

From: Michael Behrendt

Sent: Monday, May 17, 2021 1:58 PM

Subject: Main Street #19 - parking references from Master Plan from Ellie Lonske

To the Planning Board,

Tim Murphy spoke about his proposed parking project and references to parking in the Durham Master Plan. Ellie Lonske, Planning Board member, looked up references to parking in the Master Plan that might be germane to this project and sent the attachment to me. At her request I am forwarding this to the board.

Board members can make their own judgments about the connection between the project and the Master Plan and could discuss this issue at a board meeting if done carefully. The Master Plan is a policy and planning document and is not legally binding but it can be a useful reference for issues where broader town goals and policies can provide context – such as for conditional uses, zoning amendments, special exceptions, and variances - provided the board is discerning in considering its applicability.

Michael Behrendt

Durham Town Planner

Town of Durham

Goal

Provide parking areas in downtown that accommodate retail and commercial uses, maximize the number of on-street spaces, discourage new surface parking, support a Park-Once-and-Walk environment, are well landscaped, and blend with the character of downtown while allowing for access by alternate forms of transportation.

Recommendations

1. Use a combination of more street parking, new structured parking (i.e., a parking garage), and remote lots managed through private/public partnerships to create a hierarchy of prices to better manage parking.
2. Work with landowners to create shared parking and limit the development of new parking that exceeds the Town's parking standards.
3. Amend land use ordinances to require "public access parking," which is parking that is available to the general public for a cash fee at the time of parking. This parking would be separate from leased parking that might be available for tenants, businesses, or the general public to buy in advance for fixed periods.
4. Continue to pursue the creation of structured parking in the Central Business District.

Issue: Existing transportation infrastructure in the downtown and core areas does not facilitate a Park-Once-and-Walk system.

Goal: Provide parking areas in downtown that: accommodate retail and commercial uses, maximize the number of on-street spaces, discourage new surface parking, support a Park-Once-and-Walk environment, are well landscaped, and blend with the character of downtown while allowing for access by alternate forms of transportation.

Key Conclusions References: #4, 5, 6

Recommendations:

Supply

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4. Continue to pursue the creation of structured parking in the Central Business District.

Management

1. Develop a parking management plan that addresses commercial and retail business needs.

2. Regulation

3. 1. Amend the parking standards in the zoning ordinance to require shared parking for mixed use development based on current and future research.

4. 2. Adopt maximum parking standards in the zoning ordinance to encourage infill development, prevent an oversupply of parking, and reduce impervious surfaces.

5. 3. Create incentives, such as density bonuses, relaxed parking standards, and encourage the use of RSA 79-E by private land owners to build new structured parking.

UNH Traffic Demand Management

In 2003, the University of New Hampshire adopted a traffic demand management (TDM) approach to addressing the challenge of off-campus student and employee commuting. Since then, parking permit demand has remained flat or in decline, and transit ridership has increased dramatically. The University remains committed to promoting a walking campus, limiting parking capacity expansion, and enhancing transportation options (intercity rail, cycling infrastructure, car-sharing) that reduce the need for private vehicle use and parking. Working collaboratively with UNH, Durham should ensure that its policies reinforce this commitment and do not work at cross-purposes or serve to undermine it.