

➤ **Article 4C: Capital – Parking Deck**

9/15/16

Melissa Arrighi, Town Manager, presented Article 4C. She introduced Martha Werenfels of DBWV Architects, John Burke of the Plymouth Growth & Development Corporation (PGDC), Desmond Egan from Park Plymouth, and Chris Pratt PGDC Treasurer. All will be helping with the presentation and answering questions. The town has been discussing the need for additional parking downtown for over 40 years. The Burial Hill lot on South Russell Street, which runs adjacent to the new town hall, was identified as a potential location for a parking deck. A feasibility study was conducted and option A is the preferred option which adds another level of parking to the Burial Hill lot.

The new town hall has 4 parking lots and 116-117 total spaces, 62-63 of those spaces are in the Burial Hill lot. Leveling that parking lot on to a deck and adding a full lot under it would increase the total spaces of that lot to 152 spaces, bringing the total number in all the lots from 117 up to 206 spaces. For comparison purposes the current town hall has 49 parking spaces.

The next step is the schematic design and construction documents which take about 6-8 months to produce. It is hoped a change order can be added to the town hall construction to add the parking deck. That way there is no procurement process and construction can begin more quickly. The anticipated duration of the parking deck project is 12-18 months.

Costs were kept down by keeping the structures simple. The top deck is open and has two small pavilions, one on either end. A similar parking deck was recently built in Providence at The Foundry, it was built into a hill. The parking deck will be operated by Park Plymouth. There will not be any staff at the location but they will provide regular monitoring. The top level will be for town hall employee parking during town hall hours. The bottom will have gated access and will be pay to park, monthly passes will be available as well. There will be quite a few spaces on the street available for short term parking.

The total cost is just under \$4 million. PGDC is proposing to fund the entire project. They are covering the soft costs and placing 10% down up front. Then the town will take out a \$3 million bond and PGDC will make the payments. The reason the town is taking the bond is because the town can realize a better rate on the bond. PGDC estimates the net operating cost to be \$146,000 annually. They anticipate debt service in excess of that by \$50,000 annually for the first few years, which they can cover with the net positive from the rest of their parking system.

The Plymouth Development Corporation (PDC) was created by state legislation in 2002 as an economic development quasi-public agency. That corporation had issues with the Town and in 2007 the whole board resigned. Leighton Price (President), Alan Zanotti (Secretary), and Chris Pratt (Treasurer) stepped in and have been employees ever since. The Corporation was renamed the Plymouth Growth and Development Corporation (PGDC). They work in close partnership with the Town of Plymouth. They are community contributors and they have a Community Reinvestment Policy which the Selectmen endorsed. They take pride in their transparency and their community involvement. They donate to the two annual parades each year. Any other donations they make are endorsed by the Selectmen. PGDC sponsors the graffiti program through the town's Community Development Office. Park Plymouth is the enforcement and operations part of PGDC. PGDC's annual operating cost is \$750,000. They reimburse the town for R&B services, the salary and benefit costs of one parking enforcement officer still employed by the town, and reimburse the town for a large number of tickets issue by the police for tickets issued outside the development zone. They pay monies toward the Commission on Disabilities twice a year. They are transparent and have the books done on monthly basis by an independent accountant, and annually by an independent auditor. They presently have \$2.5 million in the bank.

Plymouth's "Development Zone" is short 650 parking spaces. This parking deck is only phase I with more parking projects to follow. They hope to receive support from the Advisory & Finance Committee and

from Town Meeting.

Questions:

- How will the 30 year bond with a 20 year contract work? (B Cavacco) If for some reason the town makes PGDC go away, the town would incur the balance.
- Who will own the parking garage? (H Salerno) The town would own it but have a long term lease with PGDC to manage.
- How confident are you in the accuracy of the estimates? (H Salerno) There was a very conservative approach to the estimates and we gathered a lot of historical utilization data for that particular parking lot and the area. We used average utilization of 30 to 40% which again is conservative and the number will surely increase with time.
- Employees will be able to park for free? (H Salerno) Yes during office hours.
- How will the gates lift? (K Canty) There will be ticket spitters which raise the gates. Parkers will pay at an automated kiosk.
- Will volunteers have to pay to attend evening meetings? (S Sheridan) No, those coming to conduct business at Town Hall will not have to pay.
- Were solar panels considered? (S Sheridan) No, out of respect for Burial Hill and the historical area, solar panels were not considered.
- Who will maintain the parking garage as far as snow removal? (B Cavacco) We have not worked out all that detail yet.
- Is there concern with monthly pass holders filling all the spaces? (H Salerno) That is a concern and that will be an evolving process to manage.

Patrick O'Brien made a motion to recommend Article 4C to Town Meeting. Harry Salerno, second.

Discussion: This project is crying out to be done. The town desperately needs more parking. This parking deck looks like it fits right in to the area. Management plans and issues will be resolved. I recommend support of this article. (H Salerno)

The motion carries unanimously (12-0-0).