



September 20, 2016

Transportation Committee
City of Annapolis
Re: Petition 0-26-16

To Whom it may concern:

Please note the following statement of facts regarding the petition 0-26-16:

1. The Amendment 3 that was added to the initial petition should be removed from the petition altogether. The Residents of Uptown at Murray Hill should be required to follow City of Annapolis "standard protocol and procedures" for filing of a separate petition as required for Murray Hill and Presidents Hill.
2. Amendment 3 would be allowing the residents in Uptown at Murray Hill (or any other residents that qualify) "preferential treatment" by circumventing the protocol of submitting their petition to the Transportation Committee and getting approved prior to being submitted to the Council for a vote.
3. The residents of Annapolis fought hard for MX zoning and the parking requirements attached to that zoning. Adding Amendment #3 would be setting a precedent for all future development in the MX zone and allow permits for hundreds of additional vehicles and adversely impact the adjoining neighborhoods.
4. The letter attached from the Transportation Board dated July 27, 2016 clearly states that "this amendment sets bad precedent that is inconsistent with City's planning documents".
5. The letter attached from the Transportation Board dated July 27, 2016 clearly states that "existing parking supply is readily available in nearby city garages, perhaps an inconvenience but consistent with this philosophy.
6. The letter attached from the Transportation Board dated July 27, 2016 clearly states that they support 0-26-16 with amendments 1, 2 and 4 but does NOT support Amendment 3.
7. The City of Annapolis is currently reviewing an application for 24 Condos plus Retail space @ 141 West St. which is going to impact both Murray Hill and President's Hill regardless of the required parking being proposed. The Amendment 3 could potentially add more than 100 permits to the adjoining neighborhood.

We ask that you STRIKE Amendment 3 from our petition 0-26-16 and approve our petition as submitted with respect to Murray Avenue to be included as the entire street. Alderman Budge has repeatedly referred to the "balloon effect" where the portion of the block EXCLUDED would be impacted greatly if not included. It would also present challenges for enforcement.

MURRAY HILL
IN ANNAPOLIS



CENTENNIAL
1890-1990

Any “drastic modifications” such as Amendment 3 would be undermining the determination of the City of Annapolis Transportation Board as noted from their meeting on July 27, 2016. The City of Annapolis Transportation Board “Rules of Procedure” 1.1.2 calls for the Transportation Board to “Advise the City Council on the implementation of the transportation master plan and improvement of City transportation and traffic conditions”. This board’s decision should be carefully considered when introducing additional amendments.

Request for Immediate Action:

1. Remove Amendment 3 from petition 0-26-16.
2. Provide the adjoining neighborhoods the courtesy and respect for “proper notice” to the residents before submitting the proposal to the City Council no sooner than October 10.

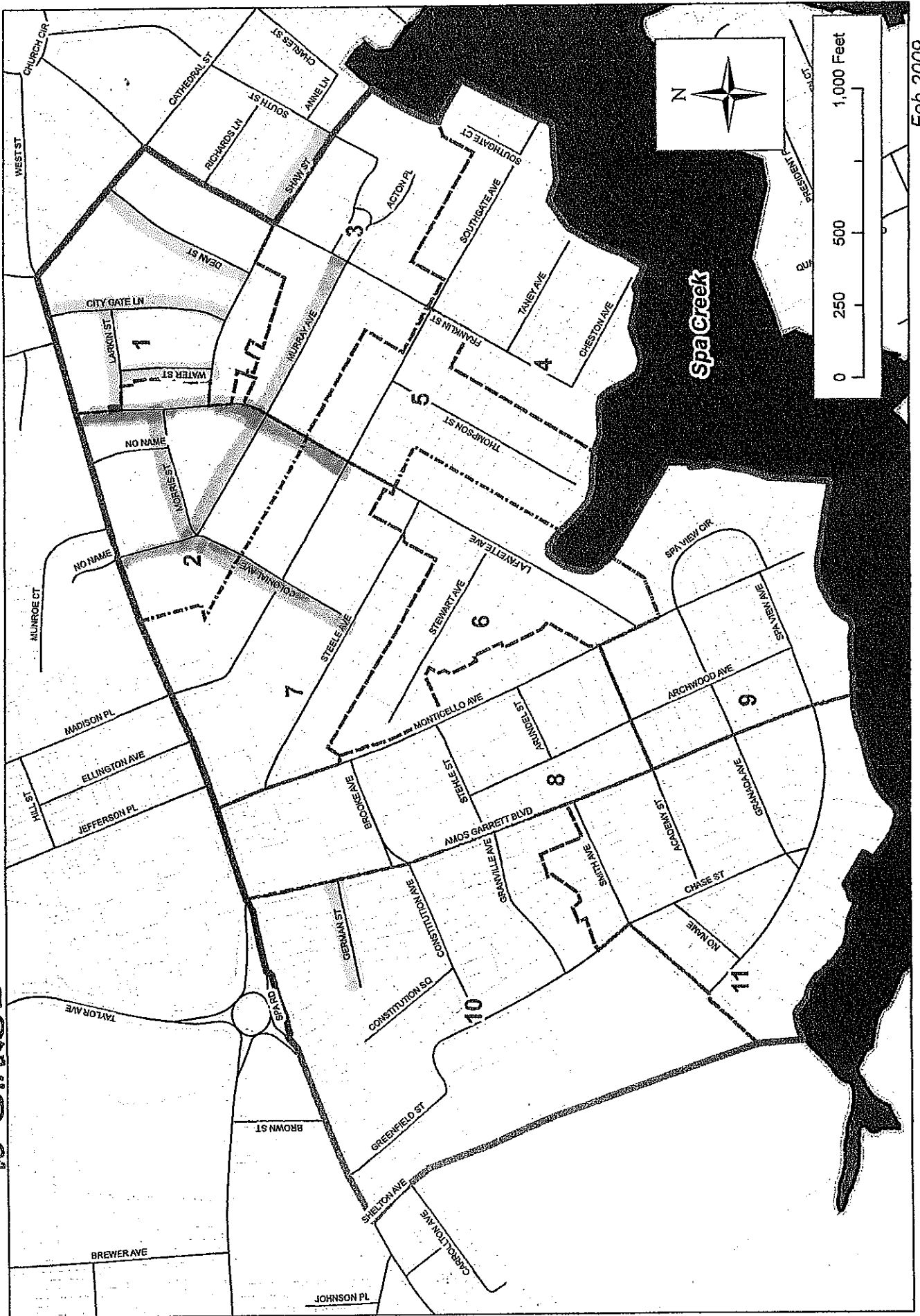
Sincerely,


Curtis DeStefano
President
Murray Hill Residents Association

Cc: Alderman Joe Budge
Murray Hill Board Members

CURRENT STREET WITH MORE RESTRICTIVE PARKING 7 DAYS/WEEK

**REQUESTED STREET MURRAY HILL RESIDENTS ASSOCIATION
TO CHANGE
NEIGHBORHOOD AREA MAP**



CITY OF ANNAPOLIS
160 DUKE OF GLOUCESTER STREET
ANNAPOLIS, MARYLAND 21401
410-263-7997



TRANSPORTATION BOARD
CHAIRMAN: ALEX PLINE
VICE CHAIRMAN: CHRISTOPHER P. AIKEN
SECRETARY: AMY JONES

Mayor and City Council
City of Annapolis
160 Duke of Gloucester St.
Annapolis, MD 21401

Re: Recommendation for O-26-16 and Amendments

Dear Mr. Mayor and Members of the Council:

The Transportation Board met on July 27, 2016 to discuss O-26-16, "Extending Hours in Parking District 3 and 4" and the four proposed amendments.

The Board supports O-26-16 and Amendments 1, 2 and 4, but does not support Amendment 3 at the current time.

Rationale:

O-26-16 and Amendments 1, 2 and 4 are consistent with the Board's initial recommendation to extend the hours of certain streets of Residential Parking Districts 3 and 4.

Amendment 3 states: → **NOTE: THIS WAS ADDED TO OUR PETITION BY ALDERMAN BUDGE**
[For Parking District 3] (ii) RESIDENTS OF SINGLE FAMILY DWELLINGS OR SINGLE FAMILY ATTACHED DWELLINGS THAT HAVE ON-SITE, OFF-STREET PARKING THAT MEETS OR EXCEEDS 100% OF THE PARKING SPACES REQUIRED IN SECTION 21.66.130 (TABLE OF OFF-STREET PARKING REQUIREMENTS) ARE ELIGIBLE FOR A PERMIT.

Over the past two decades, the City has adopted a series of zoning amendments to implement the major land use recommendations of the 1985 and 1998 Comprehensive Plans. These have included a mixed use zone to stimulate new development along Inner West Street (2009 Comprehensive Plan, page 16). Since this time, the Arts District has flourished with new commercial, residential and entertainment activity. The promise of this change to mixed use was to allow more urban oriented, intense development and part of the tradeoff for allowing more

intense development was that residential development would be required to provide off street parking in line with market demand. During this time, land use has indeed intensified in this zone and the shining and commercially successful example is the Uptown at Murray Hill development.

Despite the success of an urban oriented development, there are continued requests for parking relief. Many voices in this discussion have claimed this is not a zoning issue, rather strictly a parking statue issue. While this is technically true, land use (zoning) and transportation are not independent issues, but are two sides of the same coin and must be considered holistically. Siloing these is an oft made city planning mistake that results in decisions that are incongruous with both facets.

Amendment 3 would permit all residents of the Uptown at Murray Hill development to obtain as many parking permits in Residential Parking District 3 as allowed by the program, despite two off street parking spots per unit. The Transportation Board has in the past considered similar requests for Residential Parking Program eligibility by the Uptown at Murray Hill residents. In these past discussions, the Board has not endorsed these requests in order to be philosophically consistent with the goals of an urban mixed use zone, primarily locating residences and services closely/intensely to reduce the need for automobiles in daily life. Ostensibly, Uptown at Murray Hill was intended by the City to be "city living" and an expectation of easy parking beyond those assigned spaces is not consistent with this type of development. Additionally, as mentioned in our initial recommendation on O-26-16, existing parking supply is readily available in nearby city garages, perhaps an inconvenience but consistent with this philosophy.

We are concerned that this amendment sets a precedent that reinforces an auto dependent lifestyle for future developments in this mixed use zone. Currently, only the Uptown at Murray Hill development is affected by this amendment (i.e. residential development in an MX zone, in a residential parking district that has 100% of the minimum off street parking), but there are several comparable sized parcels (240 West and the empty lot between the Compass Rose Theater and Car World) that will no doubt be developed in the not too distant future. As these developments happen and parking pressures increase as they have on other parts of West Street, it is not unreasonable to expect that residential parking districts would expand and similar requests be made. Furthermore, in the longer term as Upper West Street develops, there are expected recommendations for additional mixed use zoning from the sector study, which would also be affected by any precedent. Ultimately, Annapolis is urbanizing and these issues will only increase. This amendment sets a bad precedent that is inconsistent with the City's planning documents.

Recommendations:

1. We continue to endorse the original legislation, but if this amendment is to continue, we request additional review by the Planning Commission because as demonstrated above, the zoning and intended character of that zoning are clearly relevant to this issue and within their purview.
2. In lieu of this amendment, we are willing to explore additional options with the Uptown at Murray Hill Residents such as:
 - a. Removing the section of Steele Ave in front of the Uptown at Murray Hill single family houses from Parking District 3 to allow unrestricted parking in front of those residences
 - b. Allow residents in the MX zone to obtain a limited number of temporary visitor passes for Residential Parking District 3

If you have any questions, concerns, or comments, you can reach me at alex@teampline.org or 443-510-7297.

Respectfully submitted,



Alex Pline
Chair, Transportation Board



April 22, 2015

John Giannetti, Chair

Transportation Board of Directors

Re: Uptown @ Murray Hill Petition

To Whom it may concern,

We are respectfully asking that you DEFER or DENY any decision on the above referenced petition. Please consider the following facts when rendering a decision:

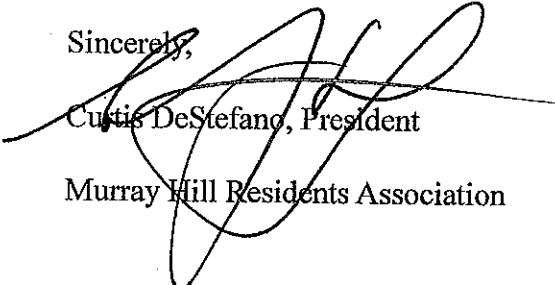
1. The approval of this measure would undermine the entire city Zoning Code along Main St and West St with regards to the MX Zoning and Parking Requirements for these developments.
2. This approval would set a dangerous precedent for all future and past developments in the City of Annapolis and the Main St/West St Corridor for neighborhood parking rights. (see attached photos)
3. The residents of Annapolis fought hard for MX zoning in previous years, requiring developers to provide parking in their proposal and have "minimum impact" to the Neighborhoods. This public would never have supported the development for Uptown @ Murray Hill without a Comprehensive Parking Plan. This proposal is an attempt to change the terms previously agreed on that got the subdivision approved.
4. This move of requesting a special exception to the MX Zoning Parking Regulations after the fact is unprecedented, and should be considered "preferential".
5. The idea of creating a new Parking Zone for a "special interest" should be considered "preferential treatment". There are only 5 Zones in Annapolis at this time. The floodgates would be opened for anyone to request the same treatment.
6. The Uptown @ Murray Hill Residents are unable to display "hardship" consistent with the surrounding neighborhood. While all of the residents in Uptown currently have 2 parking spaces which were provided by the developer, many of the surrounding streets have numerous homes without a driveway, garage, or off street parking. These residents constantly battle the patrons of the surrounding businesses for parking on a consistent basis.
7. The Uptown Residents have better options for public parking than most anyone living in Ward 1. Uptown @ Murray Hill is located just 1 block on either side of the Knighton Garage and the Park Place Garage. This was very clearly pointed out by board members in a Transportation Board Meeting in the fall of 2014.



8. The City of Annapolis has ordered an independent study of Parking and Transportation which is not complete. Any action at this time would be premature. The adjoining neighborhoods have severe existing issues with parking that should be made a priority.
9. The attached photos show 2 developments in the same block of West St. that would have significant impact from any decision on this petition. The homes at 212 West St. could submit a similar proposal for parking in Murray Hill or Presidents Hill. The same could easily be argued by counsel for the development of the vacant land owned by the Plumbers Union.

I trust that after careful review of the substantial impact this proposal will have to the neighborhoods in Ward 1 adjoining the MX zoned corridor, that you will vote to DENY this request.

Sincerely,


Curtis DeStefano, President

Murray Hill Residents Association



To: Neighbors in the First Block of Murray Avenue

Re: Extending parking hours

As many of you already know, residents of Murray Hill have worked with the City Council on Ordinance 0-26-16 to extend the parking hours on four streets in the neighborhood (including Murray Ave.) Please see map on back. The ordinance was written in response to the parking demand created by the success of businesses on West Street. It will extend current hours to **seven days a week, 8:00 AM to midnight**. Vehicles without residential parking permits may park for up to two hours per day.

The City Council is clearly in favor of the extended hours, but is also interested in the opinions of residents on the first block of Murray Avenue to determine if there is a need for change on our end of the street. The second block of Murray Ave includes only 5 driveways and has 2 handicapped parking spaces, making parking more challenging on weekends and evenings. In our block, 14 of the 26 homes have driveways that contribute to less parking congestion and ensure adequate spaces for the residents without driveways who need off-street parking. Hotel and restaurant patrons generally do not find their way to our end of the block, so friends and visitors usually have little trouble parking.

If extended parking hours are added to our block, residents will be required to obtain passes or identify other options (below) for their visitors who plan to park on the street and stay for more than two hours (seven days a week- 8:00 AM until midnight). This could become a costly inconvenience, particularly for residents in the 12 homes who do not have driveways for guests to use.

Options for visitors:

- Purchasing visitor parking passes from Annapolis Parking for \$3.50 per day or a pack of 10 for \$35.00- must be picked up in person at the Hillman Garage on Main St.
- Parking in the Knighton Garage. Rates: 1 hr or less= \$1; 1-2 hrs= \$3; 2-3 hrs= \$5; 3-4 hrs= \$7; 5 or more hrs= \$10; 6 AM-1PM free on Sunday
- Parking on surrounding streets where hours will not be extended to weekends and evenings (i.e., Franklin and Southgate).

Please help us collect the information for the City Council by sharing your opinion below. The results will be summarized and submitted to the Transportation Committee at their meeting on September 20th.

Please complete the information below and drop in the ^{MARSA} ~~Lehman's~~ mailbox at 19 Murray Avenue before September 15th. Thanks for your help!

Extending Hours in Parking District 3.

Name: JIM + CHRIS SCANLON Date: 9/15-16

House Number: #2

Please check one:

Yes, I would like the parking hours extended in the first block of Murray Ave to seven days a week, 8:00 am to midnight.

No, I would like the parking hours to remain the same (as they are now) with no added restrictions on evenings and weekends.

Comments: All attached

Information and Comments re the change of parking regulations on lower Murray Ave.
(between Franklin and Lafayette)

There are a total of 26 houses on this part of Murray Ave. – 14 on the even numbered side and 12 on the odd numbered side. Houses numbered 1, 3, and 5 are all rental units. There are 4 units in # 1, 2 units in # 3, and 4 units in # 5. There are a total of 14 – 16 cars for these 10 units, and there is 1 driveway.

A major problem relates to the number of cars without parking stickers for some living on this street who park in the evenings from about 4:30 until 9:00 the following morning. Frequently residents on this part of Murray Ave. come home from work, etc. and they can't find a parking space because many of the spaces are filled with cars without a sticker. This also happens on weekends where non stickered cars take up spaces for 2- 3 days and sometimes for much longer.

In July of this year, Jim and Chris Scanlon did a survey of the first block of Murray (#s 1 – 29), and we took the following information:

- 11 residents were in favor of the new regulations (#s 2,3,4,6,7,8,10,11,14,24,28).
- 3 residents were not in favor (#s 16, 19, 20). One (# 15) was noncommittal. Other residents either were not home or did not answer the door. The residents not in favor said to keep it the way it is currently because it would be more costly to buy weekend passes for their relatives, friends and weekend guests. We think a reduced rate on these passes should be seriously considered and made available.

There are two other important issues that should also be mentioned and addressed:

1. Parking Enforcement – whether the new parking regulations are approved or they remain the same, the issue of strong and consistent enforcement of parking regulations must be implemented. The parking enforcement patrol comes when you call their office regarding parking violations, but otherwise, there doesn't seem to be any consistent pattern to enforcing for violations. The number of parking spaces that are filled with non-stickered cars over their time limit is a very normal situation. You wonder at times why did we pay \$55 each for our parking stickers. It is clear that whatever the parking rules are, they need to be enforced daily.
2. Another issue relates to the suggested proposal that lower Murray Ave. (between Franklin St. and Lafayette Ave.) not change the current parking regulations, but only upper Murray Ave. (between Lafayette Ave. and Colonial Ave.) change to the new regulations. We think this would be a total mistake. If we have a problem now with the current regulations and the host of non-stickered cars parking for long hours, it will increase, for lower Murray would become a parking haven for the cars that would ordinarily park on upper Murray but now want to avoid the changed regulations for longer hours and weekend restrictions. It would make our current situation even worse. Both Upper Murray and Lower Murray should both change to the new regulations or neither should change at all.

Thanks for listening,

Survey Results
Residents in the First Block of Murray Avenue
Ordinance 0-26-16

House number	Resident name	*NO parking extension	*YES parking extension
1			
2	Chris and Jim Scanlon		X- indicated on written survey
3			X- verbal survey by Jim Scanlon
4	Robin Kane & Ron Schneider		X- verbal survey by Jim Scanlon
5			
6	Thomas & Bethany Padilla		X- verbal survey by Jim Scanlon
7	Roger & Janet Baxter		X- verbal survey by Jim Scanlon
8			X- verbal survey by Jim Scanlon
10	Sarah Williamson	X- indicated on written survey	
11	Peter & Linda Andre	X- indicated on written survey	
12	Meg Hosmer	X- indicated on written survey	
14	Christina Majernik		X- indicated on written survey
15	Jody Mattonen	X- indicated on written survey	
16	Donna Saunders	X- indicated on written survey	
18	Shirley Knelly & Carol Lavis	X- indicated on written survey	
19	Stuart and Martha Lehman	X- indicated on written survey	
20	Bill Warnock & MC Rossing	X- indicated on written survey	
21	Pam and Tim Michienze	X- indicated on written survey	
22	Jerry Feldman	X- indicated on written survey	
23	Brian and Ashley		
24	Nicole and Justin Ossola		X- indicated on written survey
25	Jenna Jorgensen	X- indicated on written survey	
26	Derek Douglas	X- indicated on written survey	
27	Casey Nau	X- indicated on written survey	
28			X- verbal survey by Jim Scanlon
29	Kenneth Waszkiewicz		X- indicated on written survey
	Anne Sloane- 39 Franklin- property borders Murray Ave	X- indicated on written survey	
TOTAL		14 (including one resident on Franklin)	10
* Written survey results and comments are attached. Jim Scanlon (resident at #2 Murray Ave.) knocked on doors and collected verbal information from neighbors.			