

City of Biddeford
Downtown Committee
March 29, 2023 6:00 PM Council Chambers & Zoom

Please click this URL to join. <https://biddeford.zoom.us/j/94580754231>

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Status:

- 1. Call to order**
- 2. Approval of the Minutes**
 - 2.a. Downtown Committee - January 31, 2023
[20230131 Downtown Committee Meeting Minutes](#)
- 3. Staff Update**
- 4. Discussion/Review**
 - 4.a. DC2023.2) Approval - Amend Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, Section 42-90 No Parking - Pearl Street
[20230329 DC2023.2 Pearl Street No Parking- Order](#)
[20230329 No Parking and Limited Parking Ordinance Amendments for Pearl Street - Brief](#)
 - 4.b. DC2023.3) Approval - Amend Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, Section 42-92 Limited Parking - Pearl Street
[20230329 DC2023.3 Pearl Street Limited Parking - Order](#)
[20230329 No Parking and Limited Parking Ordinance Amendments for Pearl Street - Brief](#)
- 5. Adjourn**

City of Biddeford
Downtown Committee Meeting
January 31, 2023
{Meeting held in-person and via Zoom}

Chairman Whiting called the meeting to order at 6:00 p.m.

Roll Call

Present were Chairman Whiting, Mayor Casavant (Zoom), Councilor Doris Ortiz, Councilor Ortiz (Zoom), and Councilor Julian Schlaver.

Staff in attendance included Interim Police Chief JoAnne Fisk and COO Brian Phinney.

Approval of the Minutes

There were no minutes to approve.

Staff Update

Chairman Whiting congratulated Interim Police Chief JoAnne Fisk for her position and welcomed Councilor Julian Schlaver as a new council representative.

Discussion/Review

Item 4.1. - Bacon Street Handicapped/Loading Zone Space

Dr. Strassler - Requested disability parking for access to the Congregation Etz Chaim Synagogue and explained his concerns with the current parking situation.

Maureen King – Appreciated the need for a disability space but observed employees from other areas are parking on the street to avoid the pay-per-use lots in the area. She suggested a loading zone to be able to unload for drop offs and pick-ups.

Councilor Mills – Asked if there can be a loading zone and a disability space.

Interim Chief Fisk commented that properly signing the loading zone for the necessary times would be difficult.

Councilor Mills- For a better understanding of what days would be needed for disability parking.

Dr. Strassler – Responded that there is not a consistent time or day. Possible alternative is a loading zone with paper on dash showing they are associated with the Synagogue and would therefore not be ticketed.

Councilor Schlaver – Asked if short-term parking would be acceptable, such as a 15-minute space.

Dr. Strassler – No because if individuals are part of a rehearsing it would be an hour to one and one half hours at the site.

Councilor Ortiz – Recognized that a disability parking space would be difficult to monitor to ensure that it was only used for Synagogue use. Asked if 2-hr parking in handicap spot would be an option.

Interim Chief Fisk – Commented that disability parking should be specific to that purpose and not mixed with other provisions. Loading zones are restricted in time.

Councilor Mills - Asked Interim Chief Fisk to confirm that 8-5 Monday through Friday is typically the period of time assigned to loading zones unless otherwise requested.

Interim Chief Fisk – Commented that the characterization generally sounds correct but would need to look up the requirement.

COO Phinney – Offered comment that there is also a practical aspect to loading zones. The space on the sign is limited so generally the sign specific to certain dates and consistent times to avoid confusion and to serve suit the intended purpose for the zone. For example, to allow deliveries early in the morning or to coordinate outgoing shipping requirements during the day.

Councilor Schlaver – Made note of several disability parking spaces in the area. Asked if there is a sufficient number of spaces that would allow drop-off and then parking for retrieval of the vehicle later.

Dr. Strassler – Commented that he did not feel the disability parking in the area is really accessible to the situation at the Synagogue.

Councilor Schlaver – Offered clarification that he is trying to understand the distinction between loading zone needs and disability parking needs.

Dr. Schlaver – Commented that if he was to make the determination there would be two disability spaces based on current member needs. It would also be more appropriate to have disability parking than loading zone space.

Councilor Mills – Asked for clarification from Dr. Strassler about the “ask”; Councilor Mills’ understanding is a loading zone and two disability spaces.

Dr. Strassler – Wanted it known that he does not want to overreach, so the priority would be disability parking.

Chairman Schlaver – Asked Interim Chief Fisk if there is any concern with two spaces in the area.

Interim Chief Fisk – Commented that there isn’t really a density issue but there is also no guarantee that disability parking would be available for the Synagogue at specific times since they would be open to the public.

Maureen King – Offered her observation that changes to the parking program have caused employees to shift parking to the residential streets. Daytime parking has increased through about 4:00 causing her to conclude that the vehicles are associated with workers.

Councilor Schlaver – Supports creation of a disability spot in front of the Synagogue. Asked if a two-hour spot would be of benefit as well.

Dr. Strassler – Indicated that it would not really be beneficial because there is no guarantee the space would be available, but is willing to try anything to try to accommodate his community.

Chairman Schlaver – Entertain a motion establish disability parking in front of the Synagogue.

Councilor Mills as to amend by adding a loading zone, Monday through Friday, 8:00-5:00.

Chairman Schlaver – Asked Interim Chief Fisk if the motion is practical.

Interim Chief Fisk – Commented that the Department will enforce whatever the Committee put in place.

Mayor Casavant – Voiced concerns with loading zone for such a long period of time. It will result in a dead zone. Suggests starting with one disability parking space and see how that impacts the neighborhood.

Councilor Ortiz – Voiced support for disability parking but not in support of the loading zone. There are workers that use those spaces. Taking parking away in a low income area is a concern.

Motion to accept two disability space and a loading zone.

In favor: Councilor Mills

Opposed: Councilor Whiting, Councilor Ortiz, Councilor Schlaver, and mayor Casavant

Motion Fails

Motion by Mayor Casavant to accept the original order for one disability parking space.

Seconded by Councilor Mills

Vote – Unanimous in favor, motion carries.

Item 4. B – Preferred Monthly Meeting Date and Time

Councilor Whiting – Polled the committee members for a preferred meeting date and time with the understanding that if there is no business the scheduled meeting would be cancelled. After discussion a date was identified.

Motion by Mayor Casavant to establish a regular meeting date and time being the last Tuesday of the month at 6:00 p.m.

Seconded by Councilor Schlaver

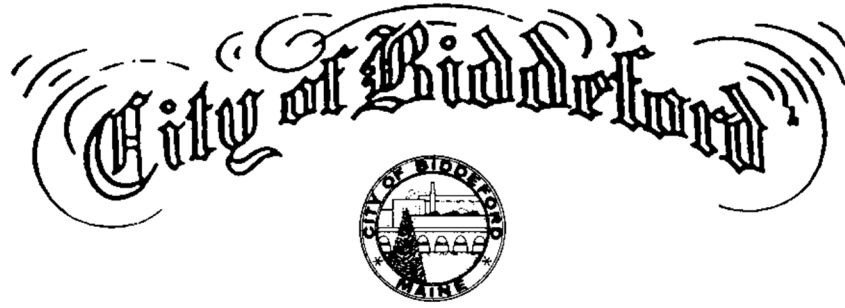
Vote: Unanimous in favor, motion carries

Motion by Councilor Whiting to Adjourn

Seconded by Councilor Ortiz

Vote: Unanimous in favor, motion carries

Adjourn at 6:47 p.m.



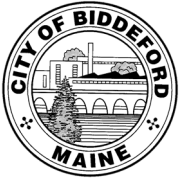
DC2023.2

IN BOARD OF CITY COUNCIL...MARCH 29, 2023

BE IT ORDERED, by the Downtown Committee of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or ~~deleting~~ to read as follows:

Pearl Street, left hand side, heading in an easterly direction from Lincoln Street to ~~Smith Street~~ the Saco River, unless otherwise noticed.

Pearl Street, right hand side, heading in an easterly direction from Lincoln Street to Saco Falls Way.



Downtown Committee

Meeting Date: March 29, 2023
Meeting Time: 6:00 PM

Agenda Item No: 4.a & 4.b
Item Description: DC2023.2 Pearl Street – No Parking
DC2023.3 Pearl Street – Limited Parking

Submitted by: Brian S. Phinney, COO
JoAnne Fisk, Interim Police Chief

Supporting Information/Documentation:

Figure 1 – Pearl Street Existing Conditions
Figure 2 – Pearl Street Proposed Changes
Figure 3 – Woonerf Design
Figure 4 – Aerial View of Lower Pearl Street

Key Terms:

N/A

Executive Summary:

Temporary measures were put in place when the garage on Pearl Street was under construction. These measures included the creation of temporary on-street parking on the right side of Pearl Street at the intersection with Lincoln Street and relaxed enforcement of parking enforcement generally along the city-owned left side of the property from Lincoln Street to the river.

Now that the garage is operational and the construction is completed on the Riverdam Mill complex it is recommended that the temporary measures be rescinded. This will result in posting Pearl Street as No Parking on the Right side from Lincoln to Saco Falls Way and No Parking along the entire left side of the street from Lincoln to the river.

Posting the street will remove approximately 38 vehicles from the roadway assisting with winter road maintenance.

Detailed Review:

Construction began this past summer for reconstruction of Pearl Street to accommodate future development planned along the length of the street. Construction paused for the winter months and has just recently recommenced with planned completion this summer.

Upon a recent review of winter conditions along Pearl Street it became evident that parking along the length of Pearl Street is an issue along the entire left side of the street and in the

temporary parking area created when the garage was under construction (right side). Although there are private parking spaces along the right side of the street (along the mills) the remainder of parking is under the control of the City.

Figure 1 depicts current conditions along Pearl Street from Lincoln Street to the Saco River. Limited parking was created along the right side of Pearl Street at the intersection with Lincoln Street down to Saco Falls Way (erroneously listed in the Code of Ordinances as “Salmon Falls Way”) in order to accommodate parking when the garage was being constructed. Additionally, parking at the lower end of Pearl Street, from the garage to the river on the left side, was “relaxed” allowing residents, customers, and contractors to park along the City’s property (the former Maine Energy site) while construction was underway for both the garage and the Riverdam Mill complex. The upper portion of the left side of Pearl Street is currently listed in the Code of Ordinances as “No Parking” this area was also subject to relaxed enforcement during construction.

Now that the garage is fully operational these temporary measures should be eliminated. The 2-hr parking on the right side of Pearl Street and the lower section where relaxed oversight was allowed would change to No Parking. The existing No Parking section from the garage to Lincoln Street would remain No Parking and would be enforced, see Figure 2.

At a recent point-in-time survey, 38 vehicles were parked along Pearl Street in the areas under City control. These vehicles have the opportunity to park in the Pearl Street Garage.

Now that reconstruction of Pearl Street has commenced any vehicles parked along the roadway will be required to relocate to accommodate utility installation, road surface reconstruction, sidewalk construction and woonerf installation.

Figure 3 depicts the woonerf design for lower Pearl Street. As shown by the rendering the final design does not include on-street parking along the 3 Lincoln lot (right side of rendering). The woonerf extends to the building façades creating a “living street” that can be closed to traffic for events to create a block party atmosphere without curbs or other pedestrian obstructions.

Figure 4 shows the extent of the woonerf. The lower side of the woonerf is shaded grey. This represents the surface area under private ownership and control.

The proposed ordinance amendments were submitted to the Policy Committee for review on March 6, 2023. Figures 3 & 4 have been included to address a question from the Policy Committee as to why there should be no parking on the lower portion of Pearl Street. The Policy Committee was informed of the planned no parking design and the width limitation associated with the privately owned land. Figures 3 & 4 provide a graphic representation of the conditions. The Policy voted unanimously to pass the item to the Downtown Committee for review and acceptance.

The two orders are included for review and acceptance as separate actions; one for §49-90 No Parking, and one for §49-91 Limited Parking.

Funding Source:

N/A

Staff Recommendation:

Eliminate 2-hr parking along the right side of Pearl Street (From Lincoln St), post the lower section from Saco Falls Way to the river as “No Parking” (left side from Lincoln Street), and enforce existing No Parking on the left side of Pearl Street from Lincoln to Saco Falls Way as the existing measures were intended to provide a safety valve for parking in the area during garage construction and these provisions are no longer needed.

As a side note, if the proposed ordinance amendments are enacted staff proposes a two-week notice period at the end of the construction period to make sure users are aware of the changes and have the opportunity to make appropriate plans for parking before enforcement begins.

Figure 1 – Existing Conditions

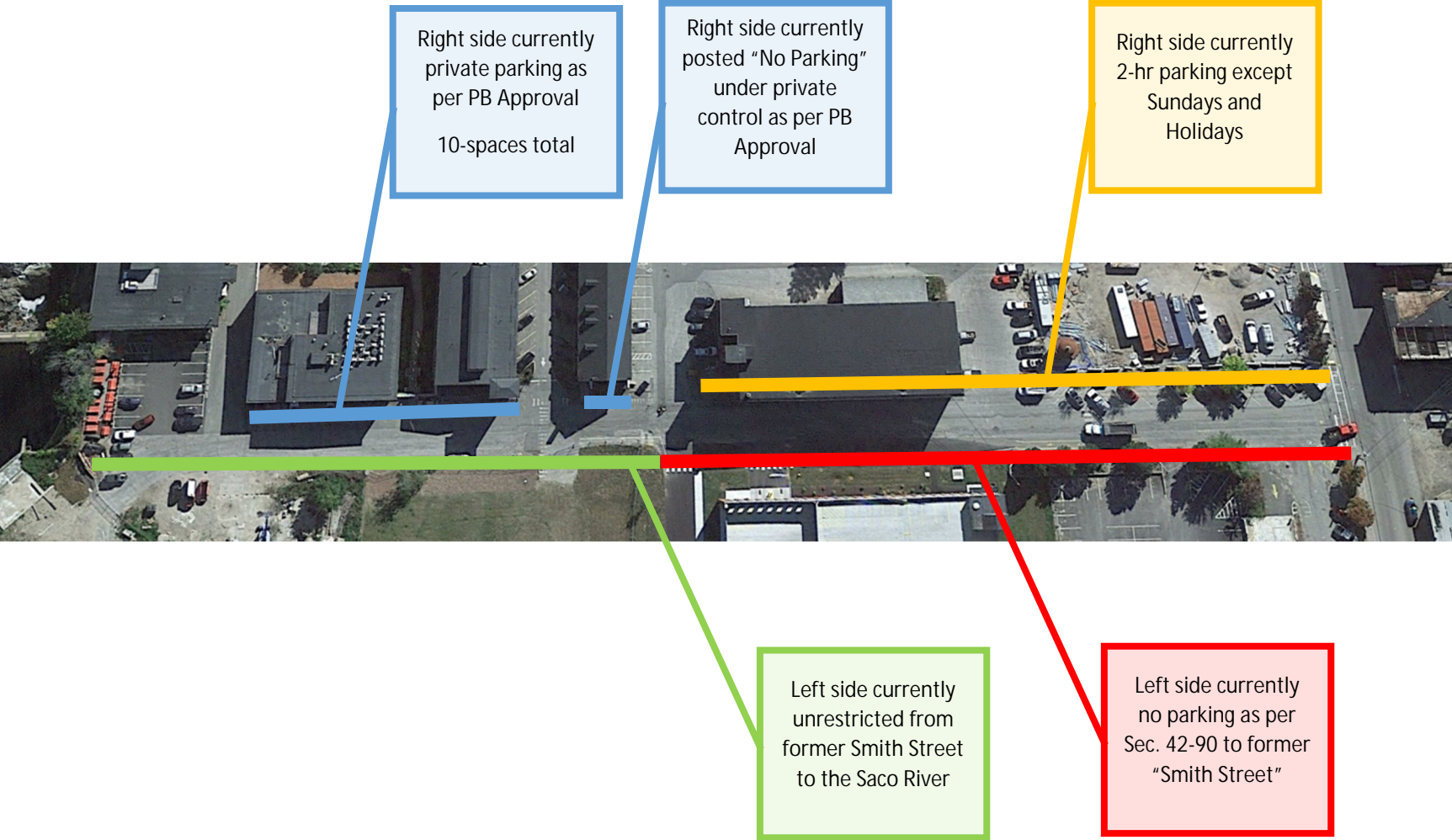


Figure 2 – Proposed Changes

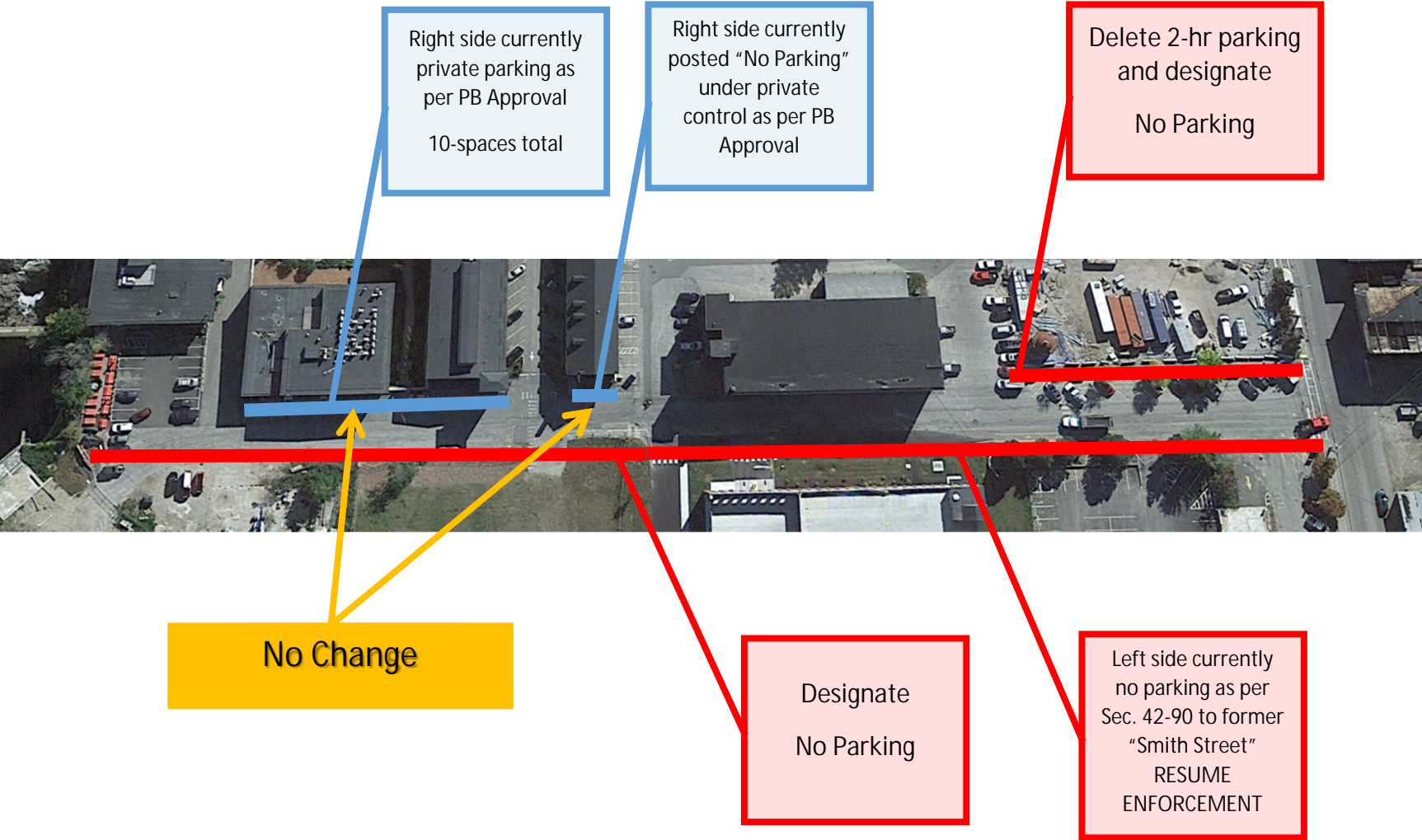


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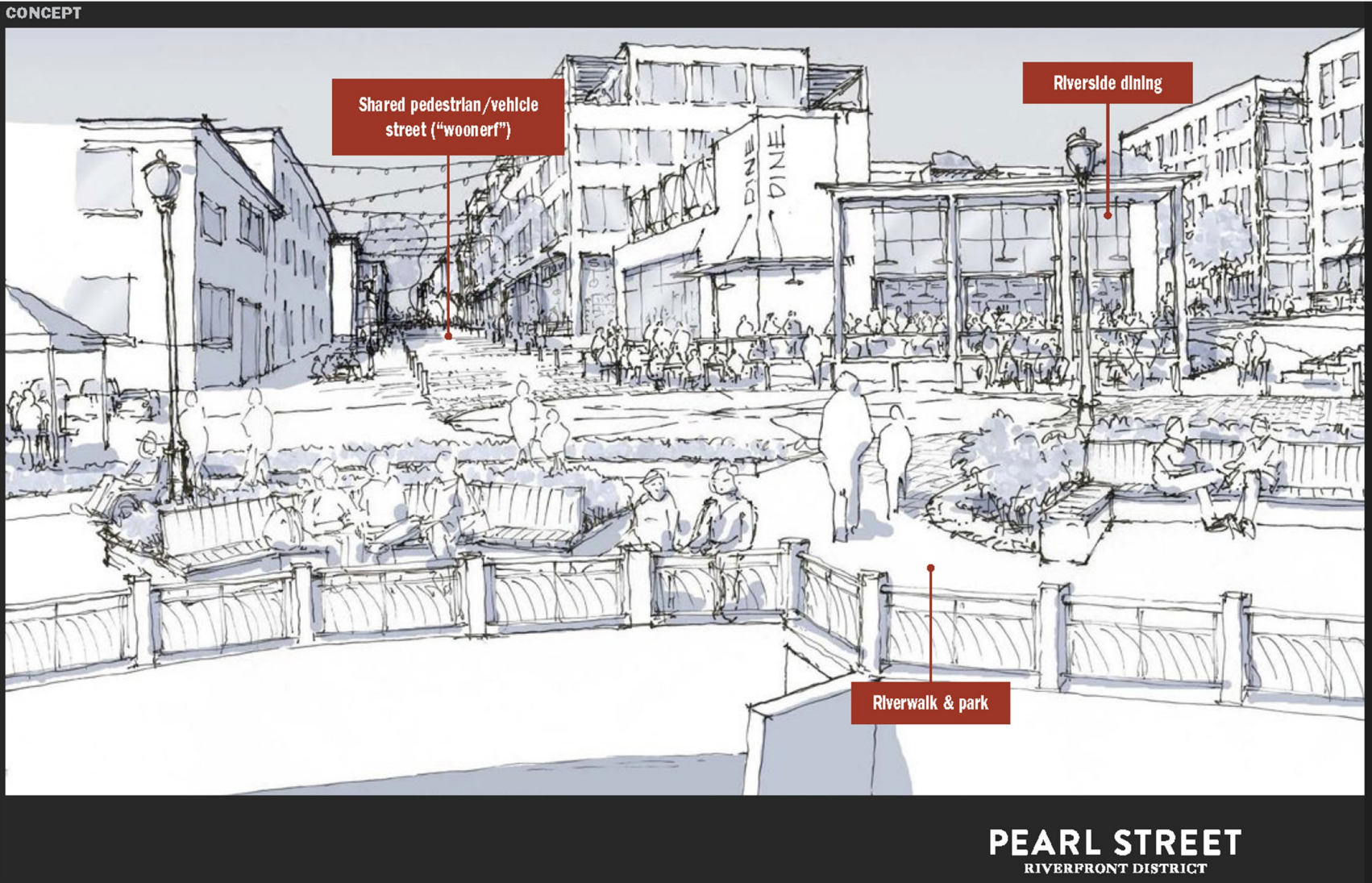
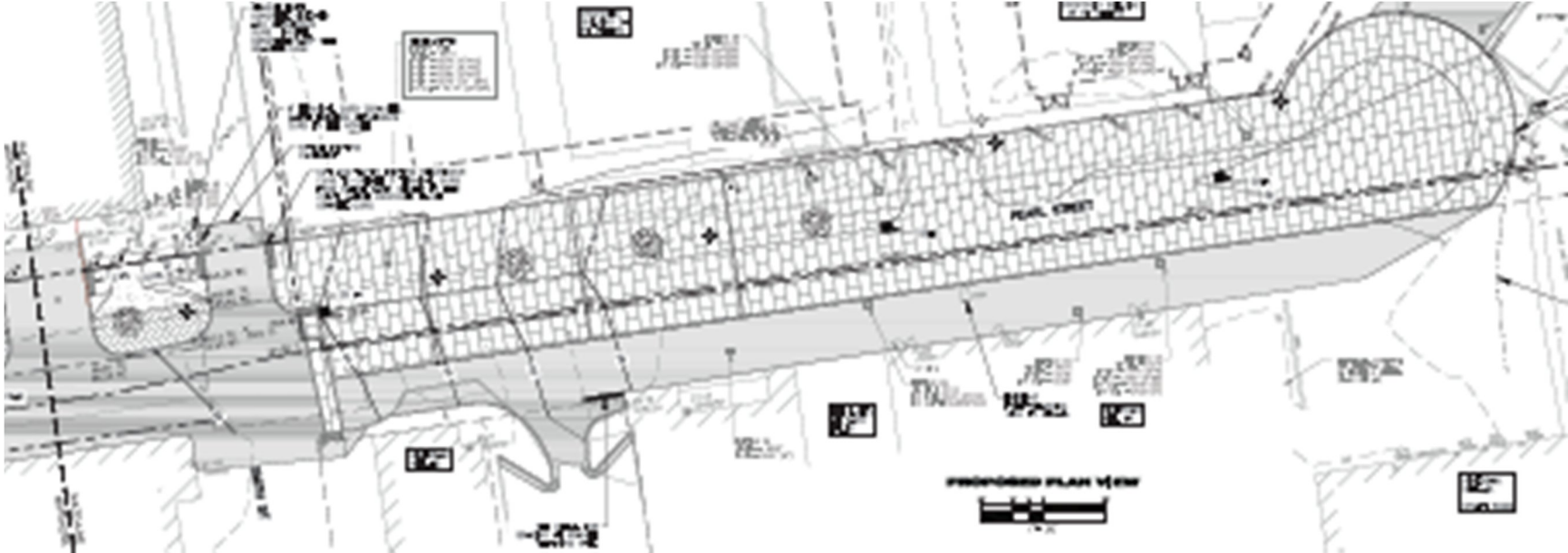
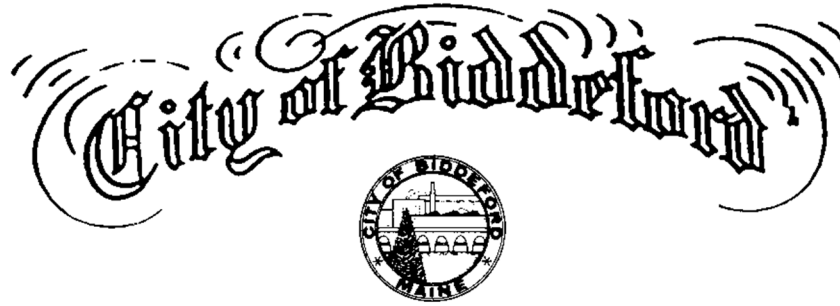


Figure 4 – Aerial View of Lower Pearl Street





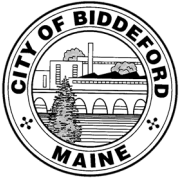
DC2023.3

IN BOARD OF CITY COUNCIL...MARCH 29, 2023

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~~Pearl Street, beginning at a point 40 feet easterly with the intersection with Lincoln Street, thence proceeding southeasterly and diagonally to the intersection with Salmon Falls Way, two hours. Exception: Sundays and holidays.~~

Note: ordinance erroneously refers to Saco Falls Way as “Salmon Falls Way”.



Downtown Committee

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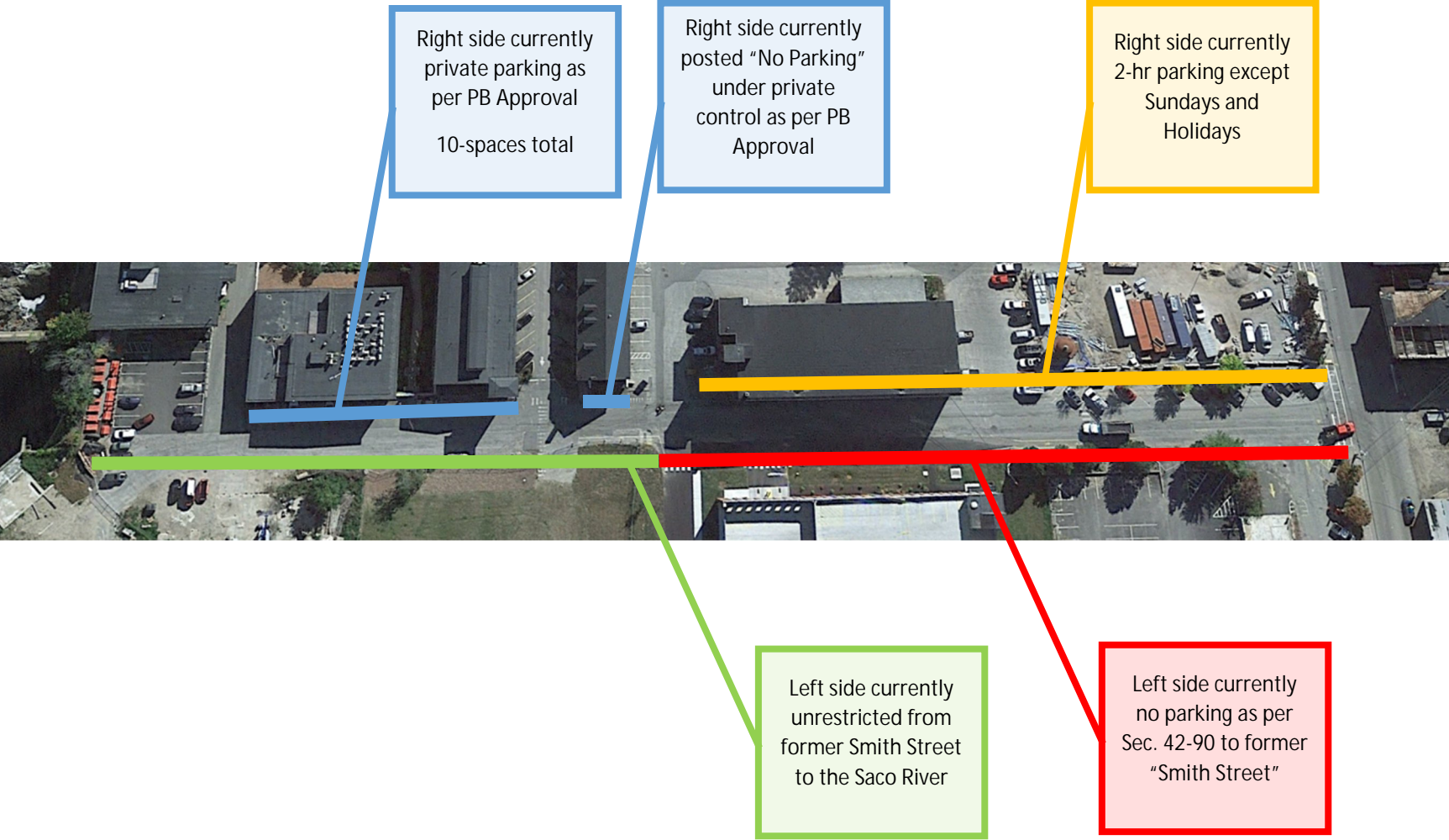


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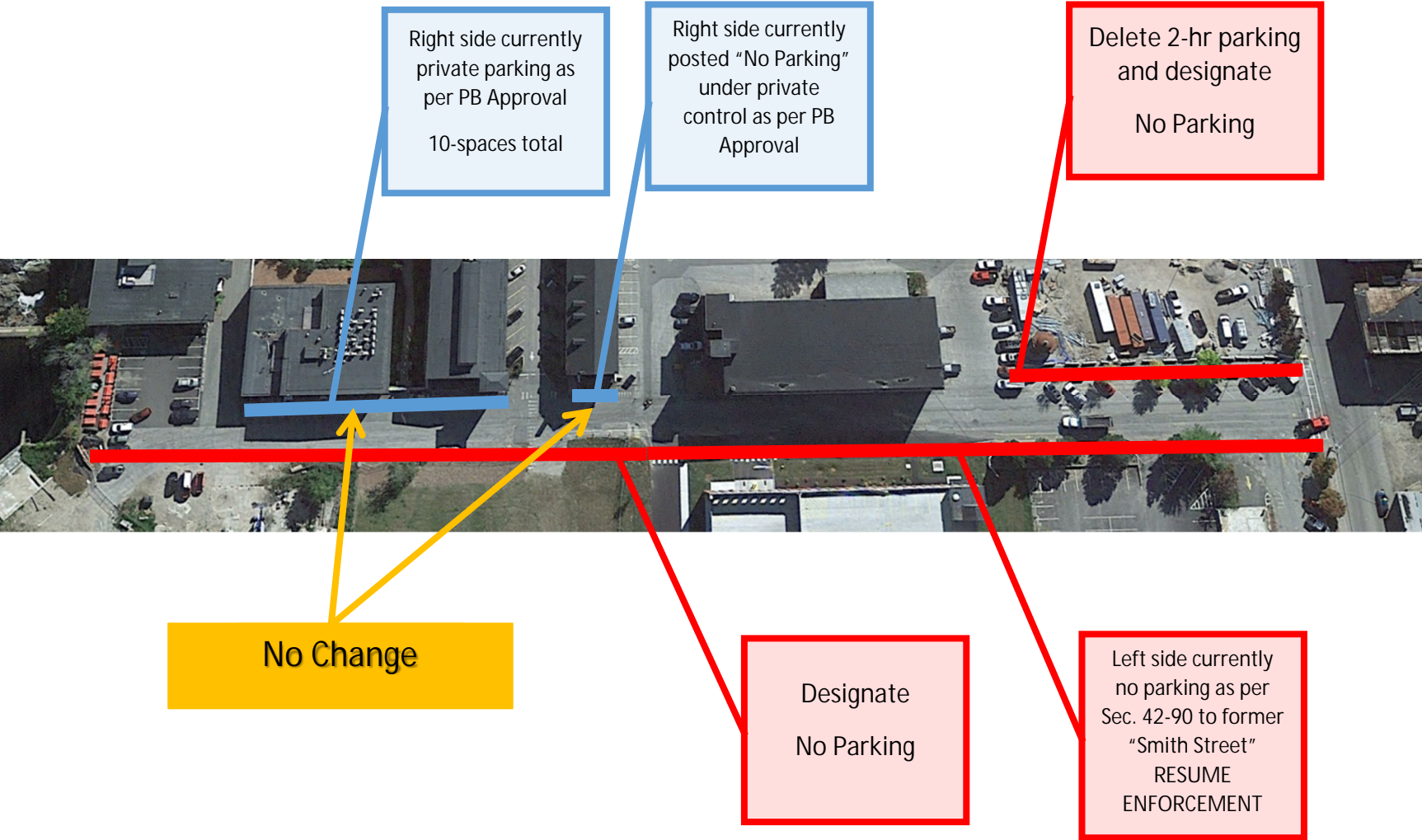


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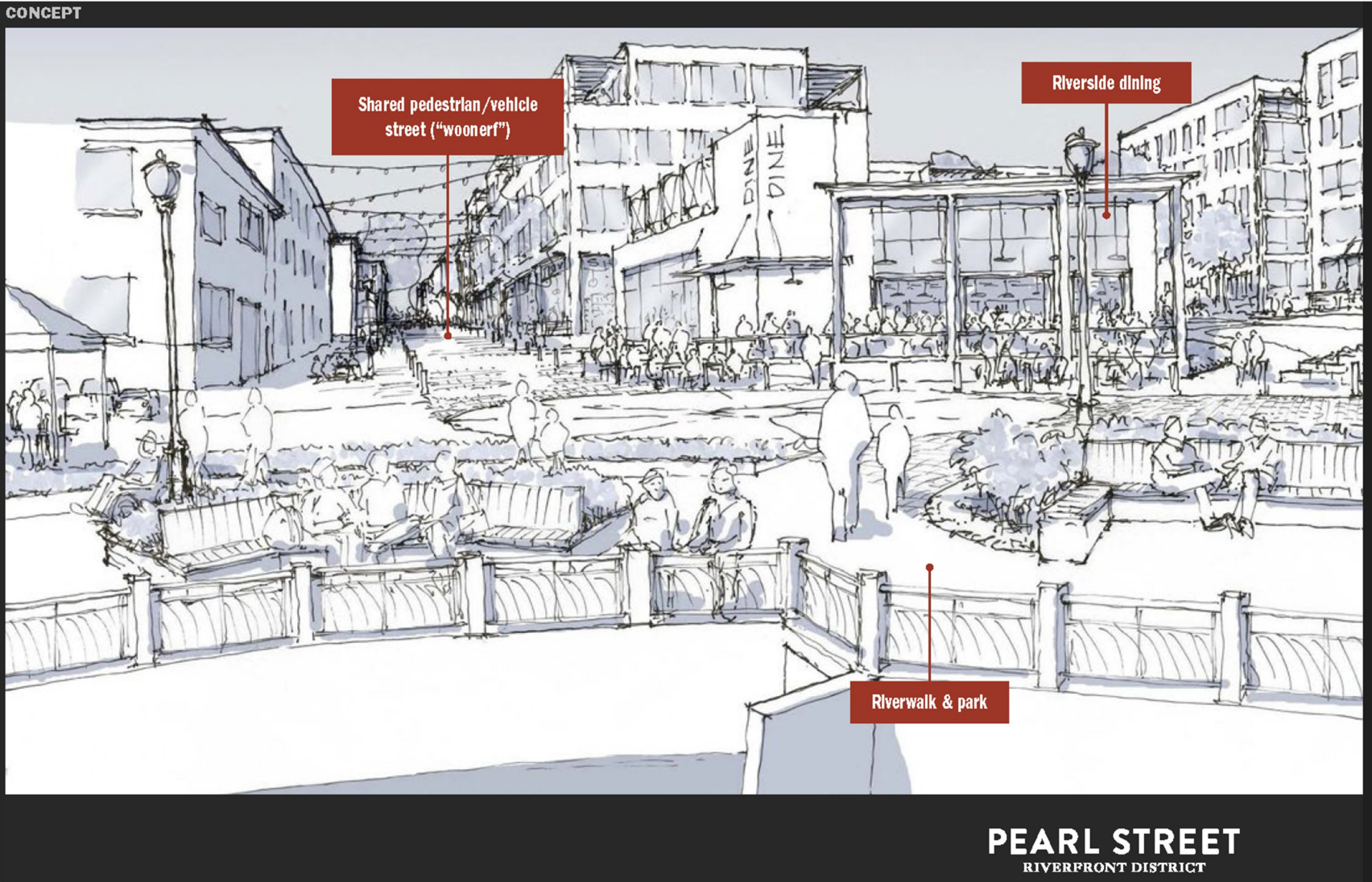


Figure 4 – Aerial View of Lower Pearl Street

