

Business Owner/ Main Street - Center Street Property Owner Feedback for City of Victor Parking Ordinance

June 1, 2009

Business Owner Hopes & Concerns	How Issue is Being Addressed
1 Keep parking on Main Street	Draft Transportation Plan includes this
2 Create parking on both side of wide side streets	Draft Transportation Plan includes this
3 Create city owned parking lots that are well lit	Draft Transportation Plan includes this
4 Allow employee parking in the rear of businesses, and public parking in the front (helps the public know that business is open)	Ordinance does allow for on-street and off-street parking. Draft transportation plan also includes this provision. Fee-in-lieu for required parking is also allowed for new projects, reducing the need for the creation of private parking lots and supporting development of more on-street parking, as needed
5 Allow for some “compact” parking spaces in off-street lots, 9 feet wide is enough for many cars	Ordinance changes off-street parking requirement so that spaces are only required to be 9-feet wide. On-street parking widths do not change.
6 Allow for bike parking or fee-in-lieu for parking requirements	The ordinance allows for fee-in-lieu to meet parking requirements.
7 Create more crosswalks across main street	ITD has decided that the City of Victor can add additional crosswalks when it restripes Main Street this summer.
8 Loosen restrictions on parking (do not require so many)	The new draft ordinance reduces the number of parking spaces required to 2 spaces per 1000 sq. ft. <i>net</i> floor area for a new building, after the first 2000 square feet.
9 Create a mix of private parking lots, public lots, and on-street parking	The ordinance and the draft transportation plan include provisions for a mix of on-street and off-street parking, private and public.

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<p>10 Enforce existing nuisance ordinances, and add new ones as appropriate</p>	<p>The City is working on strengthening some of its nuisance ordinances, creating new ones as appropriate, and improving enforcement of existing ones. For example, work is already being done to address abandoned buildings on Main Street - proceedings are underway to get three removed very soon. The City is also looking into purchasing some equipment to plow the downtown sidewalks. The ordinance preventing the parking of cars for more than 24 hours is being amended to remove all cars parked for more than 24 hours, not just those that are impeding traffic.</p>
<p>11 Make sure overhangs on sidewalk protect vehicles from snow slides</p>	<p>City Design Standards for new construction of small commercial structures already contains language to protect people and property from damage due to snow slides from sidewalk and building overhangs. This can be found in Standard #11, Division 6 - Architectural Design</p>
<p>12 Raise funds to purchase a piece of land for city-owned parking while property prices are low</p>	<p>This is a good idea, but not likely to happen now.</p>
<p>13 Consider making the public lot on Cedron and Frontage bigger</p>	<p>This idea should be included in the Transportation Plan. Dahvi will send to the planners.</p>
<p>14 Offer a shuttle from remote parking lots to downtown during busy summer days or special events</p>	<p>This is a good idea for the future, but not likely to happen yet.</p>
<p>15 Get rid of “used cars” for sale on Main Street</p>	<p>See #10 above.</p>
<p>16 Require more handicap stalls in parking requirements</p>	<p>Handicap parking requirements for off-street parking are included in the ordinance, and will follow Americans with Disabilities Act standards.</p>
<p>17 The City’s process has moved too slow</p>	<p>We recognize that this is true. However, the draft of this ordinance will be ready for public review Thursday, June 4, and we hope to have it passed within a few weeks.</p>

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18 Hard to address the paradox of parking requirements and walkability	The City is committed to addressing this paradox in the best way possible.
19 It is inconsistent to have rear parking for some businesses and not all	The new ordinance allows property owners to determine for themselves what the appropriate mix of off-street and on-street parking will be. If they do not want to build their own parking lot, they can pay the fee-in-lieu to help create parking on street.
20 Font-entry diagonal parking spaces on Main Street are dangerous	We have received word that ITD is warm to the idea of reverse-angle diagonal parking. This is seen as safer than front-entry diagonal parking, because it does not require people to back into oncoming traffic when exiting their space. It also provides safer access to passenger doors from the sidewalk, and will help slow down traffic on Main Street. We do believe the lane will remain wide enough to allow cars to pass those who are stopping to back in and park.
21 Required parking spaces are required to be too wide	The new ordinance reduces the required width of off-street parking spaces to 9 feet.
22 Spaces on street should be long enough to accommodate trucks with plows on the front during the winter	The parking spaces on the street will not diminish in size due to the new ordinance. The City is working with ITD to see whether we can find a better solution to the snow pile-up issue on the sides of Main Street, reducing the danger of parked trucks sticking out into traffic.

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<p>23 Private land-owners should not be required to provide parking or access to parking for the town or other lot owners</p>	<p>Conversations have begun within the City to consider drafting a carefully-written statement assuring property owners that the inclusion of a new provision in downtown development code requiring creation of an easement along the back property line of downtown properties for a potential future rear-lane, <i>does not</i>, in itself, create the expectation that adjacent property owners will grant rear access to interior properties in the immediate term. <i>If</i> such a statement is recorded, it will be carefully drafted to protect the City's long-term interest in encouraging the construction of a shared-lot line rear lane, <i>when</i> these properties are subdivided or developed.</p>
<p>24 Required parking should be based on net square footage rather than gross square footage of building</p>	<p>The new ordinance does change the parking requirement to be based upon net square footage of building, rather than gross square footage.</p>
<p>25 High speeds on Main Street makes it dangerous for parking across the street to accommodate businesses</p>	<p>The City is taking steps to reduce the speeds on Main Street. Now that enforcement has slowed traffic to the existing speed limit of 35 mph, the City has a much better case to go to ITD and request decreasing it to 25 mph. Furthermore, the new striping the City will do this summer will create a center turn lane, and reduce the number of through traffic lanes to one in each direction. The City is hoping to add new crosswalks when it stripes this summer, and is considering pedestrian safety measures, such as paved corner bulb-outs, with ITD and its transportation planners. Envision Victor is also working on developing some public art opportunities to create visual gateways into town, which have been shown to slow down traffic elsewhere, and other similar ideas.</p>

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26 Trucks being parked on Main Street due to new draft truck ordinance	Draft Code: Title 4, Chapter 4 "Truck Routes", states that "No vehicle with a Gross Vehicle Weight or licensed capacity in excess of twenty thousand pounds shall be allowed to park on any street within the corporate [city] limits other than while actively loading or unloading cargo." This should ensure that trucks will never be parked in front of downtown businesses unless in the process of loading or unloading.
27 Issue with cars parking on Main Street for more than 24 hours... need to enforce this.	The City is working to ammend an existing ordiance to prevent all vehicles from parking for 24 hours on Main Street, rather than just those that are impeding traffic.