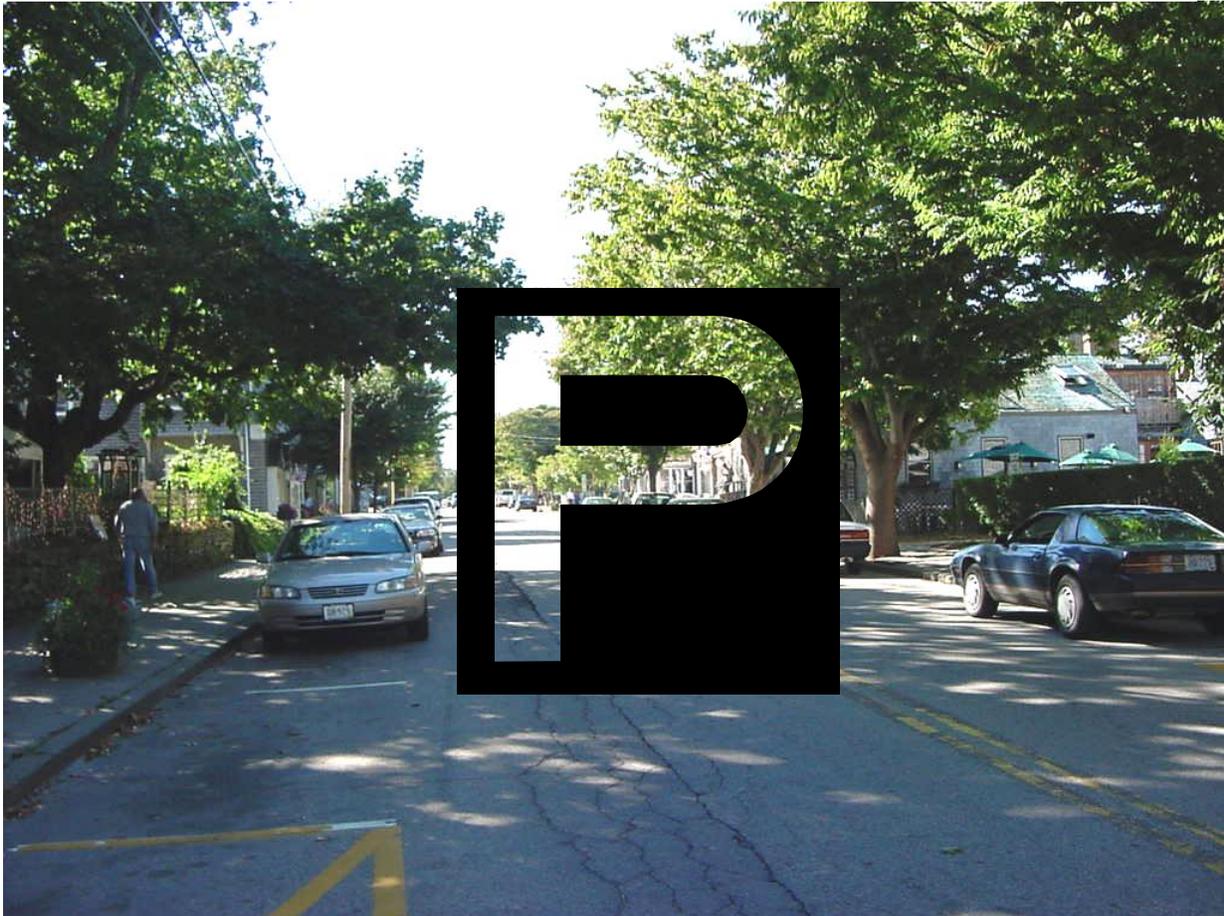


Downtown Parking Plan 2004

Town of Jamestown



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INTRODUCTION

Jamestowners have been talking about a downtown-parking problem since the 1970's and have many "parking studies" of varying focus, sophistication and depth. This plan will coordinate all relevant studies, determine gaps in existing information, analyze the issues involved in downtown parking and make recommendations for action with specific time frames for implementation.

I. BACKGROUND STUDIES

A. 2002 Jamestown Comprehensive Community Plan

The Comprehensive Plan addresses parking in the Land Use Element, the Economic Development Element, the Circulation Element, and the Action Plan. This plan is locally approved by the Town Council and the Planning Commission and is awaiting State approval. The following are excerpts from the Comprehensive Plan that address parking.

Future Land Use

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Jamestown's village should continue to be pedestrian friendly. The Downtown Improvement Project funded through the Rhode Island Department of Transportation (RIDOT) Transportation Improvement Program and under design in 2000-2001 should foster this walkable village atmosphere. The historical development pattern of the downtown village provides for minimal off-street parking. Although many existing businesses do not meet the parking requirements required in the Zoning Ordinance, development or conversion of future commercial buildings should meet the required standards.

The Town should look at the Zoning Ordinance parking requirements as well as other requirements to insure that they are still accurate and feasible for Jamestown and insure that the regulations are not putting undue burden to development of healthy businesses. An example is whether the definition of "change of use" puts unnecessary and undue requirements on potential businesses. Although there are few vacancies in commercial buildings in the village, the empty storefronts in the 1970s and 1980s should serve as a reminder as to why we need a healthy business community.

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Greenways and linkages should be developed throughout the Island to encourage safe alternative modes of transportation and to alleviate our dependence on the automobile. This will reduce pressure on our downtown parking issues as well as promote a healthy environment and population as well as help maintain our Island character.

Economic Development

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Numerous steps have been taken to address the CD parking needs. The former ferry maintenance garage on Narragansett Avenue was removed to create a 17-vehicle lot that is heavily used. Subsequently, hours for public on street parking were adjusted. In 1993, the Town Council passed a zoning amendment to allow Seasonal Off-Site Marina Parking in CD and CL by right and in R-20 and R-40 by Special Use Permit. Only the East Ferry Marina applied; 50 spaces were granted with conditions intended to minimize negative impacts upon residential abutters. After further studies a 1995 amendment provided for businesses to arrange for shared parking by legal agreement and has been used only once for a restaurant expansion. Since then the marina has doubled in size as well as provided a base for two passenger ferryboats, kayak rentals, sailboat charters and other businesses. Public and town debate continues on the originally proposed Ferry Parking Ordinance in 1997 and expanded in 1999 to include parking standards for businesses that use marina slips, dock space and/or moorings including ferries and related parking requirements. In addition, many CD businesses still face a need for parking variances to meet zoning requirements.

According to Jamestown's 1998 Community Survey response, 28.3 percent of residents feel that the downtown area has a parking problem, and in response to the same question, an additional 52.5 percent feel that the problem exists only in the summer season. To accurately assess the present parking status in Jamestown, a comprehensive survey needs to be conducted as to whether private lots and spaces are being used. In addition to the four sample sites of the 1999 Planning Department Parking Survey -- Narragansett Avenue, Conanicus Avenue, Municipal lot and the Town Square -- the sample should include public spaces at the Ambulance Barn and private lots. The sample needs to assess parallel days and dates each month and a variety of special events. Special events such as the Art Association Show at the Recreation Center, Memorial Day Parade, Fourth of July weekend, and Ferry Days at Memorial Square have increased since the last comprehensive plan. Signage needs to be improved and provided, especially on the western portion of Narragansett Avenue. More eight-hour spaces and other timing changes may also need to be made.

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The Harbor Commission recently approved 20 new moorings at the north end of east harbor in the vicinity of the Newport Bridge. To date, no parking or water access for those moorings, nor what kind of impact upon the Taylor Point neighborhood, has been identified.

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At first glance, the waterfront commercial district at East Ferry appears to be fully developed. Almost all of the land area in the district is utilized for parking, buildings, and beaches, or for Memorial Square. It must be recognized, however, that the long waiting list for moorings at East Ferry and fully occupied marinas during the summer season indicate that there is still pressure for increased utilization of the harbor. That pressure will result in increased demands for shore side support in the commercial waterfront district.

Over the twenty-year cycle of this comprehensive plan, it is likely that mooring density of the harbor could increase, resulting in an increased demand on landside amenities. The vision for this area, however, is to remain at status quo. The mix of public access, public viewing, commercial marinas and commercial fishing vessels, which result in the existing working waterfront motif, is an important aspect of Jamestown's island character. The 1998 Community Survey indicates that the primary focus of the East Ferry waterfront should be a "working waterfront".

It is therefore recommended that the currently established ceiling for moorings and slips be maintained by both the Town and the Coastal Resources Management Council and that the Harbor Management Commission manage the harbor to that number. This will allow the Comprehensive Plan and Zoning Ordinances to be established with a finite limit on the ability for the Commercial Waterfront district to support these activities. Any future expansion in the number of commercial moorings and slips should be allowed only if adequate additional landside support, parking, public access, sanitary facilities, etc., are provided. Further, the Harbor Management Commission shall advise the Town on providing those amenities needed to support the existing moorings and relieve the strain on the village district.

Like East Ferry, West Ferry has a mix of commercial and private moorings, commercial fishing and private boats on the out hauls and public access to the harbor that provides a working waterfront motif. It is removed from the rest of the commercial district, and therefore less active than East Ferry. However, like East Ferry, West Ferry shows evidence of approaching the capacity of landside amenities. This is most noticeable with the commercial boat storage on the public side of the pier, probably as a result of the limited land area of the Dutch Harbor Boat Yard. Landside amenities should be balanced with harbor demands before further harbor expansion is considered. It is equally important that public and commercial amenities are matched to the mix of public and commercial use of the harbor, especially since the availability of land in the West Ferry Commercial Waterfront District is limited.

Circulation

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7. Parking

A major concern of local businesses and residents has been the lack of parking during the peak summer season. Local businesses state that there is significant competition between employees, tourists, boaters, and residents for the limited number of parking spaces during these peak times. This parking problem is a historic condition brought about by the existence of commercial structures dating back to the 1800s when there were no requirements for parking. In the past 10 years a number of events, all focused on the East Ferry "Center of Town" have brought about awareness of possible parking problems in this area. These events include the increase in Jamestown's population, the success of the East Ferry marina, restaurants and businesses, coupled with an increase in special event activities. Although the parking problem is generally during the summer season, it is widely felt that parking is close to being a problem the rest of the year and will be a problem in future years.

The Town Zoning Ordinance sets parking standards for commercial businesses. The Zoning Ordinance parking requirements are based upon the type of use. Although the ordinance has set standards for all new construction, buildings which pre-date the adoption of the Zoning Ordinance are not required to adhere to the standards unless their use is changed. The Harbor Management Ordinance has parking requirements for marinas and moorings that applies to all new and existing commercial marina operations. Private moorings have no parking requirements.

Currently, there are approximately 370 parking spaces available in Commercial Downtown. Of these, 234 are public on-street parking and public parking lot spaces, and 136 are privately owned. Commercial district employees currently utilize approximately 115 of the total parking spaces. This leaves a remainder of approximately 255 spaces in general circulation for daily customer parking downtown. During the summer peak season, the Town enforces time-limited parking for all on-street public parking spaces.

An analysis of the existing parking spaces and utilization indicates that there presently exists additional opportunities to alleviate the parking problem without new construction of parking areas. This could include using town-owned facilities within the village after business hours on weekdays and anytime on weekends and holidays when town business is closed.

The greatest immediate opportunities lie in the increased utilization of parking spaces near the Town Hall on Narragansett Avenue, west of the Fire Station. These two areas offer approximately 69 public parking spaces that could be used for patrons of downtown businesses during peak weekend hours. The Town Hall could also be used for weekend boat trailer parking, offering approximately 10 boat trailer spaces. Encouragement for use of these areas could easily be accomplished by the placement of signage indicated public parking areas. This signage should be in keeping with the village character of the downtown and should clearly identify time and days during which public parking is allowed.

Other Town facilities that have ample available parking are the Town Hall and the Town Offices. Both are located within one-half mile of the western border of the Downtown Commercial District and are underutilized during the summer weekends. Appropriate signage could encourage use of these areas by tourists in the future if the need arises. This option should only be used if all local (within walking distance) spaces become filled on a regular basis. This may not happen for several years.

Conanicut Marina presently has 50 parking spaces at their Taylor Point Boat Storage Facility behind the Police Station, accommodating customers that require extended or overnight marina parking. The Zoning Board recently denied a proposal by Conanicut Marina for 178 additional parking spaces at Taylor Point. These spaces were proposed to accommodate Conanicut Marina customers during the summer

months. The Zoning Board denied the application in October 2000 for a variety of reasons.

According to Jamestown's 1998 Community Survey Response, 28.3 percent of residents feel that there is a parking problem in the downtown area and an additional 52.5 percent feel that the problem exists only in the summer season. 42 percent feel that parking is a problem in the downtown area and that the Town should develop another municipal lot, while 19 percent feel that an additional municipal lot is unnecessary. 60 percent did not respond to whether the additional lot should be free to all, while 25 percent felt that it should be free. 56 percent of residents did not respond to whether the additional lot should be a pay-for-park lot while 22 percent felt it should be pay-for-park. The three most common suggestions for a new municipal lot were: free for residents, resident sticker parking and 24-hour time limit. Please refer to the five following graphs.

The Planning Department conducted a parking survey during one week each month from July through September 2000. While looking at the number of vacant parking spaces along Narragansett Avenue, Conanicus Avenue, the town parking lot and the town square, it was noted that generally, the spaces closest to the town square were usually full and that the spaces from the fire station and west were 90 percent vacant. It was determined that the Town has ample parking spaces for daily automobile parking users, which are all within a short walking distance from shops and the waterfront (2000 feet maximum). The village does have, however, a lack of overnight parking. Using the municipal parking lot at the Town Hall may mitigate this deficiency. Using other municipal facilities, outside of the downtown area such as the Town Offices may be an option in the future if the need arises and shuttle service is feasible.

To more accurately assess the present parking problem in Jamestown, a more comprehensive survey needs to be conducted that accounts for private lot usage. The sample needs parallel days and dates each month and a variety of special events. Special events such as the Art Association Show at the Recreation Center, the Memorial Day Parade, Fourth of July weekend, and Ferry Days at Veterans' Memorial Square have increased since the last Comprehensive Plan and should be reflected in such a study.

In January 2001, the Jamestown Parking Committee recommended that the Town Council purchase or negotiate to lease a piece of property in the commercial downtown while there are still several available lots. The Planning Commission endorsed this action.

Signage needs to be provided and improved in some areas, especially on the eastern portion of Narragansett Avenue. The study should also assess whether more eight-hour spaces and/or other timing changes need to be made.

Numerous adjustments have been made to address parking in the downtown area. A former state repair shop for Ferry Service was removed on Narragansett Avenue to

create a 16-vehicle municipal parking lot. The hours for parking were adjusted throughout the village square area and on Conanicus Avenue. Many of the 8-hour parking spaces were reduced to 2-hour and 1-hour to allow a greater turnover for local businesses and restaurants. This action prompted increased parking along southern Conanicus Avenue, which has unrestricted time limits. Concerned about safety, the Town asked the State in 1996 to enforce the no-overnight parking on that portion of Conanicus Avenue and eliminated parking on the west side of southern Conanicus.

In 1993 the Council passed a zoning amendment to allow seasonal off-site marina parking in Commercial Downtown (CD) and Commercial Limited (CL) by right and in R-20 and R-40 by special use permit. Fifty spaces were granted in the R-20 district to Conanicut Marine Services with conditions intended to minimize negative impacts upon residential abutters. After further studies a 1995 amendment provided for businesses to arrange for shared parking by legal agreement which has been used once, for a restaurant expansion. Since then, the marina has doubled in size as well as provided a base for two passenger ferryboats, kayak rental, sailboat charters and other businesses. Public debate continues and CD businesses still face a need for parking variances to meet zoning requirements.

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10. Alternative Modes of Transportation

Alternatives to vehicular transportation are becoming more popular and important to our society due to growing scarcity of natural resources needed to produce petroleum, increased awareness of pollution created by automobiles, and associated health benefits. Alternative modes of transportation include biking, walking and marine transportation.

a. Bicycling

Cycling is a popular recreational activity in Jamestown throughout most of the year. Although there are no formal bike paths, bicyclists utilize existing roadways and shoulders. A shoulder of a minimum of four feet is considered standard for a bicycle lane. Most of Jamestown's roadways do not provide this minimum and many do not have any shoulders at all. Although adult cyclists commonly use the travel lane, this creates a safety hazard for youths as well as adults.

The recent upgrading of Southwest Avenue and a portion of Beavertail Road has increased the Island's bicycle tolerant roads. Upgrading included the construction of roadway shoulders with a three-foot minimum. Existing bicycle tolerant roadways include Hamilton Avenue, Howland Avenue, Southwest Avenue and a portion of Beavertail Road from the Town Beach to Battery Lane, which provide connections from the downtown area to the recreational areas of Fort Getty and Fort Wetherill.

The Jamestown-Verrazzano Bridge provides a very narrow, separated pedestrian access on the bridge. Bicyclists are currently allowed to cross the bridge but no accommodations are provided which allow safe crossing. Currently there is no viable

approach to the bridge from either side of the bay. The raised walkway suspends the bicyclist over the railing and is approximately 3 feet wide, accommodating only the most experienced of bicyclists. The only other option for bicyclists is utilizing the breakdown lane on the main bridge surface. The Newport Bridge does not allow people to ride or walk bicycles across the Bridge. However, at certain times bicycles are allowed on RIPTA buses in Jamestown traveling to Newport. Currently DOT is looking into different scenarios to provide better access across the west passage of Narragansett Bay.

A plan should be developed, involving public input, to safely accommodate bicycle and pedestrian transportation throughout the island. Where bicycle lanes and bicycle paths are located along roads, concept designs should be developed that retain roads with rural character and are compatible with the neighborhood. As a plan is developed, funding for design and construction of such bicycle and pedestrian ways should be sought, and they should be incorporated into future road construction and upgrades whenever possible.

b. Walking

Pedestrian pathways or greenways exist at several public areas throughout the Island. Two of the longest trail systems are at the Conanicut Island Sanctuary and Beavertail State Park. The path at Beavertail runs along the eastern edge of the waterfront and is approximately 3,000 linear feet long. The trail at the Conanicut Island Sanctuary is a double loop trail system of approximately one-mile designed to introduce one to the various types of plant species at the area. Lesser public paths on Jamestown are located on the western shore at Fort Getty and on town property where the Water Treatment Plant is located.

Pedestrian access is also provided at public shoreline access areas located along the Island coast. Pedestrian access along the shore is continuous through fifteen public water access points along either shore of the Island, and all shoreline below the mean high tide water line. This is an increase of nine access points since the 1991 Community Plan. Greenways and pedestrian connections are further discussed in the Conservation and Open Space Element of this plan.

c. Marine Transportation

Conanicut Island's location in Narragansett Bay allows access by boat by way of the East and West Passages. Boating facilities in Jamestown are located at East and West Ferry, Clark Boat Yard, Conanicut Marine Services, Dutch Harbor Boat Yard and Jamestown Boat Yard. Most of these marinas maintain transient moorings available to visitors.

Accessing Jamestown with public or private marine transportation creates an ideal opportunity to shift some of the focus of travel away from automobiles and reduce the parking burden in the downtown area during the summer season. Public docking is available at East Ferry and West Ferry in Jamestown.

After a 24-year interlude with no ferry following the opening of the Newport Bridge in 1969, passenger ferry service resumed. The Jamestown/Newport Ferry Company has provided seasonal passenger ferry service to and from Newport since 1993. This resurgence of the Jamestown/Newport Ferry Company has provided a continuance of the oldest Ferry Service in the Country.

1998 Community Survey Summary

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Over half (52.5%) felt that Jamestown only has a parking problem in the summer and 41.6% feel the Town should therefore develop another municipal lot. An equal number of respondents (25%) felt that it should be either a pay-for-park lot or free to all.

Goals/Policies/Implementation Action Plan

Economic Development

Policy	Action	Time Frame in Years					Initiation Responsibility	Resources
		1	2	3	4	5		
Policy #2 Direct tourism to areas with appropriate facilities where impacts to local residents will be kept at an acceptable level.	a. Develop informational guides for visitors depicting locations of parks, public open spaces, historical sites, public parking facilities, restrooms, shops and restaurants.	»»»»»»»»»					Recreation Department	Planning Comm., Chamber of Comm., Harbor Commission, RIDOT
	b. Provide informational signage on main roads.	»»»»»»»»»					Town Administrator	Chamber of Comm., Planning Comm.
	c. Continue effort to encourage transient boaters to visit and spend time on the island.	»»»»»»»»»»»»»» Ongoing					Harbor Management Commission	Chamber of Commerce, Planning Department
	d. Work with the state to help provide services and facilities at high use recreational areas.	»»»»»»»»»»»»»»					Recreation Dept.	Town Council, Conservation Commission
	e. Discuss feasibility of utilizing Community Bulletin Board Downtown	»»»»»»»					Town Council	Town Clerk., Recreation Dept., Chamber of Commerce

B. Parking Study - Downtown Jamestown, 2003 Survey of Parking Users

The purpose of the 2003 summer parking survey was to identify the users of Jamestown's commercial downtown parking spaces. The following businesses were asked to participate by making the survey available to patrons (whether residents or visitors) and employees:

Town Hall	Spinnaker's Café
Planning/Recreation Office	Grapes & Gourmet
Jamestown Press	Extra Mart
House of Pizza	Central Garage
Chopmist Charlies	Paws & Claws
Tricia's Tropicrille	Baker's Pharmacy
Trattoria Simpatico	Jamestown Design
East Ferry Deli	R&R Gallery
Conanicut Marine Services	Fleet Bank
Jamestown Hardware	Catherine Jamieson Salon
Bank of Newport	Slice of Heaven

Participants were asked questions comprised of both multiple choice and fill-in-the-blanks. The questions surveyed individuals to find out how they related to Jamestown, their opinions on the village parking situation, and their own experiences for the day they took the survey. They were also encouraged to comment on parking resources in the town center.

Close to 400 surveys were completed. Seventy-three percent (73%) of the respondents were full-year residents, where 8% were summer residents, 13% were visitors and 6% were employees of a downtown business. It is important to note the high percentage of residents because they make up a large portion of those frequenting the downtown businesses. Alternatively, this might suggest that residents are more concerned with parking or town issues and/or that residents may be more likely to take notice of a displayed survey.

One fourth of the respondents chose to write additional comments on the back of the survey. Of those that made comments, most either described Jamestown as having no parking problem or that special consideration should be given to full-year residents, often described as being in the form of parking stickers (-using summer beach stickers for this purpose was commonly mentioned). Other commonly mentioned suggestions included encouraging parking in other locations, creating new public spots, increasing restrictions, and providing overnight availability. Some participants also described feeling discouraged that parking changes would be required as a result of perceived non-resident activity.

Almost all of the participants (~90%) specified times (of the choices given.. see Question #6) when close parking (defined as within 10 spaces of the desired destination) was difficult; most respondents (just over 60%) selected multiple times. Summer weekend

days had the highest count (Figure1); while close behind was special events and summer weekend nights. Close to 50 percent of respondents reported that they found nearby parking to be available either most or all of the time.

Parking in the village area was reported as being primarily for shopping, business purposes, and meals. Only 2 percent of respondents claimed to not need village parking. Close to half of respondents reported needing parking a few times per week. When asked whether they traveled off-island for errands, shopping, meals or waterfront access strictly because of limited downtown parking, 54 percent were divided equally for traveling off-island “occasionally” or “often” due to parking limitations. The remaining 46 percent responded that they never traveled off-island due to limited parking.

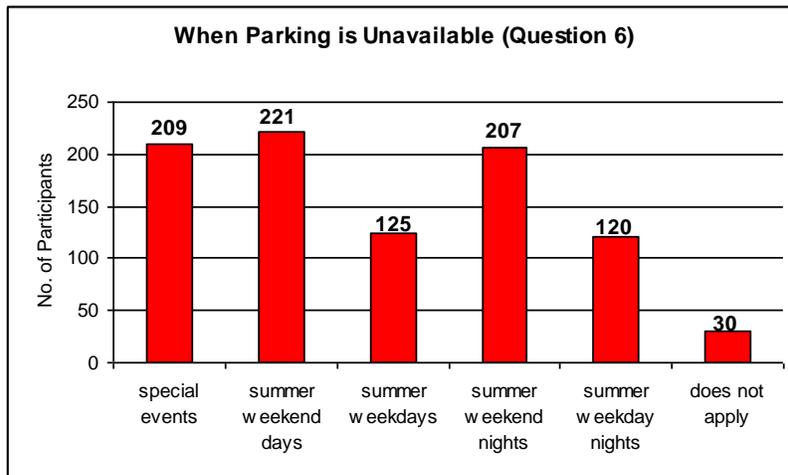


Figure 1: Participants’ views on when parking is a problem in Jamestown
 *Note: surveys that left this question blank are not included

Sixty-nine percent of respondents were parked in either an off-street spot provided by the Town or in an on-street spot that was near their destination at the time of the survey. Sixty-seven percent planned to stay in the village area for two hours or less. Fifteen percent planned to stay for 2-5 hours, 16 percent (59) for all day, and 2 percent (7) for a few days.

When we query the data to determine whom our long-term parkers are we discover that there were 58 participants who received surveys from either CMS or the Marina. Of those, 31 were full-year residents and 27 were visitors, employees, or summer residents. Twenty-two participants who received surveys from CMS/ Marina planned to stay in town all day or more at the time they answered the survey. Of those participants, 7 were full-year residents.

Though many participants commented that resident stickers were greatly needed for parking in the village area (as mentioned above), resident stickers might not be an efficient means for alleviating any parking constraints since only 13 percent of the respondents were visitors and the remainder were residents (full year or seasonal) and employees.

Past parking studies have suggested that parking problems may be related to perception. Perception can also be described as having the expectation of a certain level of service for parking. In other words, a person parking in Jamestown would expect to park closer to their destination than a person parking in Newport. If you compare the question that asks when you can park within 10 spaces of their destination with the question of where are you parked, a similarity occurs. Sixty-six percent claimed to park within 10 spaces of their destination either “all of the time”, “most of the time”, or half of the time. In a separate question fifty-four percent claimed to park “near” their destination as opposed to “far away” from their destination and another 15 percent parked in an off-street space provided by the business, where it is assumed to be close to the destination. Therefore, it is safe to assume that almost seventy percent of the respondents feel that parking within 10 spaces of their destination is an acceptable level of service for Jamestown. The response of “near” could have exceeded 70 percent if “near” and “far” were the only two possible responses, but three other options were given.

In this survey, many commented or gave suggestions assuming that parking was a concern, while around the same amount claimed to have no parking difficulties at all. Though almost all participants selected times when parking was not available, most were able to park in a nearby on-street space or in a space provided by the business at the time of the survey. Although the majority of respondents were satisfied with parking conditions, there were certainly some that were not. Jamestown should continue to monitor the opinions of the parking users and make adjustments as necessary.

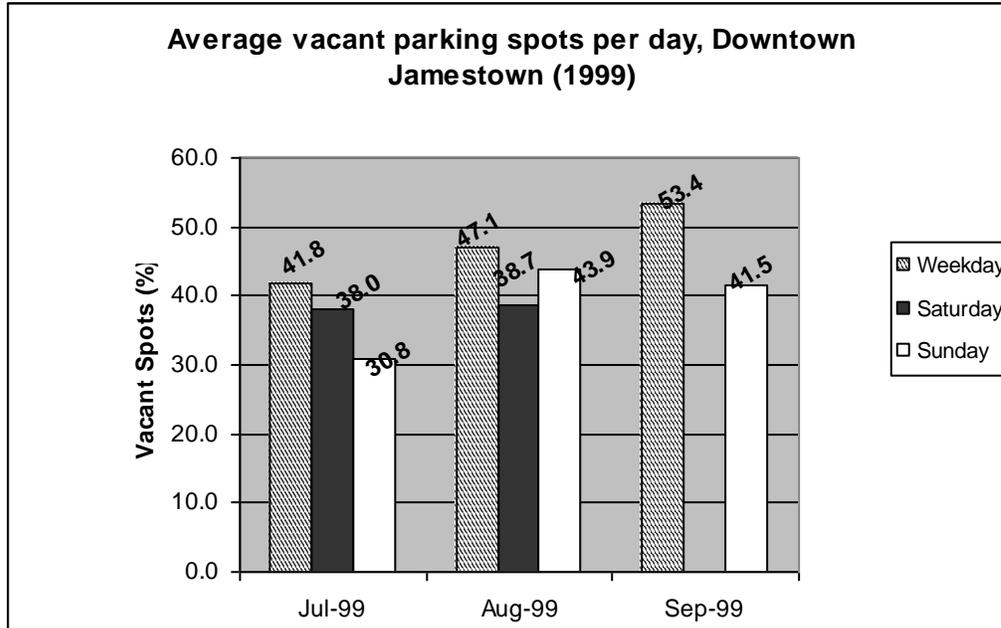
C. 1999 Parking Survey, Jamestown Planning Office/Police Department

The Planning Commission conducted a parking survey in 1999 to find whether the available on-street parking spaces were being fully utilized in the downtown area. The goal of the study was to determine whether it would be appropriate to consider parking to be a problem in the downtown village area.

As a result of parking concerns typically expressed to be during the summer months, the study was conducted in July, August, and September (three days each month). Fourth of July weekend was included in the study, as it has historically been the heaviest traffic weekend of the year. Researchers counted vacant parking spots for each hour throughout the day (10:00 am to 6:00 pm) for one Saturday, one Sunday and one weekday per month. Spots were counted by location and included both limited (15-minute, 30-minute, 2-hour, 8-hour, & no overnight) and unlimited parking areas.

The results of the survey showed that there were consistently vacant parking spots for each day surveyed. The chart below describes the average number of vacant spots (by percent) collected every hour for each day studied, organized by month. For each month, the highest percentages of vacant spots were recorded on the weekdays. However, there are still very high average percentages for vacant spots on the weekends for each month. With an average of 30.8 percent vacant spots for the day, Sunday, July 4 saw the least amount of vacant spots, as compared to other days. It is worth noting that there were

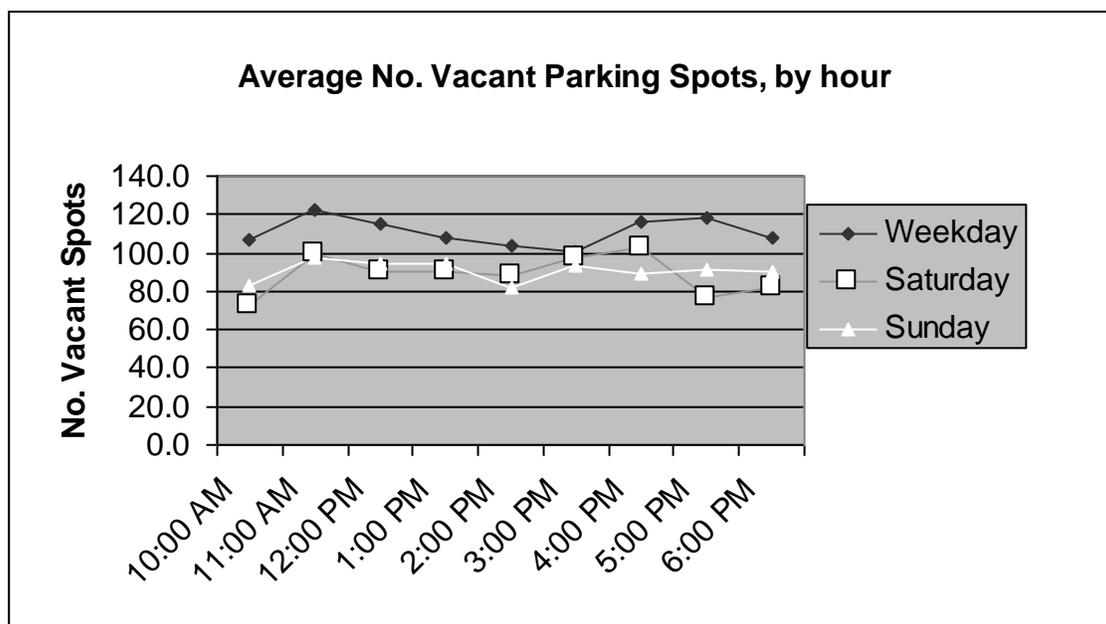
significant rainstorms throughout the day; better weather may have resulted in less vacancies. Wednesday, September 15 had the highest average with 53.4 percent of vacant spots.



The data collection procedure allowed for noting if there were any patterns for parking availability by time of day. The average numbers of vacant spots were lowest at 12:00 pm and 2:00 pm on Sunday, July 4 (60 & 61 spots, respectively) and at 10:00 am on Thursday, July 8 (61 spots), but otherwise never fell below 67 spots and were commonly much higher (up to 144 vacant spots –on Wednesday, September 15). Though overall the Fourth of July weekend generally had the least amount of vacant spots than the other weeks studied, there were still a significant number of empty spots.

	Weekday				Saturday			Sunday			
	Jul-99	Aug-99	Sep-99	Average	Jul-99	Aug-99	Average	Jul-99	Aug-99	Sep-99	Average
10:00 AM	61	132	126	106.3		73	73	73	81	95	83.0
11:00 AM	125	123	120	122.7	108	91	99.5	67	108	116	97.0
12:00 PM	107	121	118	115.3	95	86	90.5	60	118	106	94.7
1:00 PM	94	109	120	107.7	89	91	90	80	105	98	94.3
2:00 PM	103	95	113	103.7	85	91	88	61	91	95	82.3
3:00 PM	108	81	114	101.0	92	103	97.5	79	106	94	93.0
4:00 PM	96	113	139	116.0	92	113	102.5	77	109	82	89.3
5:00 PM	98	112	144	118.0	73	81	77	80	100	95	91.7
6:00 PM	88	105	130	107.7	78	86	82	71	107	94	90.7

The average number of vacant spots does not appear to correlate with certain times of day. As indicated on the chart below, there do not appear to be any patterns of peak times for vacant spots. This finding would suggest that vacant spots are commonly found and do not vary by time of day.



Overall, from this study, it has been determined that parking availability in the downtown area should not be considered a concern of the town at this time. Similar parking studies should be conducted periodically to gauge changes in usage over time. In addition, projects to increase awareness of parking opportunities and encourage parking in the areas that see high vacancy should be addressed.

D. 2003 Downtown Parking Survey, Jamestown Chamber of Commerce

The Jamestown Chamber of Commerce conducted a parking study in the downtown business area in February 2003. The study focused on the densely developed commercial district between Howland Avenue and Conanicus up to Union Street and ferry wharf lots. Of the 40 parcels in the study area:

- There are a total of 437 privately owned off-street parking spaces. There could be an additional 20± spaces on two properties where parking information was unavailable.
- There are a total of 65 publicly-owned off-street parking spaces
- There are a total of 103 on-street parking spaces
- Zoning standards (Section 1203) would require 849 private off-street spaces if strictly applied. This figure excluded parking requirements on public land or for single family residential uses. This total may vary upon provision of more detailed information.

Of the 33 parcels which are commercial in nature, the study determined that there are three categories to place businesses with respect to parking and whether they meet town Zoning standards:

1. Parcels that conform to current parking standards (Section 1203) and have not received any parking variances - 8 parcels
2. Parcels that have obtained zoning relief with respect to parking – 13
3. Parcels considered nonconforming (grandfathered) because they have neither adequate on-site parking nor shared parking – 10 parcels.

Note: 2 parcels do not have sufficient documentation regarding their zoning status with regard to parking.

The report concludes that expansion and redevelopment of existing uses and the introduction of new uses into the village area can be accomplished in a way that respects the goals of the Comprehensive Plan “*to ensure that new or expanded development within the commercial zones is compatible with existing character of the community*”. The report goes on to say that the Town has been proactive in managing new commercial growth pressures with new both Development Plan Review and shared parking provisions. The report feels the most important recommendation in the Comprehensive Plan is to conduct a comprehensive downtown parking study to determine “an acceptable level of service for parking in the village commercial area”. It recommends this study be undertaken as soon as possible, earlier than the 3-year time frame called for in the plan.

The report goes on to say that both structural and non-structural measures could be employed to reach an acceptable level of service. Structural measures could include new public or seasonal parking facilities, within the downtown or in remote lots with shuttle access. Non-structural measures could include various parking management schemes, such as passes or coupons. It could also include amendment to the zoning ordinance that provides for reasonable parking requirements in downtown areas while not over paving the very district whose character you are trying to protect.

The Chamber of Commerce also provided employee information for this same area. The Chamber of Commerce asked businesses to report employee figures assuming the busiest day of the week during peak season (summer). They reported that during the 8:00 a.m. to 5:00 p.m. shift, there were approximately 173 to 189 employees and during the 5:00 p.m. to midnight shift there were 100 to 101 employees.

E. April 2003 Downtown Parking Workshop, Jamestown Planning Commission

The Planning Commission hosted a workshop, lead by Robert Leaver of Organizational Future, Inc. of Providence, on April 2, 2003 for the purpose of defining the issues relative to parking in the commercial downtown businesses districts (CD, CL, CW) and if these issues impact the residents, businesses and visitors to Jamestown. Invitees included the Jamestown Chamber of Commerce, the Harbor Management Commission, the Parking Committee and the Buildings and Facilities Committee.

Mr. Leaver described the workshop as interactive and the attendee’s opinions would be used to build consensus on parking issues. The outcome of the workshop would be to

define any parking related issues and rank them in terms of impact and importance. All opinions would be gauged by placement of sticky dots on a scale relative to the issue. Each group in attendance was assigned and given a separate color of sticky dots for use on a range of issues.

The workshop participants identified 12 issues that they felt needed to be gauged and flushed out. Those issues are as follows:

- Cars with boat trailers
- Businesses that require rapid turnover spaces
- Weekend influx of tourists patronizing the restaurants
- Delivery Trucks
- Enforcement
- Intersection Hazard – Site visibility
- Parking in Village for more than 2 hours
- Parking Plan – Lack of one
- Businesses and buildings that cannot comply with ordinance
- Discrepancy in Proper Town Record keeping – Grandfathering
- Impact on nearby residents
- Adequate size and signage of handicap spaces

Of the 12 issues identified those subsequently ranked moderate or severe, seven were further explored by the workshop participants. Those seven key issues are described in more detail under Section II, Issue Identification below. The top three issues in order of most votes are as follows:

- Parking in Village for more than 2 hours – 21 Votes
- Lack of a Parking Plan – 17 Votes
- Buildings that Cannot Comply with Ordinance – 14 Votes

F. Local Zoning Ordinances and Land Development Regs.

This section compiles pertinent parking data from zoning ordinances and land development/subdivision review regulations of Rhode Island's thirty-nine municipalities.

In order to weigh the value of special parking regulations in the downtown area, other municipal ordinances were reviewed. It is difficult to compare other municipalities' regulations to Jamestown because we are unique in that our commercial downtown is the only area available for commerce on the island. Because of this distinction from other towns, any business owner wishing to locate in Jamestown has three commercial districts to establish their business. In our research we have found that some other towns have found it necessary to establish incentives for new businesses to locate in their town to enhance the vitality of their village centers. Some have addressed this issue by creating special or overlay districts that allow for special or relaxed parking standards, or by requiring review processes to grant variances or special permits to address constraints on parking requirements. Essentially simply gathering information on other communities does not paint the whole picture. In developing special parking regulations, many

community characteristics should be looked including but not limited to: available space for business development, available on-street parking, building lot limitations, competition between business districts, etc.

Scituate, Narragansett, South Kingstown and Newport all specify review or application procedures where parking exemptions will be considered on a case-by-case basis. They do not have defined restriction exemptions by area. Though an approval process is required, South Kingstown does allow parking in a non-contiguous lot to count towards the parking requirements as defined by the zoning ordinance. Newport feels that by relieving parking requirements, it becomes less costly for businesses to locate there which could potentially reduce the character of the area.

Both Bristol and North Kingstown (Wickford Village) have special districts that allow parking exemptions with out special review or permit. North Kingstown allows on-street parking located in front of a lot to be considered as part of their off-street parking requirements. (Requirements are determined by building use).

Though it is consistent with the goals of Jamestown to encourage utilization of the existing structures and promote economic success in the downtown area, the current downtown situation should be reviewed before making changes to ordinance policy. When reviewing the Zoning Ordinance Amendment proposed by the Chamber of Commerce in 2003 (targeting the commercial downtown between the Fire Station and East Ferry, we discovered that 44 percent of current downtown businesses have already been granted parking variances and another 32 percent that appear to conform to current parking standards. Twenty three percent of the parcels do not conform to parking regulations because they either do not have parking (and have not been granted variances) or are currently grandfathered (until the building use changes). This information as well as how existing policies have functioned should be considered in order to properly address whether parking requirements should be relaxed or amended for all or certain portions of our commercial downtown.

Notes from ordinances:

Narragansett

7.12 – shared parking

Commercial establishments can apply for a reduction in the number of parking spaces required through information provided by a report from a professional design/engineering professional or provide sufficient funds for the town to hire a consultant to review the parking conditions. The Planning Board approves the reduction.

Bristol

Section 701 – parking

The downtown area is exempt from parking requirements in order to provide incentive for existing structures to be utilized

North Kingstown

Limited Residential Parking District

This district was created to protect residents from pollution and congestion and excess noise. The special district allows for resident parking stickers and police enforcement for non-compliance.

Wickford Village Center District

Personal convenience services under a certain size are exempt from off street parking requirements. On street parking located directly in front of a lot can be counted towards fulfilling off street parking requirements of that use.

South Kingstown

Section 710 – Parking Requirements In CD Districts

Off street parking can be provided in a non-contiguous lot if considered to be within reasonable distance from the use by the ZEO (lien needs to be filed for non contiguous lot and the lot for which parking is being provided).

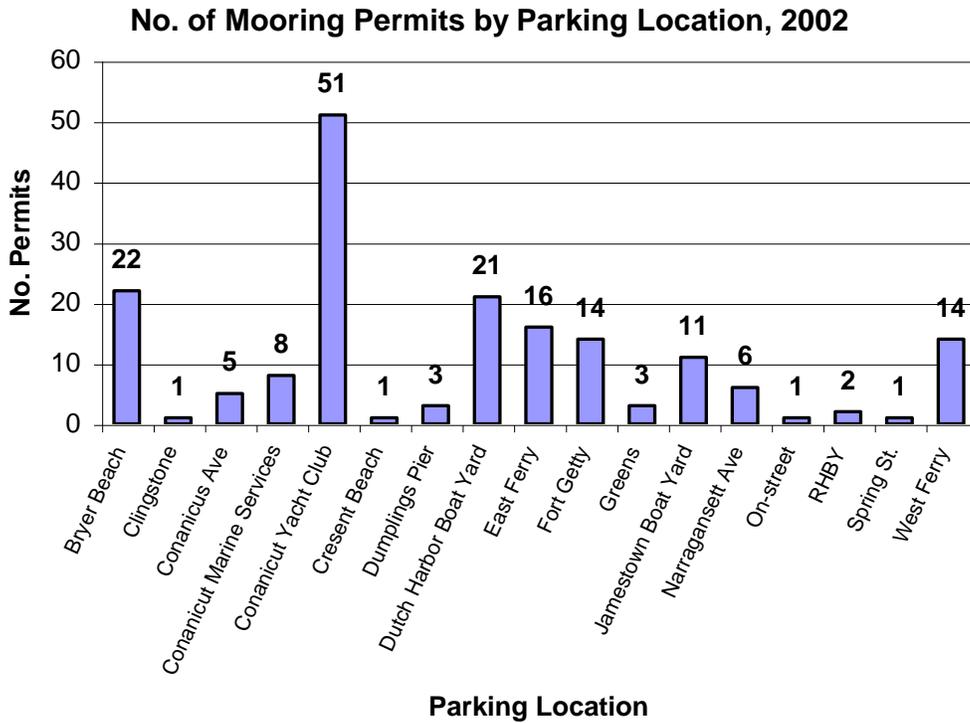
Scituate

Section 14. Village overlay districts.

All development in this district is reviewed by committee. Waivers can be granted for parking restrictions.

G. Harbor Management – Mooring Application, information regarding parking

The Harbor Management Office requires a mooring application to be filled out each year by each mooring holder. One of the questions asked on the mooring application is where do you park to access your mooring? The following table was created using the Harbor Management Office mooring application data. This chart shows where mooring holders park when they access their mooring on the bottom axis and the number of responses to that location on the left axis.



G. July 1995 Parking Survey, East Ferry – by Todd and Magratten

Two citizens of Jamestown conducted a parking survey in July 1995 that was subsequently reported to the Town Council. The study focused on parking at East Ferry and the conclusions of the surveyors are quoted below in italics:

SOME OBSERVATIONS, QUESTIONS AND CONCLUSIONS

Based on the Parking Survey in Jamestown, Fri. 6/30 through Tues. 7/4/95

OBSERVATIONS:

- *Best place to find a space – in front of the Bay Voyage. When I have mentioned this area even to long time residents, the answer is often is - is parking really permitted there? Yes, it is – 2 hr. is permitted.*
- *Place where people are most likely to be sloppy (not parking between the lines, taking up more than one space)? Conanicut Marine to East Ferry Liquors. Suggestion: Make the white lines really prominent.*
- *I think Jamestown is extremely fortunate to have an “elastic” parking capacity – i.e., use of the Newport Bank lot and up and down Walcott Avenue. However, Walcott Ave. is very narrow and people routinely exceed the posted 25 mph limit. Suggestion: for the summer months at least - add a sign on the right coming down the hill that says “Warning: traffic speeds strictly enforced” and then give*

out tickets. Have a police car lurk from time to time at the end of Friendship or Lincoln. That kind of thing slows me down!

QUESTIONS:

- *Where do all the trailers go? I only saw 3 trailers in these 5 days.*
- *Where do employees park? I finally recognized that 2 daily and usually long time parkers were 2 employees in the area. There are probably more.*
- *Are there recognized but informal limits on using the Conanicut Marine area (already posted for 1 hr.), the gas dock and the boat ramp? A lot of people seemed to be using these areas for short periods, but when people come and stay too long, are they ticketed?*

CONCLUSION:

Was there a parking problem in this downtown area during a major summer weekend? Conclusion – No. At the time of highest usage (7/4 at 2:30 pm) there were 161 cars parked - almost double the number of posted parking spaces available, and there were still 10 empty spaces among the posted places.

Unposted Parking:

Conanicut Marine dock, gas doc, boat ramp, Bank of Newport, both sides of Walcott Ave.

Posted:

West side of Conanicus Ave and everything else to the water.

ADDENDUM: Ferry Days 1995

Ferry Days were held the weekend following the 4th of July – on Sat. July 8 and Sun July 9, 1995.

I surveyed the same downtown parking area 4 times on Saturday 7/8, using much less detail, but with the following results:

Total posted parking places – 81 less 7 (for tent at Marina Store) – 74 places

At the time of highest usage – (1 pm) there were only 2 empty parking spaces, but 46 additional cars were using both sides of Walcott Ave, and the bank lot. A big event was scheduled for 2 pm, so this was a very specific time of heavy demand.

Comparison:

*Highest Usage – 4th of July
weekend. Tues. 7/4 at 2:30 pm* *Highest Usage – Ferry Days.
Sat. 7/8 at 1 pm*

<i>No. Spaces Available</i>	<i>81</i>	<i>74</i>
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<i>Posted spaces filled</i>	<i>71</i>	<i>71</i>
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Plus:

Boat areas:

<i>Conanicut Marine</i>	<i>5</i>	<i>1</i>
<i>Gas dock</i>	<i>13</i>	<i>3</i>
<i>Boat ramp</i>	<i>5</i>	<i>2</i>

<i>Bank</i>	<i>14</i>	<i>14</i>
<i>Walcott East</i>	<i>37</i>	<i>24</i>
<i>Walcott West</i>	<i>16</i>	<i>8</i>

<i>Total Vehicles parked</i>	<i>161</i>	<i>123*</i>
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<i>Posted spaces available</i>	<i>10</i>	<i>2</i>
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** On Sat. 7/8, there were still many more places available up on the hill on both sides of Walcott.*

II. NEED FOR ADDITIONAL STUDY

A. Trends in Commercial Development – Future Land Use

The Comprehensive Plan outlines past and current trends as follows:

In recent years, the main components of the economy have been businesses catering to residents and visitors to the Island including recreation and leisure, boating, marine services, retail, restaurants, home based businesses and other services. All Jamestown businesses are “small” according to US Department of Housing and Urban Development standards, where the threshold is 500 employees. Similarly, the State of Rhode Island recognizes 99 percent of its businesses to be “small” by the same standards. The Rhode Island Economic Development Corporation (EDC) lists the largest private industry employment sector in Jamestown as the service industry, accounting for 44 percent of private industry employment. Retail trade is the second largest, containing 25 percent of private industry employment. The Town of Jamestown is the largest single employer on the Island, with 100 municipal employees (including summer employment) and 89 full time (20+ hours per week) school department employees. The average business in Jamestown employs four persons.

The summer season boosts Jamestown’s economy and benefits many local service and retail businesses. The restaurant and marine trades are two prominent examples. The Bay Voyage Restaurant increases from 25 to 40 employees in the summer and Conanicut Marine Services increases their year round staff of 25 to 30 during the summer season. By EDC estimates, excluding the fishing industry, the marine trades in Jamestown employ 70 persons.

Fewer vacancies in commercial buildings have occurred over the last decade with the sprouting of many new businesses including Peking Garden, Custom Plumbing, R & R Gallery, Rum Runner Shipping Co., etc. Many other buildings have converted from residential to commercial use including Take Time Café, Consistent Care, Reid’s Remodeling, and Ocean State Scuba, to name a few. Another trend is the expansion of businesses, such as Trattoria Simpatico, Conanicut Marine Services and McQuade’s Market.

Trends in our commercial district have been and will continue to be related to both the Local and National economies. As the economy improves, it provides visitors and residents with more income to spend locally. Economy also impacts business health and expansion. Without a crystal ball we will not be able to determine at what rate our commercial district will fill in or whether all residential units will be converted to commercial use. Our buildout figures may give us some guidance, however, and if we assume that our commercial district will continue to be service oriented and we know that 73% of parking users in the commercial downtown are residents, then businesses should

grow proportionally with our residential growth. Our Comprehensive Plan indicates that we will reach residential buildout in 2042.

Future parking demand is difficult to estimate because it is based on many variables: types of future use (residential, office, retail...), number of residential conversions, size of buildings, ability to provide on-site parking, types of variances applied for and granted.

B. Evening Parking

The Chamber of Commerce has estimated that 13 businesses have evening hours where 2 are service oriented and the remainder are food and/or beverage establishments. Since the majority of restaurants/patrons did not participate in the Parking Users Survey, it is difficult to gauge the issues relative to evening parking in the commercial downtown. There has not been a tremendous criticism of unavailable evening parking, assumably because parking is not time-limited after 6:00 p.m. It is recommended that this issue be monitored through the Chamber of Commerce to determine if it needs to be addressed in the future.

III. DOWNTOWN PARKING ISSUES

A. Scope of the Plan

This plan will examine the current and projected supply and demand of parking in and around Jamestown's downtown commercial district and recommend actions to improve the efficient use of Jamestown's parking resources.

B. Study Area

The study area boundary of this plan is somewhat fluid. It includes the commercial districts: CD (Commercial Downtown); and CW (Commercial Waterfront). The main roads through this commercial district are Narragansett Avenue and Conanicus Avenue, both State owned roads. Without being strictly defined, this plan will also be concerned with the residential areas surrounding this commercial district. Their proximity to the commercial districts makes them vulnerable to impacts associated with a downtown business center.

C. Issue Identification

1. Stakeholder issues

The Jamestown Comprehensive Plan identifies the Planning Commission, the Chamber of Commerce, the Harbor Management Commission and the Parking Committee as the parties responsible for determining parking responsibility for the Town and the business community. Based upon this directive, The Planning Commission held the April 2003 Parking Workshop held between the Planning Commission, the Jamestown Chamber of Commerce, the Harbor Management Commission, the Parking Committee and the Buildings and Facilities Committee. The purpose of the workshop was to define the issues relative to parking in the commercial downtown businesses districts (CD, CL, CW) and if these issues impact the residents, businesses and visitors to Jamestown.

The majority of workshop participants felt that Jamestown has only seasonal parking issues and that even then it is a perception of a problem because most people remember it the way it used to be and it is no longer like that. Others felt a reality check was needed and cited Newport and the Airport as examples of real parking problems. Specific weekend, seasonal issues were cited as were boater parking and impact on local neighborhoods. Seven key issues were identified in this workshop and are discussed below in order of priority response.

Parking in Village for more than 2 hours – Employees have no long-term parking and have to keep moving their cars during the summer. Boaters have limited long-term parking. The impact is that customers do not have a place to park, parking tickets are received and the parking overflows into the residential neighborhoods because the side streets are not time limited.

Lack of a Parking Plan – This group stated that there is no comprehensive parking plan in effect, so therefore no solution, no changes in site, and lots of studies have been done. They sited competing solutions but no examples. Is there another town that does not have a parking plan and that parking is not an issue? Is there a seaside Town without a parking problem? So far the studies done have been by groups that are independent of each other and they have not been coordinated. Coordination between all constituents is a must if a plan is to be prepared.

Buildings that Cannot Comply with Ordinance – It was stated that there is limited commercial space in the downtown and Narragansett Ave was built before vehicles were around. Some properties have no parking. Many buildings need Zoning relief. The impact is delay and expense for property owners due to unattainable regulations.

Spillover into Residential neighborhoods – This group was concerned that safety is an issue and there are not enough spaces for the residents to park when the visitors are parking in the residential neighborhoods. It is mostly a concern in areas where there is no on site parking for homes and they have to park on the street (east ferry side streets).

Handicap Spaces not adequate size and signage – Most handicap spaces are not to ADA specifications and the signs are not in clear view. The impact is that it eliminates access for those needing an adequate space to park specially equipped vehicles. The only legal spaces are in the Town Parking Lot next to Century 21.

Discrepancy of Proper Record Keeping – This group felt that the zoning office needs to have an inventory of the records with regard to parking. It is impossible to make a Planning or Zoning decision without it. It would also be helpful to research other town's processes.

Cars with boats and trailers – This group was not sure this is an issue. It seems that the boat ramp is in constant use and the trailers go somewhere. The group then questioned if not having designated boat trailer parking it is impacting usage of the facility. The point was brought up that there are off site parking facilities for Marina customers at Taylor Point. The impact of the issue is that trailer parking occupies more spaces. If we provide more spaces will there be more people using them? That was described as the “build it and they will come” scenario.

2. Visitor Issues

Thirteen percent of the respondents (48) of the summer 2003 downtown parking users survey were visitors to the island. Seventy-nine percent of visitors stated that they parked "near" their destination, or in an off-street space provided by the business or the Town. Another 14 percent parked “far away” from their designation and 2 visitors did not have

cars and therefore assumedly came by boat. The most common “open ended” response from visitors was to create more parking spaces.

The other side of the visitor issue is their impact on downtown parking. As stated above thirteen percent of the survey respondents were visitors to the island. Jamestown has very limited overnight amenities and therefore we can assume that those visitors are day-trippers, boaters, guests of residents or in an overnight accommodation of some sort. In any event, thirteen percent is a relatively small percentage and therefore considered a relatively minor impact to our parking issues. It cannot however, be assumed that this small impact will continue considering the growing popularity of Jamestown as a tourist destination.

3. Physical Parking Issues

There are many issues related to the physical layout or logistics of parking spaces that have been identified. Whether simple or more complex, the physical characteristics of parking should not be overlooked, because they may play a part in parking issues. Physical parking issues have been identified for this study as follows:

Size of spaces – A typical parking space within a parking lot, by Jamestown Zoning Ordinance regulation should be 9’ wide x 18’ long. Many spaces on Narragansett Avenue do not fit these criteria.

Site Distance – Jamestown Code states that no parking should occur within 40 feet of an intersection with the exception of Narragansett Avenue.

Handicap Spaces – The typical size requirement for a handicap space is 15’ by 18’ as stated in the Jamestown Zoning Ordinance.

Time restriction vs. building usage – The time a patron requires for parking depends on the business use. Patrons of the Hardware Store, for example, generally need 15 – 30 minute parking, where a hair salon patron would require 1-2 hour parking. Adjustments have been made in this regard over the last decade and should continue to be monitored for convenience of business patrons.

4. Ordinance Issues

There are two ordinances to be discussed with respect to parking. Jamestown has general parking laws that are specified in the Jamestown Code of Ordinances. The other ordinance, The Jamestown Zoning Ordinance, is a separate chapter of the Code of Ordinances and has parking regulations relative to existing and new uses. All existing regulations should be reviewed to determine if they are still pertinent and if they are creating more problems than they are regulating.

a. Jamestown Code of Ordinances - Parking Regulations

In general these regulations lay out where parking is to occur on the island and any restrictions to parking such as specifying where time limited parking is to occur. In reviewing these regulations, we noted that overnight parking is not permitted on any

streets in Jamestown. All night parking is considered to be 1:00 am through 6:00 am. This ordinance applies to all times of year and all vehicles. This is contrary to current practice on many residential streets in Jamestown. Discussions with the Police Department indicate that this ordinance is enforced when complaints are filed.

There have been several comments brought up in recent years questioning non-resident public overnight parking availability. Is non-resident overnight parking a need for Jamestown? We know that residents along the waterfront and adjacent streets are experiencing seasonal parking problems associated with boating and fishing. A common recommendation in the parking users survey is resident parking stickers.

b. Jamestown Zoning Ordinance – Parking Regulations, Section 1203

Section 1203, entitled Minimum Off-Street Parking Requirements specifies the number of parking spaces required for each different type of use. The Town Council passed an amendment to Section 1203 in March 2003 temporarily exempting uses and/or structures existing as of January 1, 2003 along Narragansett Avenue from Howland Avenue to Conanicus, lots with frontage on Conanicus from the intersection of Narragansett Avenue to Union Street and Lots with frontage on Ferry Wharf. This exemption expires in September 2003 and the Town Council has advertised this ordinance for extension.

5. Enforcement Issues

Enforcement of our parking regulations is important to the success of our regulations and can also be an indicator that the regulations need to be changed. Since there are two ordinances listed above, there are also two separate types of enforcement related to these ordinances. The parking regulations outlined in the Code of Ordinances are enforced by the Jamestown Police Department. Deviations from this ordinance are only allowed by special permission of the Town Council or by ordinance change. The Zoning Enforcement Officer, also known as the Building Official, enforces the Jamestown Zoning Ordinance. The Zoning Board of Review grants variances to the Zoning Ordinance.

6. Comprehensive Plan Issues

The Comprehensive Plan states that Jamestown's Commercial Districts should not expand and that all commercial uses should be confined to those areas and not be allowed to encroach into residential areas. In addition, the Commercial Downtown has very little potential in terms of development of vacant lots, but the potential for conversion of residential buildings into commercial is significant and could therefore significantly impact parking. In recognition of this the Comprehensive Plan states that the Town of Jamestown should purchase or negotiate to lease at least one parcel for parking in the commercial downtown area within close proximity to retail area.

7. Opportunities for Additional Parking

The Town has lost several opportunities for additional off-street parking over the last decade and as previously stated, there are only a few undeveloped lots in the Commercial Downtown District. Accomplishing the goal of purchasing an additional lot for parking will need to be accomplished quickly. The small lot at the corner of Narragansett Avenue and

Grinnell Street has provided 7 new spaces. The remaining lots in the Commercial Downtown should be seriously investigated for availability and lease or purchase.

D. Prioritize Issues

The issues identified by the stakeholders above are considered significant by the Planning Commission because of the in depth knowledge of issues of the individuals participating in those groups.

The following issues have been determined to be priority issues for Jamestown that will need to be addressed in the future:

1. Parking in Village for more than 2 hours/Overnight Parking
2. Lack of a Parking Plan
3. Buildings that Cannot Comply with Ordinance, Article 12 in Zoning Ordinance
4. Creating additional parking spaces
5. Handicap Spaces
6. Spillover into residential neighborhoods
7. Employee Parking

IV. CONCLUSIONS

The perception that parking in downtown Jamestown is a significant problem has not been verified by either responses to questionnaires or by inventories of spaces taken at normal and peak usage times. Based on the data, it is the conclusion of this study that the town has only moderate seasonal parking issues.

This conclusion is supported by the results of the 1998 Community Survey and the 2003 Survey of Parking Users, where it is indicated that the majority of survey respondents (including summer weekend and weekday users) feel that there is not a parking problem in Jamestown. The 1999 Parking Vacancy Survey also supports these survey results.

Although obvious, data indicates that while parking is not a problem in the minds of most parking patrons, that parking of all types is least available during the summer months. Data from the surveys also indicates that the category of parking with the largest apparent gap between supply and demand on summer evenings and weekends is parking for more than 2 hours. This need was identified by surveys and also mentioned by a number of Chamber of Commerce members who indicated that Village business employees have an extremely difficult time locating parking for more than 2 hours. The 1999 parking vacancy survey indicated, however, that “time unlimited” parking was readily available at most times at the western fringe of the commercial downtown district on Narragansett Avenue.

In addition to the general conclusions stated above, the following are conclusions regarding specific issues that the Planning Commission believed need resolution to some degree or another.

A. Parking in the village for more than 2 hours/overnight parking

Thirty-three percent of the respondents in the 2003 parking users survey needed parking for more than two hours. This is significant, however, only 13 percent of those needing more than two-hour parking felt that they parked “far away” from their destination the day they answered the survey. The 1999 parking survey indicated that there was a tremendous amount of underutilized parking at the western end of the commercial downtown district. The increased signage plus the Conanicut Marina sign for a shuttle stop in this area has seemed to increase usage in this area. This still remains an untapped resource for long-term/overnight/day parking.

This issue encompasses two major user groups: boaters and employees. Boaters are typically gone for longer than two hours, and sometimes several days. This group also includes ferry users, commercial fisherpersons, charters and kayak renters, as well as mooring users. Employees of village restaurants and businesses generally need shift-long parking.

Despite the intense demand for parking in the East Ferry we have determined that, overall, there is sufficient 2+ hour parking in the village within walking distance to East

Ferry. The only overnight/multi-day parking that exists for boaters occurs at the Conanicut Marina facility at Taylor Point. This is limited to customers of Conanicut Marina. It was asserted at the 2003 Parking Workshop, that non-Conanicut Marina patrons may find it convenient to park in the surrounding residential neighborhoods for either day or overnight parking. This is addressed in the **Spillover into Residential Neighborhoods** Section.

While overnight on-street parking is currently not an issue in Jamestown, in the future there may be a need for resident on-street overnight parking as well as overnight parking for boaters who extend their cruise beyond one day.

B. Lack of a parking plan

This should be resolved by publication of this document.

C. Buildings that do not comply with Article 12 of Zoning Ordinance

In 2002, the Chamber of Commerce initiated a Zoning Ordinance Amendment for the geographic area between the Fire Station and the Ferry Wharf building, based upon the premise that meeting the Zoning Ordinance requirements for off-street parking within that area constitutes a threat to the ambience and structures comprising the district and further imposes an undue hardship upon the businesses operating therein. In providing background information, the Chamber of Commerce found that of the 33 parcels that are primarily commercial in nature within this area, 21 (64%) of the businesses either conform to parking requirements or have received a variance for on-site parking. The remaining 12 (36%) are either non-conforming as to parking requirements or do not have sufficient documentation regarding their zoning status with regard to parking.

Based on the Parking Users Study and the Chamber of Commerce Study, we now know that residents and employees most utilize available downtown parking and that even in the summer, 73% of the parking users are residents. It would seem then, that the residents provide vitality as well as stability to Jamestown's economy. Therefore, providing the most on-site parking to business patrons as possible, while maintaining the character of the village should be of paramount importance. For this reason, the Planning Commission has concluded that the variance process, although thorough and possibly time consuming, has permitted sensible commercial development and presents a forum for public input that prevents locally unacceptable commercial development as well as ensuring that business are maximizing their available parking.

D. Creating Additional Parking Spaces

It is clear from all the studies that the Town is not critically lacking parking spaces in general but does have a seasonally intense demand that saturates the available long-term parking available near the water.

In terms of a long term planning goal for parking, the Town is committed to "purchasing or negotiating to lease at least one parcel for parking in the commercial downtown area within close proximity to retail area" by 2006 as stated in the Action Plan of the Comprehensive Plan.

E. Handicap Spaces

While there are handicap spaces designated in the village area, a majority of them are dimensionally inadequate. The spaces designated on the State roads of Narragansett Avenue and Conanicus Avenue are not recognized by the State for this reason.

F. Spillover into Residential Neighborhoods

It was asserted at the 2003 Parking Workshop that the demands for parking at east ferry have impacted the available on-street parking in the residential areas near the waterfront.

During the 2003 summer season, the Planning Commission conducted an informal survey of the neighborhoods surrounding the core retail area to determine how many homes do not have on-site parking and would therefore be affected by non-resident parking. There are two homes in the Knowles Court/Holmes Court neighborhood with no off-site parking (one has space but provides no drive or garage). The neighborhoods east of Green Lane have 5 homes with no off-street parking and Howland Avenue has 16 homes with no off-street parking.

It should be recognized that this issue was raised at the 2003 Parking Workshop as well as by the Planning Commission and that the residents have not weighed in on this issue.

G. Employee Parking

The Chamber of Commerce employee figures showed 173 to 189 employees in the Village on a summer weekend day. The Chamber of Commerce also counted 437 privately owned off-street parking spaces, 65 publicly owned off-street parking spaces and 120 on-street parking spaces (town figures from 1999 survey, Narragansett Avenue from North Road to East Ferry and Conanicus Avenue from Brook Street to Knowles Court), totaling 622 public and private spaces. This, however, includes the Bay View Condominiums, the Bay View Apartments (Tournas building) and several other residences.

It is assumed that approximately 85 of those parking spaces are for residential use therefore 537 spaces remain for the commercial district, of which up to 189 are used by employees, leaving 348 spaces for patron use. If it is assumed that all employees park in one of these public-private spaces then they consume 35% of the available public-private spaces. Therefore, employees have far greater impact on parking consumption than visitors, who are 13% of the parkers and most likely have more than one person per car.

V. RECOMMENDATIONS

A. Parking in Village for more than 2 hours/overnight parking

In addressing the identified need of parking for more than 2 hours in the Village, the Town should take the initiative in implementing the long-term parking plan for downtown.

Additional effort should be made to increase usage of available parking spaces at the “Town Hall” end of Narragansett Avenue. Such efforts should include additional/improved signage at the waterfront redirecting parkers to that area.

Additionally, parking space striping to more clearly identify on-street parking should be done on Narragansett Avenue between North Road and St. Marks Church.

A potential for increasing long-term/overnight parking is to discuss increased/public usage of the Conanicut Marina facility at Taylor Point. Use of this site has been successful in getting cars out of the downtown area and CMS has invested much time and money in making it work by having a consistent shuttle service. Increased usage at this site should be sensitive to the surrounding residential neighborhood and the Town’s desire to not increase commercial zones or commercial use in residential zones. Any increase in use of this area should not provide for expansion of the marina but solely to alleviate existing parking deficiencies.

See also **Creating Additional Parking Spaces** below.

B. Buildings that Cannot Comply with Ordinance, Article 12 in Zoning Ordinance

The Town should implement some changes to the Zoning Ordinance, such as counting on-street parking spaces in front of lots towards the businesses parking requirement, and increasing the distance to shared parking opportunities. This will help to assist the businesses in meeting their parking requirements and therefore reducing the “hardship”, cited by the Chamber of Commerce, of meeting the Zoning requirements for parking.

The following are recommended changes to Article 12 of the Zoning Ordinance that would facilitate businesses ability to meet the parking requirements without negatively affecting existing spaces or business vitality:

Article 12, Section 1204, **new section J:**

Lots in the Commercial Downtown District: On-street parking located directly in front of a lot on which a business use operates may be counted towards fulfilling the off-street parking space requirements of that use.

Article 12, Section 1205 B - Shared Parking **amend as follows:**

Shared parking permits an applicant who cannot meet

parking requirements on-site to share existing parking spaces nearby which are in use at distinctly different times from those required by the applicant. Shared parking shall be allowed only by a Special Use Permit granted by the Zoning Board, and shall be subject to the following requirements.

B. The location of the proposed use and parking is in either the CD or CL districts and within 200 1000 feet of the existing parking area proposed use for which shared parking is proposed;

C. Creating additional parking spaces

The Comprehensive Plan represents a long-term plan and although this study does not see an immediate need for additional parking, it would be prudent for the Town to purchase additional parking sooner rather than later as noted in the Comprehensive Plan, because of declining available property and continually increasing real estate costs. This lot should be in close proximity to the Narragansett Avenue core central business district, from North Road to Conanicus Avenue and should, ideally, be able to provide approximately 10-30 public spaces. Ideally, these spaces could be provided as an adjunct to the new Town Hall facility. The Town should work in conjunction with the Chamber of Commerce in planning the location and financing of additional municipal parking.

In terms of financing a new lot, the Town should share the financing with the business community. The Town should investigate a parking impact fee, implemented on a per space basis, for businesses that cannot meet parking requirements. The fee should be restricted to expanding parking opportunities in the commercial downtown.

D. Handicap Spaces

The Town should work with the State to find a solution to providing dimensionally appropriate handicap spaces on Narragansett Avenue and Conanicus Avenue. In addition, the Town and the Chamber of Commerce should work with existing businesses with off-street parking to create additional handicap spaces.

The Zoning Ordinance, Article 12, Section 1204 B should be amended to correspond to Federal law requirements and standards of the Americans with Disabilities Act.

E. Spillover into Residential Neighborhoods

It has been determined that this issue is seasonal and although not a severe issue right now that it needs to be monitored in the future by gauging neighborhood impact on a periodic basis.

At some point in the future, resident parking stickers may be appropriate in the surrounding residential areas where many homes rely on on-street parking for their own use. This issue requires careful thought since it may create a conflict between resident parking and non-resident boater parking and should be initiated by the residents. Any future parking sticker program should begin on a temporary basis, be specific in its

territory and be based upon observable parking problems and deficiencies that cannot be solved structurally.

F. Employee Parking

The employee figures provided by the Chamber of Commerce indicate that there is a maximum of 189 employees working downtown at any one time on the busiest day of the year. This could, and probably does, significantly impact parking in close proximity to businesses. It is therefore recommended that the Town work with the Chamber of Commerce to encourage employers to seek alternate employee parking in the outlying commercial district, leaving the business front parking spaces for patrons.

VI. IMPLEMENTATION of RECOMMENDATIONS

A. Timeframe for Implementation

Parking Issue	Action	Time Frame in Years					Initiation Responsibility	Resources
		1	2	3	4	5 →		
1. Parking in the Village for more than 2 hours/ overnight parking	a. Improve signage at the waterfront to redirect east ferry parkers to available parking.	»»»»»»					Planning Department	Public Works Dept.
	b. Stripe parking spaces on Narragansett Avenue from North Road to Grinnell Street.	»»»»»»					Public Works Dept.	RIDOT
	c. Investigate increased/ public usage of Taylor Point CMS parking facility for 2+ hour/ overnight boater parking.			»»»»»»»»			Town Council	Planning Commission, Parking Committee
2. Buildings that cannot comply with Article 12 of Zoning Ordinance	a. Amend Section 1204 to allow businesses to count street frontage spaces towards off-street parking requirements.	»»»»»»					Town Council	Planning Commission
	b. Amend Section 1205 to increase the distance permitted for shared parking.	»»»»»»					Town Council	Planning Commission
3. Creating Additional Parking Spaces	a. Purchase additional parking lot in the downtown area.	»»»»»»»»»»»»					Town Council	Chamber of Commerce, Buildings and Facilities Committee
	b. Investigate parking impact fees for businesses.	»»»»»»»»					Planning Department	Planning Commission Chamber of Commerce

APPENDIX

- A. Article 12, Parking, Jamestown Zoning Ordinance**



Notice of Public Hearing

The following is intended to amend Section 82-1204 and 1205 of the Zoning Ordinance in the Town of Jamestown. A public hearing to solicit public input is scheduled on Monday, April 26, 2004 at 7:00 p.m. in the large conference room of the Jamestown Philomenian Library, 26 North Road.

Sec. 82-1204. Parking standards.

Off-street parking facilities required by this ordinance [chapter] shall be constructed to the following minimum standards.

- A. Single space dimensions—Nine feet wide by 18 feet deep;
- B. At least one handicapped space shall be required for all parking areas in excess of 20 spaces, plus one space for every 20 additional regular parking spaces. Handicapped spaces shall be 15 feet wide by 18 feet deep, and shall be constructed in accordance with standards of the Americans with Disabilities Act;
- C. Up to 20 percent of required parking spaces may be of a size for compact cars. Such spaces shall be designated as such, and shall be at least eight feet wide by 16 feet deep. An additional compact space shall be permitted for each handicapped space which exceeds the minimum requirements of this section;
- D. Minimum aisle width in a parking lot is 23 feet. Minimum aisle widths for all other parking areas shall be in accordance with the following table:

Parking Angle (in degrees)	Aisle Width (in feet)
0—44	15
45—59	16
60—69	20
70—79	21
80—89	22
90	23

Entrance aisle widths for parking areas serving less than ten vehicles, or one-way parking lots shall be a minimum of 12 feet.

- E. Paving or a porous parking material which allows infiltration of stormwater into the surface of the ground shall be provided for all required facilities sufficient to provide a durable and dustfree surface over a minimum base of 12 inches of compacted gravel, provided such design includes erosion control;
- F. Any parking area which is intended to be used during non daylight hours shall be illuminated, and shall be so arranged as to reflect the light away from adjoining property and streets;
- G. Parking areas shall provide for proper drainage of surface water to prevent accumulation of water onto adjacent property or sidewalks;
- H. Bumper guards or wheel blocks shall be used where necessary to control parking and traffic, and to avoid encroachment upon a building or adjacent property or streets;

- I. For uses in the CD, CL and CW districts which require parking, the entry to the parking area may be shared with the entry to an adjacent property, provided that the entryway has a minimum width of 12 feet for parking of up to ten vehicles; for parking for more than ten vehicles, one-way circulation may be used; otherwise, the minimum entry width shall be 20 feet. Easements for shared entries shall be required for both properties, and shall be recorded in the land evidence records of the town.
- J. Lots in the Commercial Downtown District: On-street parking located directly in front of a lot on which a business use operates may be counted towards fulfilling the off-street parking space requirements of that use.

Sec. 82-1205. Shared parking.

Shared parking permits an applicant who cannot meet parking requirements on-site to share existing parking spaces nearby which are in use at distinctly different times from those required by the applicant. Shared parking shall be allowed only by a special use permit granted by the zoning board, and shall be subject to the following requirements:

- A. The applicant cannot meet the parking standards of this ordinance [chapter] on the property where the use is proposed;
- B. The location of the proposed use and parking is in either the CD or CL districts and within 200-1000 feet of the existing parking area proposed use for which shared parking is proposed;
- C. The proposed shared use will not interfere with the parking requirements of the existing use(s) currently served by the parking area;
- D. The shared use will not create traffic circulation problems or a safety hazard to pedestrians;
- E. The owner of the parking area agrees to permit a shared use of the parking area without restrictions other than times when the parking area may not be shared.

This amendment shall take effect immediately upon passage.

Copies of the proposed amendment are available for review at the Jamestown Planning Office, 22 West Street and Jamestown Town Hall, 93 Narragansett Avenue during normal business hours. The proposed Zoning Ordinance amendment may be altered or amended prior to the close of the public hearing without further advertising, as a result of further study or because of the views expressed at the public hearing. Any alteration or amendment must be presented for comment in the course of the hearing.

This meeting location is accessible to the physically challenged. Hearing or speech impaired individuals requiring the services of an interpreter should call 1-800-745-5555 or 423-1212 not less than 3 business days prior to the meeting.

By order of the
Jamestown Town Council
Arlene D. Petit
Town Clerk

B. Workshop Summary, Jamestown Downtown Parking Workshop, 4/2/03

JAMESTOWN

Downtown Parking Workshop



April 2, 2003

*Hosted by
The Jamestown Planning Commission*

*With:
The Chamber of Commerce
The Harbor Management Commission
The Parking Committee
The Buildings and Facilities Committee*

Workshop Summary



Background

The Planning Commission hosted a workshop, lead by Robert Leaver of Organizational Future, Inc. of Providence, on April 2, 2003 for the purpose of defining the issues relative to parking in the commercial downtown businesses districts (CD, CL, CW) and if these issues impact the residents, businesses and visitors to Jamestown. Invitees included the Jamestown Chamber of Commerce, the Harbor Management Commission, the Parking Committee and the Buildings and Facilities Committee.

Attendees included:

Planning Commission	Chamber of Commerce	Harbor Management Commission	Parking Committee	Buildings and Facilities Committee
Gary Girard Andrew Kallfelz Sue Barker Betty Hubbard Barry Holland Jean Brown Victor Calabretta	Mike Swistak Paula Swistak Joan Goldstein Pat Eannarino Rich. Eannarino Tim Baker Matt Clarke May Munger Bill Munger	Dan Lilly Julio DiGiando Harry Wright Guy Settipane	Chief Tighe Darcy Magratten Claudette Cotter Norma Willis Sterling Graham	Lisa Bryer Ken Littman Arek Galle

Mr. Leaver described the workshop as interactive and the attendee's opinions would be used to build consensus on parking issues. The outcome of the workshop would be to define any parking related issues and rank them in terms of impact and importance. All opinions would be gauged by placement of sticky dots on a scale relative to the issue. Each group in attendance was assigned and given a separate color of sticky dots for use on a range of issues to be discussed below.

The workshop worksheets have been photographed and are attached as an appendix.

Opinion Gathering

Each workshop attendee, whether a participant on a board or not, was able to weigh in on the issues by filling out a sheet with a series of questions as follows:

Name?

Are there Parking Issues? If so, then describe them.

If there are parking issues, what make you feel unsettled by it?

What solutions do you think will work?

What can you do to help?

The specific responses can be seen in the appendix, but some of the interesting responses and trends are bulleted below:

- Ⓟ Most felt the parking issues are seasonal only, and some defined it further to weekends only.
- Ⓟ Most respondents did not feel unsettled by the issue.
- Ⓟ The largest solution mentioned is satellite parking and off-site parking
- Ⓟ Many encouraged non-structural solutions, signage, walking, off-site parking for employees, review of Zoning Ordinance
- Ⓟ Working together is a theme mentioned when asked what can you do to help.

Is there a parking issue?

The attendees were asked to gauge if Jamestown has severe parking issues. The categories were:

- ++** Severe parking issues
- +** Sometimes severe parking issues
- Not severe parking issues
- No parking issues

Twenty participants responded with a **-** indicating that they felt that there were not severe parking issues but sometimes there are minor issues relative to parking. The next most frequent category was **+** with 6 respondents indicating that there are sometimes severe parking issues. Three participants felt that there were no severe parking issues and one participant felt that there are severe parking issues **++**. Three respondents felt that there were no severe parking issues at all.

++

The severe parking issue respondent cited the irrefutable facts that car use is not decreasing and Jamestown will not become less desirable, and then made the connection that if we are not happy with what we have now then it will only be worse in the future.

-

The majority of respondents felt that we have only seasonal parking issues and that even then it is a perception of a problem because most people remember it the way it used to be and it is no longer like that. Others felt a reality check was needed and cited Newport and the Airport as examples of parking real problems. Specific weekend, seasonal, issues were cited as boater parking and impact on local neighborhoods.

+

For some Chamber of Commerce Members, the somewhat severe problem is complying with the parking requirements in the Zoning Ordinance. They do not apply to a historic downtown with existing buildings and small lots. One respondent asked if boat trailer parking was an issue?

--
Three respondents recognized only a moderate summer parking problem. Most felt that it may be a walking problem and that many people want to park right in front of the establishment they are patronizing. That may not be reasonable.

What are the issues?

The workshop participants then identified 12 issues that they felt needed to be gauged and flushed out. Those issues are as follows:

- Cars with boat trailers
- Businesses that require rapid turnover spaces
- Weekend influx of tourists patronizing the restaurants
- Delivery Trucks
- Enforcement
- Intersection Hazard – Site visibility
- Parking in Village for more than 2 hours
- Parking Plan – Lack of one
- Businesses and buildings that cannot comply with ordinance
- Discrepancy in Proper Town Record keeping – Grandfathering
- Impact on nearby residents
- Adequate size and signage of handicap spaces

Of the twelve issues identified, the participants were asked to put stickers on each issue gauging whether the issue is a little problem, a problem we could live with or a severe issue. Out of the 12 issues the ones with the most dots in the severe range were the following seven issues:

- Cars with boat trailers
- Parking in Village for more than 2 hours
- Parking Plan – Lack of one
- Businesses and buildings that cannot comply with ordinance
- Discrepancy in Proper Town Record keeping – Grandfathering
- Impact on nearby residents
- Adequate size and signage of handicap spaces

The Scope, Detail, and Impact of the Issues

The Workshop participants then broke out into seven groups to discuss the scope and detail of the issue and the impact. After about 20-25 minutes the participants were then asked to share with the group what was discussed. The following summarizes the issues with the major points of discussion

Cars with boats and trailers – This group was not sure this is an issue. It seems that the boatramp is in constant use and the trailers go somewhere. The group then questioned if not having designated boat trailer parking it is impacting usage of the facility. The point was brought up that there are off site parking facilities for Marina customers at Taylor Point. The impact of the issue is that trailer parking occupies more spaces. If we provide

more spaces will there be more people using them? That was described as the “build it and they will come” scenario.

Buildings that Cannot Comply with Ordinance – It was stated that there is limited commercial space in the downtown and Narragansett Ave was built before vehicles were around. Some properties have no parking. Many buildings need Zoning relief. The impact is delay and expense for property owner due to unattainable regulations.

Parking in Village for more than 2 hours – Employees have no long-term parking and have to keep moving their cars during the summer. Boaters have limited long-term parking. The impact is that customers do not have a place to park, parking tickets are received and the parking overflows into the residential neighborhoods because the side streets are not time limited.

Handicap Spaces not adequate size and signage – Most handicap spaces are not to ADA specifications and the signs are not in clear view. The impact is that it eliminates access for those needing an adequate space to park specially equipped vehicles. The only legal spaces are in the Town Parking Lot next to Century 21.

Spillover into Residential neighborhoods – This group was concerned that safety is an issue and there are not enough spaces for the residents to park when the visitors are parking in the residential neighborhoods. It is mostly a concern in areas where there is no on site parking for homes and they have to park on the street (east ferry side streets).

Lack of a Parking Plan – This group stated that there is no comprehensive parking plan in effect, so therefore no solution, no changes in site, and lots of studies have been done. They sited competing solutions but no examples. Is another town that does not have a parking plan and that parking is not an issue? Is there a seaside Town without a parking problem? So far the studies done have been by groups that are independent of each other and they have not been coordinated. Coordination between all constituents is a must if a plan is to be prepared.

Discrepancy of Proper Record Keeping – This group felt that the zoning office needs to have an inventory of the records with regard to parking. It is impossible to make a Planning or Zoning decision without it. It would also be helpful to research other town’s processes.

Top Three Issues

Mr. Robert Leaver again asked the participants to put a dot on the top three of the seven issues. The top three votes went to the following issues:

Lack of a Parking Plan – 21 Votes

Parking in Village for more than 2 hours – 17 Votes

Buildings that Cannot Comply with Ordinance – 14 Votes

Wrap-Up

Mr. Leaver closed the meeting by making an observation and stated that this is a systems problem that needs more thinking and study with the groups coming together and working as one instead of independently.



Town of Jamestown
parking workshop 4/2/03

Is there a
parking issue?

Declare each
specific issue...

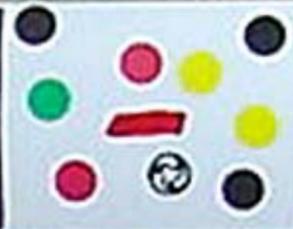
Rank each issue
little → severe

Describing the
scope of the
issue...

Jamestown has severe parking issues!

++

+



--

Car use is not decreasing and Jamestown is not less desirable

we have a confluence of issues w/out a plan

for the Chamber, it's complying w/ the ordinance

perhaps relax the ordinance

The problem is the ordinance is 25 yrs old written w/ textbook standards

w/out considering architecture of the downtown

Some people are adversely affected

eg, a liquor store w/ sufficient parking

Cars w/ boat trailers have no place to park

It's perception - we can't park like we used to

think about the parking situation at the airport

We have seasonal parking problems on the weekend

we have public access concerns beyond downtown

No place to park for boaters who want long term

if inconveniences some neighborhoods

There's a moderate summer problem

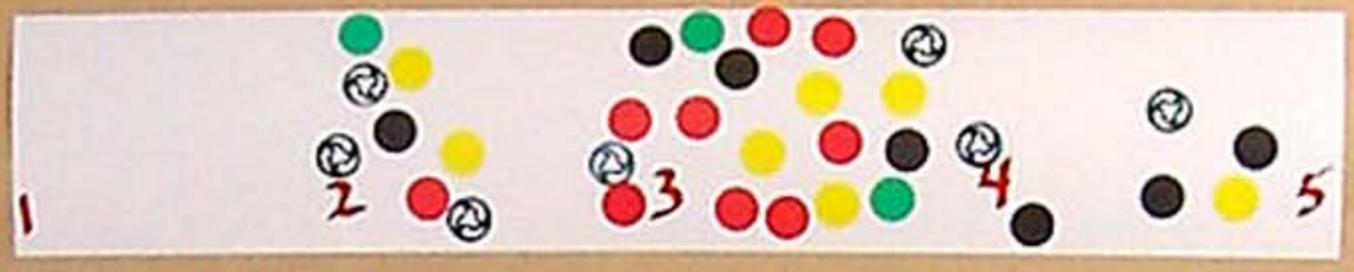
but nothing "severe" year round

seems to be a concern for those who want to park in front of the store

or facility they're visiting

It's not that bad

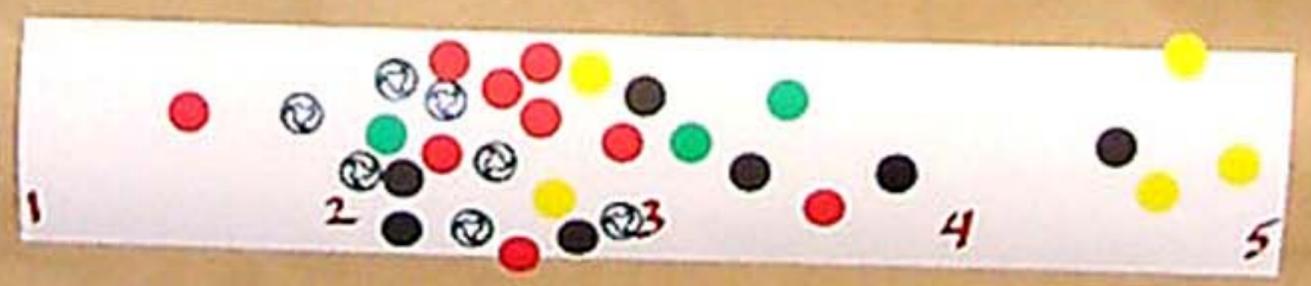
Spill over
Impact on
residents



Enforcement



Hazard at
intersections
where parking
blocks
visibility



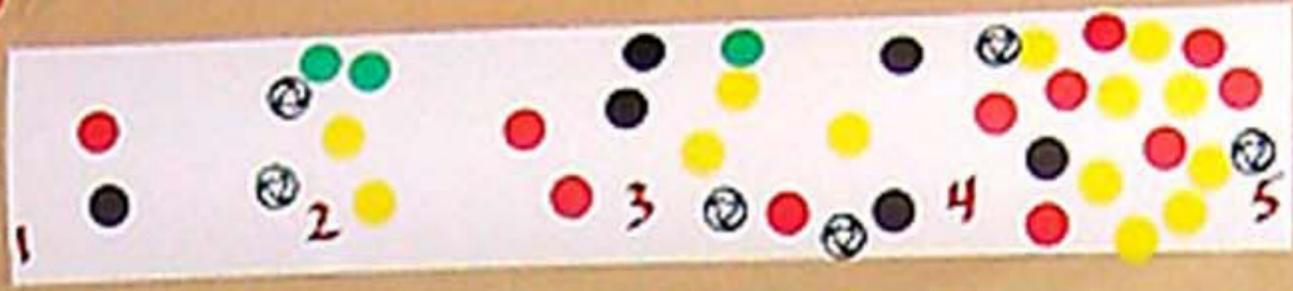
Lack of
signage
and lack
of size

Adquate
handicapped-
labeled
parking

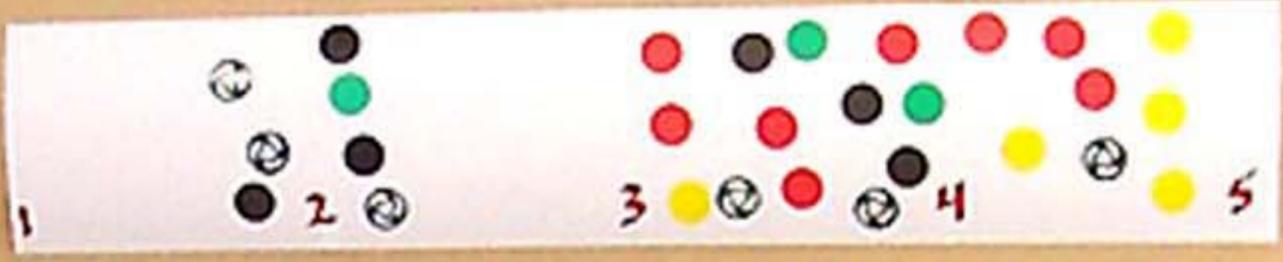


Especially impact on employees

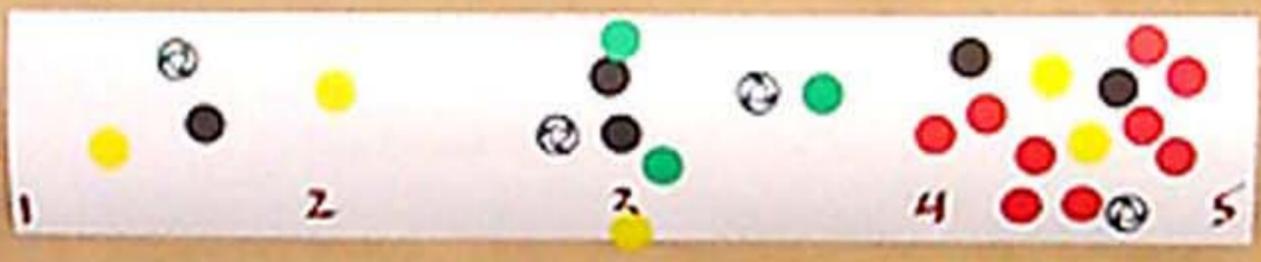
2 hr. Plus parking in the village



Lack of a parking plan

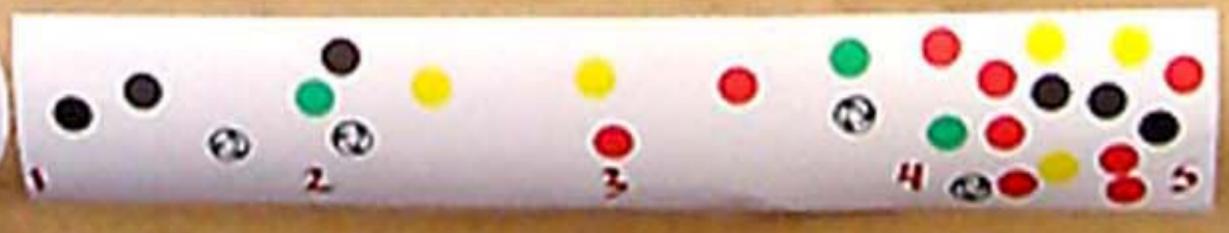


Many bldgs. can't comply w/ ordinance



for the rights in dispute
eg, how many spots each bldg is to have

Keeping proper records by the town



Lack of
a parking
plan

Describe
scope and
detail

Describe
the
impact

NO
PLAN
NO SOLUTION
NO CHANGE
CONTINUE ON

MANY
MEETINGS OVER
25+ YEARS
HAVE NOT PRODUCED
SOLUTIONS!

maybe
no plan but
lots of studies

conflict
arises when
interests
collide

We've been reducing
time w/out
providing for long-
term

Are reactions more
severe because
there's no plan?

Is there a seaside
town w/out a
plan? parking
problem?

Historically, the
studies have not
brought everyone
together

if yes, then
let's copy their
practices

if we do a
plan all the
constituents have
to do it together

As we consider a parking
plan, what will have the
greatest positive impact?

Residential
spillover

Describe
scope and
detail

SPECIAL TIMES -
REGATA
SATURDAY/SUNDAY
JULY/AUGUST
SPECIAL EVENTS

MAINLY 3-4 STREETS
OFF CORNICUS AVE

Describe
the
impact

RESIDENTS
DENIED OWN SPACE

RESIDENTS' GUESTS
CAN'T PARK

STREET LINED
WITH CARS - UNSAFE?

and
Wolcott
Howland
and West

Lincoln

Brook

America
Way

Clinton Ave.

is this
NIMBY?

issue is
people w/ small
lots and no
parking

More delimites than
in past creates
more unsafely

Proper
record-
keeping

Describe
scope and
detail

SCOPE - NEED INVENTORY
OF PROPERTIES + CLAIMS +
ZONING REELS RE PARKING
BY ZONING OFFICE +
INDIVIDUAL OWNERS

Describe
the
impact

IMPACT. IMPOSSIBLE TO
MAKE DECISIONS IN PLANNING
AND ZONING WITHOUT IT.
IMPACTS BUSINESS PLANNING
ALSO.

SIDE ISSUE RESEARCH
OTHER CIVIC SOLUTIONS
THAT MAY BE APPLICABLE.

2 hrs. plus parking

Describe scope and detail

Town & Business employees
Long-Term Parking - Boats

employees have to move their cars which leads to limited spaces

Visitors have limited place to park long-term

they enter your store cranky

Describe the impact

- NO CUSTOMER PARKING
- reduces use of Bob Ramp

- Parking Tickets
- Overflow in Neighborhoods

Describe scope and detail

SIZE: LENGTH & WIDTH NOT TO ADA SPEC (MINIMUM 8' x 12') CARS AND VANS VARY. VANS - REMOVED LOAD

Problems w/ vans side loading, backloading

SIGNAGE: CLEAR VIEW BRIGHT BLUE PAINT ON STREET MARKING

supposed to be blue paint and there's not

Handicapped size and signage

Describe the impact

IMPACT: EXHIBITS ACCESS NOT NOTICED (NONE?) ON NARR. AVE

Only 1 on Narr. Ave.

Describe the scope and details of the issue...

Cars w/ boat trailers

Describe scope and detail

Not sure it's an issue

WHERE DO THEY PARK - SOMEHOW IT'S WORKING?

IS IT IMPACTING USAGE? (BOAT RAMP)

Facilities for Marina customers

There is a need for locals who can't get moorings due to waiting LIST

so they launch their boats

Describe the impact

OCCUPIES MORE SPACE

DANGEROUS / Inconvenient Location

Build it and they will come issue No matter how many spaces

if we keep building spaces there'll be more trailers

Ft Getty facility Launch & Park.

Describe scope and detail

NO MORE / LIMITED COMMERCIAL SPACE

DOWN TOWN BURT BEFORE VEHICLES

SOME Properties with NO parking

and many with limited parking

NEED ZONING RELIEF WHICH CAN CAUSE DELAY ON #1770000

Bldgs that can't comply

Describe the impact

IMPACT DELAY + Expense

for the property owner

If we create relief will there be more demand?

Name?

Are there parking issues? if so, describe them

If there are parking issues, what makes you feel unsettled by it?

What solution(s) do you think will work?

What can you do to help?

Julio Digiandro

Busy weekends in summer

A condition need to live w/ it

IF I GO AWAY ON MY BOAT, LEAVE CAR IN DRIVING

WALK. RIDE my BIKE

BARRY HOLLAND
May

BOAT TRAILERS + LONG TERM PARKING

I AM NOT UNSETTLED

LONG TERM PARKING AT OFF SITE LOCATION

BE WILLING TO WALK MORE THAN 10'

Long term needs

residents being ticketed

off site parking with shuttle

Use Shuttle

Vic Calabretta

Trailer Parking Boat

NO

Supply & Demand

Revise Zoning

Jan

Yes, primarily in season

Cars being ticketed residents fined & Hurts businesses in town.

well-marked - delineated off-street w/ shuttles

limited except for walking or biking. not very likely!!

3 mos. Summer only

OFFER Town Sticker Shuttle others to + FROM RESTAURANTS

Take Shuttle Bus

summer

Jan

Name?

Are there parking issues? if so, describe them

If there are parking issues, what makes you feel unsettled by it?

What solution(s) do you think will work?

What can you do to help?

BETTY HUBBARD

DARCY MAGRATHEN

Bill Manger

AVAILABLE PARKING NOT WELL USED

- DOWNTOWN - APRIL → NOV.
- SHORES BEACH AREA / SUMMER
- MANY TOWN STREETS
- A COUPLE OF DANGEROUS INTERSECTIONS DUE TO LACK OF VISIBILITY / PARKING
- TURN-OVER (NOT ENOUGH) DOWNTOWN

NEED SPACES FOR THOSE THAT MUST BE IN VILLAGE FOR MORE THAN 2 HRS

- Village Employees
- Those that access Bay

DON'T FEEL UNSETTLED

IRONICALLY, EXPANDING BUSINESSES W/O PARKING, OR JUST ADDING PARKING - ADDS THE CONGESTION THAT HURTS BUSINESS - RATHER THAN HELP THEM GROW. -

- NEED OUT OF SITE WITH MIN. WALKING DISTANCE ADD'L SPACES (MIN)
- NEED RESIDENT PARKING IN RESIDENTIAL NEIGHBORHOODS
- HAVE TO ELIMINATE SPACES THAT CAUSE HAZARDS

ISSUE IGNORED
SPACE TIMES REDUCED AS MANY (50+) W/O SUB SAME TO LONG TERM.

SIGNAGE DIRECTIONS TO USERS BY ESTABLISHMENTS

PROMOTE DOWNTOWN PEDESTRIAN USE -

← SEE

OFF SITE WORKS!

WORK WITH GOV'T / USERS

A LITTLE OF THIS, A LITTLE OF THAT.

REVISIT 3 ACRES ADJACENT TO VILLAGES FOR BOATERS? EMPLOYEES

Name?

Are there parking issues? if so, describe them

If there are parking issues, what makes you feel unsettled by it?

What solution(s) do you think will work?

What can you do to help?

GARY GIRARD

OCCASIONAL SEASONAL - NOT COUNTING SPECIAL EVENTS

I DO NOT FEEL UNSETTLED

COOPERATION CONSIDERATION FOR ALL RESIDENTS AND BUSINESSES

THINK CREATIVELY AND OUT OF BOX

MIKE SWISTAK

- ZONING CONSTRAINTS ON CD ZONE PROPERTY
- SOME OVERFLOW INTO NEIGHBORHOODS DURING PEAK USAGE.
- POSSIBLE NEED FOR SPOT FOR LONG TERM PARKERS

NO UNSETTLEMENT

THOUGHTFUL REVIEW OF ZONING ORD.
INPUT FROM EVERYONE
GOOD LISTENING

STAY INVOLVED THROUGHOUT ENTIRE PROCESS

Dave Pritchard

Some parking/access issues for commercial fishermen at Ferry at times

OK

Awareness of areas of street parking in general areas @ downtown

Working cooperatively is a good start

NORMA WILLIS

Complaints from citizens in overcrowded downtown

I do not want the downtown to be parking lots.

Satellite parking
business growth
shuttles

vote to help our village to retain its small village character
ie Bristol

Name?

Are there parking issues? if so, describe them

If there are parking issues, what makes you feel unsettled by it?

What solution(s) do you think will work?

What can you do to help?

Guy
SETHIPANE

YES,
SEASONAL

USER
CONFLICTS
Residential &
Commercial

REVISION OF
Zoning Code
1203 on Parking
& Additional Parking
Locations & Shared
Parking

Participate
in updating
a Balanced
Ordinance,
Increased
Enforcement

STERLING GRAHAM

SEASONAL

NOTHING

- ① GRANDFATHER BUSINESSES
- ② SATELLITE LOCATIONS SUCH AS FORT GETTY, WITH A SHUTTLE, IN SEASON.

STAY ON PARKING
COMMITTEE

Claudette Cotten

SOME SEASONAL -
MAY NEED TO WALK
A LITTLE

NOTHING

OFF SITE PARKING

?

Paula Swistak

Peak times in summer

nothing

Satellite parking

?

Richard P. EANNARINO

yes

OFF SITE + REDUX
DOWN
EXISTING

Name?

Are there parking issues? if so, describe them

If there are parking issues, what makes you feel unsettled by it?

What solution(s) do you think will work?

What can you do to help?

MATTHEW CLARKE

YES - IN SUMMER - WEEK ENDS

Difficulties for retail business that rely on customers that would "queue" in + out.

Do not want to force "Parkers" into Residential Area's

- OVER HYPE - OVER REACTION

- Promote off site parking for long term (Boaters) Parking
- Encourage Business owners to Encourage employees not to park in front of businesses

- Do NOT Build parking Garage

- No Parking meters

- ATTRACTIVE SIGNS - NOT UGLY

LISTEN
SHARE IDEAS
COMMUNICATE

REVISE ZONING requirements

Bike Racks

Sue Barker

Only in the summer
Only those who need to park in the immediate area of their destination

They don't make me feel unsettled

Encourage alternate forms of transportation - walking cycling

Yellow Bike program

Park and walk to townships from outside downtown area

Name?

Are there parking issues? If so, describe them

If there are parking issues, what makes you feel unsettled by it?

What solution(s) do you think will work?

What can you do to help?

AREK GALE

Maybe..... Seasonally evident congestion and seemingly limited alternatives to what is readily "seen" along the main streets ... is it perception only

Not unsettled... and unwilling to sacrifice community character for structured solutions without careful planning and demonstrated need

Unsure.

Creative thinking about possible solutions that solve specific demonstrated needs or shortcomings..... Important to develop site specific responses where needed.

Andrew Kallfelz

Too many cars parked on waterfront during summer.

Character of Tomistown in summer is more defined by views of SUV waterfront wall - than of harbor/bay environment.

Less parking in town - more out of town - especially long term.

Encourage the use of public transport + dev't of satellite parking facilities.

HARRY WRIGHT

SOME IN THE SUMMER. EVEN THEN, THINKING THAT REQUIRES DRASTIC SOLUTIONS

ONLY THAT THE "CURE" MAY BE WORSE THAN THE DISEASE

OCCASIONAL TACKLING UP HERE + THERE.

WORK W. PLANNING COMM.

Name?

PAT BOLGER
SAV REBECCHI

Are there parking
issues? if so,
describe them

(Summer only)
↓ ↓

If there are parking
issues, what makes
you feel unsettled
by it?

What solution(s)
do you think
will work?

MORE SIGNAGE
" " "

What can you do
to help?

SMILE
WALK MORE

The
Public

C. Downtown Parking Survey, Jamestown Chamber of Commerce, Feb. 2003

Downtown Parking Survey

Jamestown Chamber of Commerce

February, 2003

Updated October, 2003

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**Downtown Parking Survey
Jamestown Chamber of Commerce
February 2003**

Introduction

In early 2003, the Jamestown Chamber of Commerce undertook the preparation of a survey of parking in the Downtown business area of the Town of Jamestown, Rhode Island.

Study Area

The area included within this report is a portion of that area zoned Commercial Downtown (CD), located along Narragansett Avenue and Conanicus Avenue. This area was chosen for investigation because it generally represents the most concentrated part of the Downtown Commercial zoning district which extends along Narragansett Avenue from its intersection with Conanicus Avenue on the east to the intersection of North Main Road and Southwest Avenue on the west.

The study area is limited to the following property (see attached map).

1. Lots fronting on the north side of Narragansett Avenue from Conanicus Avenue to a point opposite the intersection of Howland Avenue (St. Marl's Church);
2. Lots fronting on the south side of Narragansett Avenue from Conanicus Avenue to Howland Avenue;
3. Lots with frontage on Conanicus Avenue from the intersection of Narragansett Avenue to Union Street; and,
4. Lots fronting on Ferry Wharf.

The total number of lots included in this study is 40.

Parking Inventory

During January-February 2003, the Chamber of Commerce conducted a study of current parking within the 40-lot study area. The owner of each property was asked to complete a survey form to indicate use, current parking, zoning history and other information regarding parking on the property. A copy of the survey form and a summary of the results of this study are provided in the Appendix.

Of 40 separate parcels included in the study, 26 inventory forms were completed and returned. Visual inspection of all properties was conducted by members of the Chamber and by the consultant. In addition, the consultant conducted interviews with the Town Planner and Building Official to determine the availability of records and/or previous studies relevant to the study.

The results of this inventory indicate the following parking characteristics within the study area:

- There are a total of 437 privately-owned off-street parking spaces. There could be an additional 20+/- spaces on two properties where parking information was unavailable.
- There are a total of 65 publicly-owned off-street parking spaces
- There are at total of 103 on-street parking spaces
- Zoning standards (Section 1203) would require 849 private off-street spaces if strictly applied. This figure excludes parking requirements on public land or for single family residential uses. This total may vary upon provision of more detailed information.

The following uses are found on 40 parcels within the study area:

Residential	3
Office	5
Retail	1
Personal service	1
Public / institutional	5
Restaurant (only)	3
Primarily Restaurant / mixed residential / other	4
Primarily office / Mixed residential / other	7
Primarily retail / Mixed residential / other	7
Marina	3
Vacant	1
Total	40

Of the 33 parcels which are primarily commercial in nature¹, a total of 8 parcels are considered conforming to the parking standards of Section 1203 the zoning ordinance and have not received any parking variances:

- Jamestown Bay View Condominiums
- Jamestown Place Associates
- Perotti Building
- Jamestown Designs
- Baker's Pharmacy
- Morgan Battey
- Fleet Bank
- Mobil Gas

¹ Excludes 1 single family residence, 4 public/institutional, and 2 vacant parcels

Of the 33 parcels which are commercial in nature, a total of 13 parcels have obtained zoning relief with respect to parking, as follows:

- Tricia's Tropi-Grille
- Jamison Salon
- Conanicut Marine Services
- Oyster Bar
- Jamestown Animal Clinic
- Slice of Heaven
- Theatre Mall
- Chopmist Charlie's
- Wharton
- Slick Orthodontist
- Hunt Block
- Jamestown Hardware
- Trattoria Simpatico

Of the 33 parcels which are commercial in nature, a total of 10 parcels may be considered to be nonconforming, because they have neither *adequate* on-site parking nor shared parking, and have not received the necessary parking variances. It is important to note that this is not an official determination made by the Town, and additional information may be provided that may change this status.

- Jamestown Press
- Narragansett Café
- Allegra Building
- Chemical Company
- Randall Building
- Century 21
- Ferry Wharf Condos
- East Ferry Marina (Town, 3 parcels)

Of the 33 parcels which are commercial in nature, a total of 2 parcels do not have sufficient documentation regarding their zoning status with regard to parking:

- Tournas Building apartments
- Environmental Packaging

Two (2) publicly-owned properties are nonconforming as to parking: the Community Center and East Ferry Marina (north basin). The latter property, if required to meet zoning standards, would have to provide as much as 32 parking spaces for the 48-boat capacity marina approved by CRMC. 39 additional parking spaces may be required for access to an additional 58 private moorings, and public access to the Bay. In addition, St. Mark's Church may also be nonconforming.

Previous Parking Studies

Previous studies consulted include the following:

1. Parking Report, Bill Murphy, July 13, 1978
2. Policy Memorandum Parking-Jamestown Downtown Revitalization, Graduate Curriculum in Community Planning, University of Rhode Island, M. Julia M. Iacono, May 1987
3. Downtown Revitalization Plan, Local Parking Issues, Jamestown Town Planner, January 1988
4. Downtown Jamestown Revitalization Project, Graduate Curriculum in Community Planning, University of Rhode Island, maps dated 1993
5. Jamestown Downtown Committee, Public Workshop for the Proposed Development of the East Ferry Area, May 24, 1995
6. Parking Survey in Jamestown, Friday 6/30 through Tues. 7/4/95, Carol R. Todd, August 2, 1995
7. Jamestown Parking Outline, no author or date
8. Summary Report of Past Parking Reports, no author or date
9. Report of the Jamestown Harbor Management Commission, undated report of parking in the East Ferry area
10. Memorandum from the Jamestown Harbor Management Commission, May 15, 1997 and November 26, 1997 Long term seasonal parking
11. Jamestown Parking Survey, Planning Department, 1999

Many of the studies referenced above inventoried parking in the downtown area and provided an assessment of the problems and issues related to parking. Some conclusions / recommendations from these reports include the following:

- Parking is a seasonal problem. Recommendation to acquire land for public parking, and reorganize existing spaces (Murphy, 1978)
- Parking is limited, recommend a parking garage (Iacono, 1987)
- Adequate parking exists in the off-season. Recommendation to acquire Lot 573- now an 18-space public parking lot (Town Planner, 1988)
- Parking supply adequate in East Ferry area, but need long-term parking (Harbor Management Commission, undated)
- There was no parking “problem” during a major summer weekend (Todd, 1995)
- Long term parking is limited; consider shared parking amendment to the zoning ordinance (Harbor Management Commission, 1997)
- 218 long-term parking spaces are needed in East Harbor Area (Harbor Management Commission, Nov. 1997)

Proposed Zoning Amendment

In January 2003, the Jamestown Chamber of Commerce filed a petition for an amendment to the Town Zoning Ordinance. A copy of this amendment is provided in the

Appendix. This amendment, if adopted by the Town Council, would have the following effect:

The zoning requirements for off-street parking would not apply to the 40 lots in the study area. These lots however would be required to maintain all off-street parking which existed on the property as of January 1, 2003.

If any off-street parking on any of these lots is reduced to less than that which existed on January 1, 2003, the exemption would be void, and the full requirements of the Zoning Ordinance with regard to parking would be in effect.

Any additions or enlargements to buildings on these lots would similarly trigger the voiding of the exemption.

In other words, the proposed zoning amendment would make the current (January 1, 2003) parking available on the lots the legally required parking with respect to zoning. This would clarify the rights of property owners who wish to be in conformity with the requirements of the Zoning Ordinance. It would avoid a situation where the Town is requested or compelled to enforce parking requirements on individual lots that do not and can not meet the current parking provisions in the Zoning Ordinance. It would avoid substantial burdens and expense to property owners and tenants in obtaining the necessary zoning variances to make their parking "legal". It would also protect the value of downtown property by avoiding the parking conforming to zoning. Many commercial lenders avoid financing properties that have some kind of zoning nonconformity.

Since the proposed zoning amendment exemption would not cover new building enlargements, or reductions in existing parking, it has the effect of "freezing" the current parking requirements and avoiding the need for obtaining relief from the Zoning Board.

This report includes recommended revisions to the ordinance for the purposes of clarification. It is also recommended that a "sunset clause" be considered, at which time the ordinance would expire. During the period the ordinance is in effect, the Town should conduct a comprehensive parking study of the commercial area, as called for in the Comprehensive Plan.

Relationship to Comprehensive Plan

The Comprehensive Community Plan² contains extensive reference to the parking in the commercial downtown village area.

The policies contained in the Plan, which references the village area are listed on the attached table. The Plan strongly endorses the concept of a strong commercial downtown area, with traditional village character, as opposed to creating new commercial areas in

² Jamestown Rhode Island Comprehensive Community Plan, adopted by the Jamestown Planning Commission September 2001; adopted by the Jamestown Town Council June 2002.

outlying parts of Town. The Plan also recognizes that the current zoning requirements with regard to parking need attention. In this regard, the Plan states:

“The Town should look at the Zoning Ordinance parking requirements as well as other requirements to insure that they are still accurate and feasible for Jamestown and insure that the regulations are not putting undue burden to development of healthy businesses. An example is whether the definition of ‘change of use’ puts unnecessary and undue requirements on potential businesses” (Land Use Element, page 26)

In recent years, the Town has addressed the parking issue in part and has adopted zoning amendments that allow businesses to arrange for shared parking. It has also adopted development plan review of individual site development plans for new or redeveloped uses. The Comprehensive Plan calls for a thorough study of the downtown parking situation in order to implement the following:

Policy #4 – Provide an acceptable level of service for parking in the village commercial area.

The Plan indicates that the time frame to undertake this study to be “Years 2-4”. Assuming 2003 is Year 1, the study would be initiated in 2004 and be completed no later than 2006.

Summary of Comprehensive Plan Issues

1. Downtown commercial is the heart of the Town’s economy
2. Do not expand commercial uses outside of the village
3. Maintain village character / pedestrian ambiance
4. There are problems with current parking situation
5. Need to study the problem
 - Structural – build a public parking lot
 - Non-structural – amend the zoning

**SUMMARY OF COMPREHENSIVE PLAN PROVISIONS
VILLAGE DOWNTOWN PARKING**

Page	Content	Analysis
11	Existing Conditions B. Land Use 2. Land Use Types a The Village	Description of village's downtown commercial zones. Historical focal point of commercial business and civic activity
21	I. EXISTING CONDITIONS B. Land Use 4. Land Use and Zoning Commercial Downtown (CD)	Description of the CD Zoning District Parking requirements may limit use
26	I. EXISTING CONDITIONS B. Land Use 5. Future Land Use	Language supporting minimal off-street parking; "Pedestrian -friendly" village Conflicting language about future commercial buildings should meet the standards
141	F. ECONOMIC DEVELOPMENT 2. Jamestown's Economy Today	Strong role of downtown in local economy. Past efforts to address downtown parking. "Many businesses still face a need for parking variances"
145	F. ECONOMIC DEVELOPMENT 3. Commercial Development and Zoning	Encourage Strong Town Center Discourage creep of commercialism No public favor for increase in commercial zones
231	II. JAMESTOWN'S VISION - THE MILLENIUM AND BEYOND A. 1998 Community Survey	Parking in the summer Develop another municipal lot
242	II. JAMESTOWN'S VISION - THE MILLENIUM AND BEYOND B. BUILDOUT 3. Findings of Buildout Analysis	Village area NOT the growth area (least) 1.7 acres vacant developable land 12 new units Max. population increase of 17 percent
265	C. GOALS/POLICIES/IMPLEMENTATION ACTION PLAN Economic Development	Policy#1- Continue to direct commercial development into existing commercial zones

267	<p>Policy #3 Utilize the economic potential of the commercial zones...</p> <p>a. Goal: Improve the general appearance of commercial zones by upgrading public facilities...</p>	<p>Importance of streetscape appearance; reference to parking</p>
268	<p>g. Continue to address parking needs of the village</p>	<p>Recognition of current problem / importance to the Town</p>
268	<p><i>Policy #4 Ensure that new or expanded development within the commercial zones is compatible with existing character of the community</i></p>	<p>Are parking lots “compatible with existing character of the community?”</p>
273	<p>C. GOALS/POLICIES/ IMPLEMENTATION ACTION PLAN <u>Circulation</u> <i>Policy #4 Provide an acceptable level of service for parking in the village commercial area.</i></p>	<p>3 separate actions stated:</p> <ul style="list-style-type: none"> • Purchase a lot for parking • Amend zoning to provide parking standards • Amend zoning to keep commercial parking within commercial zones <p>Recognition that the current situation needs correcting</p> <ul style="list-style-type: none"> • Conduct a downtown parking study

Conclusions and Recommendations

Jamestown is a community with many attractions that make it a desirable place to live. It has abundant open space, a beautiful waterfront, solid neighborhoods, and good community services. Fortunately, it has avoided the type of commercial sprawl development that many other emerging suburban communities have experienced. The Town follows a policy of discouraging the spread of commercial uses beyond the areas that are currently zoned CD, CL or CW. This is a very strong policy found throughout the Comprehensive Plan. As the Town grows however, there will be additional pressure to provide not only retail space, but also offices, personal services, apartments and types of development other than single-family dwellings. The current zoning, with some exceptions, directs these uses to the central business district. The Town faces a challenge to permit reasonable commercial and non-residential growth, yet preserve the character of its downtown village area. This study has shown that the expansion and redevelopment of existing uses and the introduction of new uses into the village area can be accomplished in a way that respects the goals of the Comprehensive Plan “to ensure that new or expanded development within the commercial zones is compatible with existing character of the community”.

To its credit, the Town has amended its zoning in recent years to manage new commercial growth pressures. For example, it has adopted “development plan review procedures” and now permits shared parking. The issue of parking appears to be of long-term concern. The Comprehensive Plan makes abundant reference to the issue of parking, and makes several recommendations to address the issue. The most important recommendation is to conduct a comprehensive downtown parking study to determine an “acceptable level of service for parking in the village commercial area”. This study should be undertaken as soon as possible, earlier than the 3-year time frame called for in the Plan.

The study should identify both structural as well as non-structural measures that could be employed to reach an acceptable level of service. Structural measures could include new public or seasonal parking facilities, within the downtown or in remote lots with shuttle access. Nonstructural measures could include various parking management schemes, such as passes or coupons. It could also include amendments to the zoning ordinance. Other communities in Rhode Island that have similar village downtown commercial areas have adopted a number of measures to make zoning provide an acceptable level of parking. A well written zoning ordinance will not destroy the character of the commercial area by requiring too much parking that leads to overpaving, which in turn makes the downtown look like a suburban shopping mall.

The Town of South Kingstown, for example, reduces the parking requirements for all uses in the Commercial Downtown zone in Wakefield by 50 percent. The Town of North Kingstown totally exempts certain uses in the Wickford area from any parking requirements. Bristol also exempts retail, office, institutional, and residential uses in its Downtown zone from any parking requirements. Many communities employ various regulatory techniques to manage parking and avoid excessive requirements. These include shared parking, combined parking, maximum parking standards, design review, and others too numerous to mention.

The zoning amendment proposed by the Chamber of Commerce is, for the most part, a measure that will “freeze” the parking requirements included in the zoning ordinance to a certain level existing as of January 1, 2003. It is not a long-term solution and should not be considered as a “solution” to the parking problem in the village commercial area. It will, however, prevent the current zoning standards from being applied and perhaps creating problems of overpaving and loss of land that could be used for more productive purposes—such as business use, pedestrian space and circulation, or downtown amenities. The proposed ordinance should be adopted to allow the Town the time to develop and implement an effective downtown parking strategy, which could take up to three years.

APPENDIX

Proposed Revisions to the Zoning Amendment Filed By The Jamestown Chamber of Commerce.

Add a new Section 1210:

The provisions of Section 1203 shall not be applicable to uses and/or structures existing as of January 1, 2003, or changes thereto which do not increase the size or intensity of the existing use and/or structure on the following parcels:

Assessor's Plat 8: Lots 170, 169, 168, 167, 166, 339, 604, 573, 488, 165, 164, 453, 391, 471, 472, 161, 871, and 124

Assessor's Plat 9: Lots 251, 603, 605, 775, 568, 569, 631, 246, 211, 209, 208, 207, 180, 179, 493, 620, 252, 354, 355, 356, 595, and 791

The provisions of this section shall not change any previous zoning actions or conditions, including conditions imposed by previous zoning amendments, variances or special use permits, or other conditions imposed under this ordinance, which shall remain in full force and effect.

The provisions of this section shall not be applicable to uses and/or structures which change or intensify the use in existence on January 1, 2003 so as to (1) require a greater amount of off-street parking as prescribed in Section 1203; or, (2) reduce the amount of off-street parking in existence on the lots listed above as of January 1, 2003.

The provisions of this section shall expire on December 31, 2006, unless it is extended by the Town Council through amendment of this provision.

Downtown Parking Survey
 Jamestown Chamber of Commerce
 February 2003
 Lots With Frontage on Narragansett Avenue from the Intersection of Conanicus Avenue to Howland Avenue
 (North Side of Narragansett Avenue)

Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Status of Zoning
AP 8/170			Jamestown Bay View Condos 38 units	83	57		Conforming
AP 8/169	10 Narragansett Avenue	Tournas, George N.	Tournas Building 10 unit apartment		15		Insufficient information
AP 8/168	14 Narragansett Avenue	14 Narragansett Avenue, LLC	Restaurant 134 person capacity <i>Tricia's Tropi-Grille</i>	0	27	Zoning variances & special use permits 2/4/03: No parking required	Variances granted
AP 8/167	16 Narragansett Avenue	Liebhauser Narragansett Properties	Jamison Salon Building; IMS offices; 2-apartments	5	8	Zoning relief granted 12/22/92 for parking requirements	Variances granted
AP 8/166	20 Narragansett Avenue	Munger, Marilyn A.	Retail Trade 7,307 sq. ft. <i>Conanicut Marine</i>	31	1 space/180 sf = 41	Zoning Board 9/26/2000 Variance to permit 31 on-site parking spaces vs. 41 required	Variances granted; Off-site parking provided on Lots 175 & 602
AP 8/339	22 Narragansett Avenue	Dwares, H. Michael	Restaurant-50 person capacity <i>Oyster Bar</i>	5	10	Zoning Board 3/29/83 Parking variance	Variances granted

Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Notes
AP 8/604	24 Narragansett Avenue	Henderson, Frank D., IV	Real Estate Office 1029 sq. ft. <i>Century 21</i>	5	6	Zoning Board 1981 variance	Nonconforming <i>GFA estimated</i>
AP 8/573	26 Narragansett Avenue	Town of Jamestown	Public Off-Street Parking	18	N/A		N/A
AP 8/488	28 Narragansett Avenue	Jamestown Place Associates	Offices-4102 sq. ft. 10-Condos (future)	23 15	25 15	Zoning Board special use permit granted 9/10/02	Conforming
AP 8/165	30 Narragansett Avenue	Munafo, Dominic P.	Jamestown Animal Clinic 1008 sq. ft.	6	6	Zoning Board 9/27/83 Parking variance to allow 6 parking spaces partially on adjacent lot	Variances granted
AP 8/164	32 Narragansett Avenue	Liebhauser Narragansett Properties	Restaurant 25 person capacity <i>Slice of Heaven</i> 1 apartment	5	14	Zoning Board parking variances granted 11/93; 5/94; 10/01; 11/01	Variances granted; <i>Building addition planned 2/03</i>
AP 8/453	34 Narragansett Avenue	Bomes Theatre Group	Theatre Mall Building 5700 sq. ft. Two Restaurants 75 person cap. Real estate office - 850 sq. ft. Retail 230 sq. ft.	0	22 total 15 5 2	Zoning Board Parking variances granted 3/23/93	Variances granted <i>Have 3 spaces deduced on Lot 604</i>

Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Notes
AP 8/391	38 Narragansett Avenue	Perotti, John J.	Perotti Building K.E. Ganis, DPM Evolution 1242 sq. ft. 2-apartments	22 (visual inspection Feb. 03) <i>see below</i>	6		Conforming
AP 8/471	40 Narragansett Avenue	Perotti, John J.	Restaurant 85 person occupancy <i>Chopmist Charlie's</i> 2-apartments	13 on adjacent Lot 391 <i>No parking on Lot 471</i>	17	Zoning Board 3/22/88 Parking variance required 13 spaces to be located on adjacent Lot 391	Variances granted ; No shared parking
AP 8/472	42 Narragansett Avenue	McDonough, Jeffrey J.	Office – 906 sq. ft. <i>Jamestown Press</i>	0	5		Nonconforming
AP 8/161	Narragansett Avenue	Jamestown Fire Department	Fire Department				N/A
AP 8/871	Narragansett Avenue	Town of Jamestown	Vacant	4			N/A
AP 8/124	Narragansett Avenue		St. Mark's Church <i>420 person capacity</i>	37	84		Nonconforming

Downtown Parking Survey
 Jamestown Chamber of Commerce
 February 2003
 Lots With Frontage on Narragansett Avenue from the Intersection of Conanicus Avenue to Howland Avenue
 (South Side of Narragansett Avenue)

Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Notes
AP 9/251	5 Narragansett Avenue	Sherman, Stephen A.	Jamestown Hardware Retail-4,000 sq. ft. 2 nd & 3 rd floors vacant apt/storage	6	23	Zoning vaiances 3/90 and 5/90	Variances granted (Vacant apartments – no parking req'd)
AP 9/603	13 Narragansett Avenue	Bedard, Phyllis L.	Restaurant-120 seats <i>Trattoria</i> <i>1-apartment</i>	12 on site +12 shared	24	Shared Parking JamestownHardware (6) Jamestown Place Assoc. (1)TCC (5) Variances 5/25/93; 3/24/98; 10/27/98; 2003	Variances granted
AP 9/605	17 Narragansett Avenue	Anderson, Carol Swistak, Mark	Retail – 1456 sq. ft. <i>Jamestown Designs</i> <i>Dry Cleaners</i> <i>2 apartments</i>	12-14	11	Special use permit for 2 apartments 3/80	Conforming
AP 9/775	19 Narragansett Avenue	Roach, Robert N. Jr.	Office 1081sq.ft. GFA <i>The Chemical Co.</i>	6 (<i>visual inspection</i> 3/4/03)	6	No record of zoning variance on file with Building Official	Conforming
AP 9/568	23 Narragansett Avenue	Allegra, Marisa I.	The Allegra Bldg <i>Pet shop 1000 sf</i> <i>Pizza – 32 seats</i> <i>Surveying 1800 sf</i> <i>1- apartment.</i>	6	24 total 5 7 10 1.5		Nonconforming

Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Notes
AP 9/569	25 Narragansett Avenue	Alexander, Thomas	Restaurant – 47 seats <i>Jamestown Cafe</i>	0	10		Nonconforming
AP 9/631	29 Narragansett Avenue	Ceppi, Peter B.	1864 sq. ft. <i>Fleet Bank</i>	16	11		Conforming
AP 9/246	35 Narragansett Avenue	North Meadow Properties, LLC	Retail trade - 6602 sq. ft. <i>Mobil Gas Auto Repair Garage</i> <i>2 Bay Car Wash 1-Apartment</i>	48	32		Conforming
AP 9/211	41 Narragansett Avenue	EPI Real Estate Holdings	Office – 777? sq. ft. <i>Environmental Packaging Company</i>	2	5		Insufficient information
AP 9/209		Wharton, Alexander B.	Office 1500 GFA (estimated)	4	9	Zoning variance for parking 10/23/84	Variances granted
AP 9/208	49 Narragansett Avenue	Slick, Karl E.	Office - 1000 sf (est.) <i>Orthodontist 2-apartments</i>	6	4 3 7 total	Zoning variance 12/17/96 to permit 6 parking sp. v. 7 required.	Variances granted; Source: Building Official
AP 9/207	53 Narragansett Avenue	Jamestown Center Partners, Inc.	Baker's Pharmacy – 3,250 sq. ft. 4 apartments 2 offices – Lawyer 650 sq. ft. Massage Therapist 600 sq. ft.	34 standard + 2 HC	34	Zoning Variance 1/30/91 Up to 6 apartments	Conforming

Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Notes
AP 9/180	57 Narragansett Avenue	Morgan, James W.	Office – 1200 sq. ft. <i>Morgan Battey Real Estate</i> 4 apartments	12-14	7 6		Conforming
AP 9/179	61 Narragansett Avenue	Randall, C. Allan	Single Family Residence		N/A		N/A
AP 9/493	65 Narragansett Avenue	Randall, C. Allan	Office – 1800 sq. ft. <i>The Randall Building</i>	6	10		Nonconforming

Downtown Parking Survey Jamestown Chamber of Commerce February 2003							
Lots With Frontage on Conanicus Avenue from the Intersection of Narragansett Avenue to Union Street							
Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Notes
AP 9/620	47 Conanicus Ave	William Burgin & James Estes	Hunt Block <i>East Ferry Deli-24 seats</i> <i>R&R Art Gallery-600 sq. ft.</i> <i>Law Office-450 sq. ft.</i> <i>Rum Runner (retail)-600 sq. ft.</i> <i>3- apartments</i>	0 on site	Deli - 5 Gallery - 3 Office - 3 Retail - 3 Apts - 5 Total - 19	Variance from setback and lot coverage 6/23/81 Variance for 3 apartments 7/7/82	Variances granted 4 shared spaces on 9/603
AP 9/252	Conanicus Ave	Town of Jamestown	Community Center	2	Capacity Not Found		Nonconforming <i>1 space / 5 person capacity required</i>
AP 9/354	Conanicus Ave	Munger, Marilyn A.	Vacant Land Mooring/docks	0	0		N/A

Downtown Parking Survey
 Jamestown Chamber of Commerce
 February 2003
 Lots With Frontage on East Ferry Wharf

Plat/Lot	Street Address	Property Owner	Current Use	Parking Provided	Parking Required	Zoning History	Notes
AP 9 355, 356, 595	Memorial Square	Town of Jamestown	48 boat marina, fuel dock, loading/unloading, public access – 128 sq. ft. shed Public access to Bay <i>East Ferry Wharf Marina (north basin)</i>	*See note	71		Nonconforming CRMC approval for 48-boat capacity marina + access to 58 private moorings = 106 boats *The Town of Jamestown owns and maintains 47 off-street public parking spaces at East Ferry Wharf. This is public parking and cannot be used to meet the off-street parking requirements of the zoning ordinance.

Study Area Totals 437 851

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D. Downtown Parking Users Survey, Jamestown Planning, 2003



Planning Commission MEMORANDUM

TO: Downtown Jamestown Business Owners
FROM: Gary Girard, Chairman, Jamestown Planning Commission
in cooperation with the Jamestown Chamber of Commerce
RE: Downtown Parking User Survey
DATE: July1, 2003

The Jamestown Planning Commission would like your help. **Please ask your patrons and employees to complete the Parking User Survey.** The survey will begin on July 3 and end on July 27.

The Planning Commission has been tasked by the Town Council to undertake a comprehensive review of Jamestown's Parking resources and ordinances. As part of the review, the Planning Commission has been working with the Chamber of Commerce and other Town commissions to collect data that will guide the review and planning process. An important category of data that the Commission would like to consider is the parking behavior of people parking in the downtown area. To help collect this information, the Planning Commission has created this survey.

The Planning Commission asks for your assistance in encouraging your patrons and employees to complete this survey. The survey is expected to take about 90 seconds to complete.

Please help us by:

- Making this survey available on your service counters, bulletin boards, or other areas where your patrons will notice and be able to fill it out
- Asking your employees to mention the survey to customers and guests
- Providing pens / pencils, and make sure you have enough surveys
- Collecting the surveys (respondents may also mail or drop them off at Town Hall) and periodically dropping them off at Town Hall or call the Planning Office for a pick up.

If you need more surveys – please contact the Planning Office at 423-7210 or you may of course make photocopies.

Thank you in advance for your participation and assistance. If you have any questions, please contact Lisa Bryer, Town Planner at 423-7210.

By July 30th please return completed form to: 1) where you picked it up or 2) the Town Hall (93 Narragansett Avenue) or 3) fold, tape and mail, (thank you for your stamp). Results of this survey will be made available at the planning office.

Please contribute your ideas, concerns, and suggestions that you feel would help the Town of Jamestown consider ways to improve Jamestown's parking resources.

----- fold for mailing -----

----- fold for mailing -----

place
stamp
here

Jamestown Planning Office
PO Box 377
Jamestown, RI

Tape for mailing

Summary of the 2003 Parking Users Survey Jamestown Downtown Business District

The purpose of the 2003 summer parking survey was to identify the users of Jamestown's commercial downtown parking spaces. The following businesses were asked to participate by making the survey available to patrons (whether residents or visitors) and employees:

Town Hall	Spinnaker's Café
Planning/Recreation Office	Grapes & Gourmet
Jamestown Press	Extra Mart
House of Pizza	Central Garage
Chopmist Charlies	Paws & Claws
Tricia's Tropicrille	Baker's Pharmacy
Trattoria Simpatico	Jamestown Design
East Ferry Deli	R&R Gallery
Conanicut Marine Services	Fleet Bank
Jamestown Hardware	Catherine Jamieson Salon
Bank of Newport	Slice of Heaven

Participants were asked questions comprised of both multiple choice and fill-in-the-blanks. The questions surveyed individuals to find out how they related to Jamestown, their opinions on the village parking situation, and their own experiences for the day they took the survey. They were also encouraged to comment on parking resources in the town center.

Close to 400 surveys were completed. Seventy-three percent (73%) of the respondents were full-year residents, where 8% were summer residents, 13% were visitors and 6 % were employees of a downtown business. It is important to note the high percentage of residents because they make up a large portion of those frequenting the downtown businesses. Alternatively, this might suggest that residents are more concerned with parking or town issues and/or that residents may be more likely to take notice of a displayed survey.

One fourth of the respondents chose to write additional comments on the back of the survey. Of those that made comments, most either described Jamestown as having no parking problem or that special consideration should be given to full-year residents, often described as being in the form of parking stickers (-using summer beach stickers for this purpose was commonly mentioned). Other commonly mentioned suggestions included encouraging parking in other locations, creating new public spots, increasing restrictions, and providing overnight availability. Some participants also described feeling discouraged that parking changes would be required as a result of perceived non-resident activity.

Almost all of the participants (~90%) specified times (of the choices given.. see Question #6) when close parking (defined as within 10 spaces of the desired destination) was difficult; most respondents (just over 60%) selected multiple times. Summer weekend days had the highest count (Figure 1); while close behind was special events and summer weekend nights. Close to 50 percent of respondents reported that they found nearby parking to be available either most or all of the time.

Parking in the village area was reported as being primarily for shopping, business purposes, and meals. Only 2 percent of respondents claimed to not need village parking. Close to half of respondents reported needing parking a few times per week. When asked whether they traveled off-island for errands, shopping, meals or waterfront access strictly because of limited downtown parking, 54 percent were divided equally for traveling off-island “occasionally” or “often” due to parking limitations. The remaining 46 percent responded that they never traveled off-island due to limited parking.

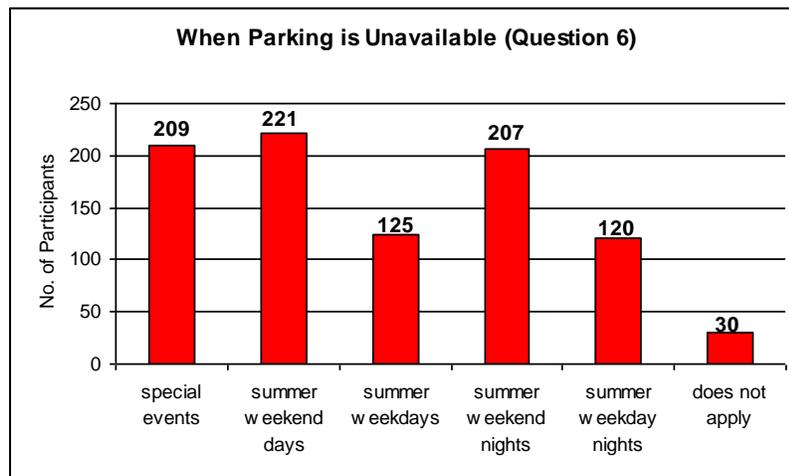


Figure 1: Participants’ views on when parking is a problem in Jamestown

*Note: surveys that left this question blank are not included

Sixty-nine percent of respondents were parked in either an off-street spot provided by the Town or in an on-street spot that was near their destination at the time of the survey. Sixty-seven percent planned to stay in the village area for two hours or less. Fifteen percent planned to stay for 2-5 hours, 16 percent (59) for all day, and 2 percent (7) for a few days.

When we query the data to determine whom our long-term parkers are we discover that there were 58 participants who received surveys from either CMS or the Marina. Of those, 31 were full-year residents and 27 were visitors, employees, or summer residents. Twenty-two participants who received surveys from CMS/ Marina planned to stay in town all day or more at the time they answered the survey. Of those participants, 7 were full-year residents.

Though many participants commented that resident stickers were greatly needed for parking in the village area (as mentioned above), resident stickers might not be an efficient means for alleviating any parking constraints since only 13 percent of the respondents were visitors and the remainder were residents (full year or seasonal) and employees.

Past parking studies have suggested that parking problems may be related to perception. Perception can also be described as having the expectation of a certain level of service for parking. In other words, a person parking in Jamestown would expect to park closer to their destination than a person parking in Newport. If you compare the question that asks when you can park within 10 spaces of their destination with the question of where are you parked, a similarity occurs. Sixty-six percent claimed to park within 10 spaces of their destination either “all of the time”, “most of the time”, or half of the time. In a separate question fifty-four percent claimed to park “near” their destination as opposed to “far away” from their destination and another 15 percent parked in an off-street space provided by the business, where it is assumed to be close to the destination. Therefore, it is safe to assume that almost seventy percent of the respondents feel that parking within 10 spaces of their destination is an acceptable level of service for Jamestown. The response of “near” could have exceeded 70 percent if “near” and “far” were the only two possible responses, but three other options were given.

In this survey, many commented or gave suggestions assuming that parking was a concern, while around the same amount claimed to have no parking difficulties at all. Though almost all participants selected times when parking was not available, most were able to park in a nearby on-street space or in a space provided by the business at the time of the survey. Although the majority of respondents were satisfied with parking conditions, there were certainly some that were not. Jamestown should continue to monitor the opinions of the parking users and make adjustments as necessary.