked for in previous years. So I told him I'd bring that to this group's attention as well as City Engineer Hudson's attention. I know we had previously laid out some extended dining on Factory Street for the future use. I haven't seen a new diagram from the Engineering Department but I would suggest it be one or two spaces right in front of their storefront is what we would come back before you and look to get quickly amended if no one decides to make it a motion with this current legislation that's before you.

Alderman Jette

Okay thank you. So I'll leave that. Thank you. He did make special mention that you've been very helpful to him. So I'll leave that to you and him.

So on Factory Street – at the corner of Water and Factory there is a yellow line. Is that a barrier? And there are yellow lines near the alleyway that goes between 47 Factory and the other building there. Yeah those two. Are those concrete barriers?

Tim Cummings, Economic Development Director

Yes.

Alderman Jette

Could I ask you or Engineer Hudson if he's still on the line, what is the purpose of those barriers? Are they really necessary?

Tim Cummings, Economic Development Director

It's my understanding from previous conversations with Engineer Hudson, he wanted to have something that would 1) call out the cross walk, but 2) also distinguish that this area for parking and not a travel lane because it won't be necessarily straight appropriately or accordingly. So we were trying to introduce some sort of traffic, again, calming that would make people realize that this - it won't be signed but will make people realize that this is not a travel way which it currently is right now.

Alderman Jette

Okay so that would explain the barrier at the corner of Water and Factory. Is that also true of the barriers at the crosswalk

way? I mean there's a painted crosswalk there. Why would we need barriers there? Do you want Engineer Hudson to answer?

Dan Hudson, City Engineer

Sure. So currently there are two travel lanes on Factory Street for the length of Factory Street. There is no parking on the north side of Factory Street. What this plan proposes is to block one of the travel lanes similar to what we're doing on Main Street and instead provide additional parking area. So I am sure we can accommodate the outdoor dining area requested at 57 Factory. A couple spots there. But then what's shown in orange on that plan would remain additional parking area which doesn't exist but would help offset some of the lost parking on Main Street due to the dining. We essentially created this pattern last year as well. Although I think there is some confusion about the fact that it was allowed to park there.

Alderman Jette

So I don't understand why if there's parking - I mean there is parking all over the City and you don't have barriers there to indicate this parking. I'm saying that because I think the fewer barriers we can get away with the better. The barriers that were there last year we probably the worst examples of decorated barriers. So if there's a way of eliminating those barriers, I guess I'm asking if there is a way of eliminating those barriers.

Dan Hudson, City Engineer

We can eliminate those barriers but then it returns to the travel lane. So then we would not be able to do the additional dining or maybe we could still do dining. That would be the only restriction on the street. But it's a travel lane currently, it's not a parking spot. We're adding a parking spot by adding the barrier. We have to block a lane down at the Main Street end because currently there's double left turns onto Main Street but we only have one receiving lane on Main Street. So the thought process was since we have to block a lane already down at Main Street, we would continue that lane blockage through the length of Factory Street, and add parking, and add dining where people wanted dining.

Alderman Jette

Thank you.

Commissioner Paul Shea

I have some similar concerns about the Factory Street. My biggest concern about the Factory Street layout is that the arrangement for these additional parking spaces was concession that was developed in partnership with all the businesses who offered feedback throughout this process. We're doing something extra there. I think that people who are concerned about the San Francisco Kitchen area of seating being approved with the blessing of abutters have valid concerns.

I have trouble with the idea of this area of additional parking as a concession without knowing that that space of outdoor dining will be available. I don't know that there's a solution to that in the context of this conversation and if someone has one, I don't want to make a caveat but I think it's important to know that great lengths have been made to make this parking available and this body has set up a scenario where the give and take is only now a give to one party potentially and that concerns me. Like I said, I don't know if there is an answer but I think it's worth saying.

Alderman Klee

Thank you Mr. Chair. Factory Street - I drive down Factory Street a lot as many of us do here as well. The fact of the matter is that there is no parking currently there. If we don't put the barriers up and educate people that there is going to be parking there - and it's only temporary parking that is going to be put into that place because I'm assuming once whatever date you deem to end this on, that will become no parking again. So I think that's what the barriers are is just to kind of let people know you can park in through here. I agree. I dislike barriers as much as possible. Maybe we're going to do what you talked about at the beginning put other type of things there but I do think there should be a start and an end - a delineation as to where the parking is. I know there's parking across the street in some of the areas there. There's the parking garage as well. This was a concession to add more parking spaces and I think if we're going to do the more parking spaces through the whole length of this versus putting up barriers and not being used for that, I think that's a good idea but I think you do need to have - just for safety reasons - you need to have a delineation of beginning

and end, and whether it's barriers, or obviously it can't be barrels because you voted all that down but I think there needs to be something there to kind of let people know that there's parking there. Kind of similar to what they did on Main Street in front of the pharmacy and all that area there. You have to tell them, this is a start, this is a stop, and I don't think people are going to go like this in and out. I do think those parking spaces will be utilized. That's how we reduced it down to losing 70+ parking spaces to 40+ parking spaces. Just my comment.

Chairman O'Brien

Thank you.

Alderman Cathey

Mr. Cummings - I'm not super familiar with that restaurant building. It looks like its two stories to me and the restaurant only operates at the top story. Is that correct?

Tim Cummings, Economic Development Director

Which restaurant are you referring to?

Alderman Cathey

Sorry, the one on the left end of Factory Street or the west end.

Tim Cummings, Economic Development Director

Right here?

Alderman Cathey

Yes. They only own the top floor?

Tim Cummings, Economic Development Director

Correct. Oh, no it's multi-floored. It's a multi-floored restaurant.

Alderman Cathey

Could there be a possibility for them to have outdoor dining adjacent to the building on the lower level and like the parking area?

Alderman Comeau

I believe they have a roof deck.

Tim Cummings, Economic Development Director

And if I could Mr. Chair. There only type of outdoor dining is a roof deck or a patio that is in the rear of the restaurant but it's not ADA accessible which was part of the reasons why the current owner suggested they would like to make it ADA accessible for all their patrons.

Alderman Cathey

Thank you Mr. Chair. To Commissioner Shea's point, clarifying question. Were you saying that if San Francisco Kitchen was unable to achieve the outdoor dining that they desired that you would potentially like to see outdoor dining on Factory Street for them as well and so you don't want to just make it parking?

Commissioner Paul Shea

What I would like to see is the allowance for that parking space along the length of Factory Street not to include the space

in front of TaleSpinner – that's the restaurant on the far left there because I think that regardless we want to leave that opportunity open for them for outdoor dining.

What I would like to see is the concession parking along that two-thirds of Factory Street be contingent upon the approval of the outdoor dining in front of San Francisco Kitchen. This will be a trade-off for the adjacent business of two parking spaces that are close to their business versus perhaps nine spaces. So I would like that length of parking, and I don't know if I can motion that. That sounds like a caveat but that's my intention and that's what I would want to see.

Chairman O'Brien

The Chair would like to remind everybody we have a pending motion on the table so this is discussion on the motion.

Co-Chairman Moran

Would Alderman Comeau entertain temporarily withdrawing it?

Alderman Comeau

Yes. It seems like there is more discussion to be had. I mistakenly assumed that we had kind of concluded the block when I made my motion, so I will withdraw my motion so we can entertain more conversation.

ALDERMAN COMEAU WITHDREW HIS MOTION

Commissioner Paul Shea

I greatly appreciate that. Thank you Alderman Comeau. I would like to make a Motion for the parking from the midblock crosswalk to Main Street that is being added for the Downtown to be contingent upon the approval of outdoor dining in front of San Francisco Kitchen as outlined in the proposal here.

MOTION BY COMMISSIONER SHEA FOR THE PARKING FORM THE MIDBLOCK CROSSWALK TO MAIN STREET THAT IS BEING ADDED FOR THE DOWNTOWN TO BE CONTINGENT UPON THE APPROVAL OF OUTDOOR DINING IN FRONT OF SAN FRANCISCO KITCH AS OUTLINED IN THE PROPOSAL

ON THE QUESTION

Ruth Boland

I think I heard Mr. Wingate up here saying he would not have a problem with half of a parking space being in front of his spot, which would then give San Francisco Kitchen a full spot. So can I make an amendment that there be one parking space for San Francisco Kitchen approved?

Commissioner Paul Shea

If I may discuss that?

Chairman O'Brien

Yes this is discussion. Why don't you think about what you want to do and then we'll get back to you.

Commissioner Paul Shea

Well I think she knows what she wants to do, but there is an issue with that in that you have an advancing tipped Jersey barrier. So you initially have the tipped Jersey barrier and Dan Hudson could perhaps indicate if I'm on to something here. You've got to have that tip in first for safety and if you have that tip in first with a singular parking space available, it cuts diagonal across that parking space. So giving them the one parking space would actually give them 50% of a grilled cheese sandwich cut diagonal portion of the parking space and I'd ask Mr. Hudson to clarify if that's the case.

Dan Hudson, City Engineer

That's the case.

Commissioner Paul Shea

Do you understand what I'm saying?

Ruth Boland

I do. Can we talk to somebody in the audience if we want to talk to them? I know they can't talk to us?

Chairman O'Brien

Nope.

Ruth Boland

Okay.

Chairman O'Brien

This is a joint Task Force here. Pretend they don't exist. They exist because they are the public like on TV, but we're not allowed to have communication with them. This is a Task Force here.

Alderman Jette

So the parking along Factory Street there is the shoe shop - Gary's - who had a barrier in front of his place last summer and he complained about that. So we're providing him some parking.

Chairman O'Brien

Right.

Alderman Jette

This extended parking along the north side of Factory Street is also a concession to the River Casino who lost parking because of the construction of the School Street apartment building. So this parking is not necessarily a direct concession to the people on the west side of Main Street. It's really not a tit for tat situation so I'm not going to vote for your motion.

Alderman Comeau

Thank you Mr. Chair. I want to echo what Alderman Jette was just saying. I reject the idea that we should get rid of all the parking on Factory Street as recompense for removing one small section of outdoor dining on Main Street. The parking on Factory Street would benefit potentially dozens of businesses or more. So I would also not support that motion.

Tim Cummings, Economic Development Director

If I could Mr. Chair?

Alderman O'Brien

You may.

Tim Cummings, Economic Development Director

So I just want to make sure everybody understands that this Factory Street parking was added in an effort to try to add additional supply to the market place. However, the data shows that you don't need to add this parking. We have more than enough parking in the downtown to accommodate our demand and future demand, but what we wanted to do was try

to find ways where we could add additional parking supply to help alleviate the concerns that some people have raised because they believe that there was a loss of parking and there was a need for it. I would think that if you were to do away with this parking, you could use this area in other ways and not necessarily for parking or not necessarily for a travel lane and that would be something to discuss at a later date. We just know that was in the spirit of compromise something we wanted to offer up to try to help mitigate the issue for everyone.

Ruth Boland

I drive down Factory Street quite often and I think if it's only going to be one lane going out to Main Street that it would be wise to have one lane the whole length of Factory Street and keep the proposed parking there otherwise it's going to be a merging nightmare.

Commissioner Paul Shea

I would disagree with the idea that it would be a merging nightmare only because Factory Street is a one way road. As you approach having the initial section of the block as one lane, you're going to be merging there whether it's that section or the full length. Removing this parking would create having its trade off but it would create an opportunity for a filling lane for left hand turns and more clearance for cars to actually divide themselves as to whether they are going left or going straight. It would potentially reduce back up on this road that could otherwise be created as a result of no left hand turning lane or a left hand turning lane that is only two car lengths.

Alderman Comeau

If I could just respond to that, I believe it was either Engineer Hudson or it might have been Director Cummings that spoke a moment or two ago about how there's only one lane of traffic going north on Main Street so we can't have two left hand turning lanes coming off Factory Street. So that lane is going to be eliminated at the intersection anyway. If we have to reduce that down to one lane, we might as well utilize that space for parking.

Chairman O'Brien

Okay further discussion on the motion? Can the Clerk read the motion?

Alderman Comeau

If I could clarify, Miss Boland did you make an amendment?

Chairman O'Brien

She has not yet.

Alderman Comeau

Are you going to?

Ruth Boland

No.

Alderman Comeau

So then the Motion before us is from Commissioner Shea and correct me if I got any of this language wrong. The Motion from Commissioner Shea is that the parking spaces created on Factory Street will be contingent upon San Francisco Kitchen getting outdoor dining on Main Street.

MOTION BY COMMISSIONER SHEA FOR THE PARKING SPACES CREATED ON FACTORY STREET WOULD BE CONTINGENT UPON SAN FRANCISCO KITCHEN GETTING OUTDOOR DINING ON MAIN STREET

Commissioner Paul Shea

Further it would be the parking spaces from the mid-block crosswalk to Main Street.

Alderman Comeau, Committee Clerk

Okay I will clarify that.

MOTION BY COMMISSIONER SHEA FOR THE PARKING SPACES CREATED ON FACTORY STREET FROM MID BLOCK TO MAIN STREET BE CONTINGENT UPON SAN FRANCISCO KITCHEN GETTING EXPANDED OUTDOOR DINING ON MAIN STREET

Chairman O'Brien

I'm going to call roll call.

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

Yea: Alderman Thibeault, Marylou Blaisdell, Commissioner Shea, Michael Buckley,
Alderman Moran, Alderman O'Brien 6

Nay: Alderman Dowd, Alderman Comeau, Alderman Gouveia, Alderman Jette, Alderman Cathey,
Cathy Cardin-Smith, Ruth Boland 7

MOTION FAILED

Chairman O'Brien

Now I'm open to future motions. Are we done with map 2?

Alderman Cathey

Mr. Chairman I believe we are done with map 2 and I would motion...

Alderman Jette

Is that the end of map 2?

Co-Chairman Moran

Yes.

Alderman Jette

That's the bottom?

Co-Chairman Moran

That's the bottom.

MOTION BY ALDERMAN MORAN TO CONCLUDE WITH THE DISCUSSIONS ON MAP 2 AS AMENDED AND MOVE TO MAP 3

MOTION CARRIED

Chairman O'Brien

A couple of housecleaning issues. I'm going to conclude at this particular point unless anybody wants to stay. I don't have to be in Concord until 9:00 in the morning but I've got to be there at 9:00. I'm going to try to save the citizens \$2 million dollars of the city. So it's important for me to get there at 9:00. Without objections, I think we'll look to terminate at this point.

Now that mean's tomorrow night, same bat time, same bat station. We'll be back here until we get this done. Believe me I already booked next week and I have booked until we get this done.

Co-Chairman Moran

Just to clarification Mr. Chairman, tomorrow is 7:00 p.m. and not 7:30.

Chairman O'Brien

That's correct 7:00 p.m. start. Now Alderman Dowd quickly because I'm on a roll here.

Alderman Dowd

Motion to adjourn.

Chairman O'Brien

No, can you hold your Motion to Adjourn. I'm not entertaining it at this time. There seems to be several legal questions. My legal question is where does the City begin and the store end or begins? The City plows the sidewalks. We pave the sidewalks. Do we own the sidewalks? So my question to Legal does that carry out to the street? So what we voted on marking outdoor dining to the lineage of what was determined on the parking of lines, does that have any legal contention? To make sure we all don't get in trouble, Director Cummings I'm going to charge you with this because I've got to go save the citizens \$2 million tomorrow. So I'll take that as the higher priority. Can I direct you to have an answer from Legal on what was voted on this evening to see if that meets the constitutional muster as required by law? Do you have any questions on what I'm looking? All right. Hopefully that is the case.

We are going to adjourn but the Committee stays because I'm going to call to order the next meeting. To our citizen friends, thank you. I did not intend to keep you to this tardy hour, but thank you for being here. Very much appreciated.

ADJOURNMENT

**MOTION BY ALDERMAN DOWD TO ADJOURN
MOTION CARRIED**

The meeting was declared closed at 10:55 p.m.

Alderman Alex Comeau
Committee Clerk