AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

December 12, 2006 **4:00 PM**
Aldermen Osborne, **Aldermanic Chambers**
O'Neil, Shea, Roy, Long **City Hall (3rd Floor)**

1. Chairman Osborne calls the meeting to order.

2. The Clerk calls the roll.

3. Continuing discussions relative to crime prevention recommendations.

4. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
   Gentlemen, what is your pleasure?

5. Communication from Deidre Riley requesting issuance of a resident parking permit in Zone #1.
   Gentlemen, what is your pleasure?

6. Request of Judith Paris for a parking permit in the Middle Street Parking Lot.
   Gentlemen, what is your pleasure?

7. Chairman Osborne advised that the Traffic Division has submitted an agenda, which needs to be addressed as follows:

STOP SIGNS:
On School Street at Fourth Street, northeast corner
Alderman Smith

On Acorn Circle at Sylvan Lane, northwest corner
Alderman Forest

NO PARKING ANYTIME:
On Walnut Hill Avenue, south side, from No. Russell Street easterly to the dead end (Emergency Ordinance)
Alderman Roy

ONE HOUR PARKING (8AM-5PM/MONDAY/SATURDAY):
On Cilley Road, north side, from a point 100 feet east of Porter Street to a point 105 feet easterly
Alderman Shea

CROSSWALKS:
On No. Commercial Street, north of the Myrna Parking Lot (Emergency Ordinance)
Alderman Long

On So. Hall Street, south of Cilley Road (Emergency Ordinance)
Alderman Shea

On Cilley Road, west of Hall Street (Emergency Ordinance)
Alderman Garrity

Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

8. Discussion relating to coordination of services and utilities during storm events such as what occurred on February 10, 2006 as requested by Alderman O'Neil.
(Tabled 03/21/2006 pending report from Fire and Police Departments.)

9. Parking Study Recommendations.
(Tabled 04/18/2006 – previously forwarded under separate cover.)

10. **STOP SIGNS:**
On Lacourse Street at Rhode Island Avenue, NEC
On New York Street at Rhode Island Avenue, SWC
Alderman Duval
(Tabled 05/16/2006)

11. Discussion relative to building codes/ordinances plus infrastructure relating to health and safety issues as requested by Chairman Osborne. *(Tabled 08/01/2006 pending further information from the Building Department.)*

12. Discussion relative to prohibiting trapping of animals in the City. *(Tabled 09/26/2006)*

13. Communication from Alderman Duval requesting a residential parking zone for residents on Ash Street, between Bridge and Lowell Streets, subject to certification by property owners and the Building Department. *(Tabled 10/17/2006; pending further information from Alderman Duval))*

14. Request for parking permits in the Middle Street Parking Lot as follows:
    a) Euclid A. Dupuis (1); and
    b) Market Street Settlement Group (as many as allowed).

    (Tabled10/17/2006 for two meetings pending report from Parking Manager.)

15. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."

16. If there is no further business, a motion is in order to adjourn.

CITY OF MANCHESTER
Board of Aldermen

IN BOARD OF MAYOR & ALDERMEN

DATE: November 28, 2006

ON MOTION OF ALD. Shea

SECONDED BY ALD. Pinard

VOTED TO refer to the Committee on Public Safety and Traffic.

CITY CLERK

MEMORANDUM

To: Board of Mayor and Aldermen

From: Alderman Shea M. P. S.

Date: November 28, 2006

Re: Establishment of a Manchester Crime Prevention Committee

My purpose in proposing the establishment of such a committee would be to examine the causes for increases in serious crimes in Manchester and I am recommending that members of the committee include the following:

a) Manchester Police Chief (Chairman);
b) a representative of the NH State Police;
c) a representative of the Sheriff's Department;
d) a representative of the Manchester Police Commission;
e) a representative of the DEA (research purposes);
f) a representative of the FBI (research purposes);
g) Chairman of the Board of Aldermen;
h) a representative of the Office of Youth Services;
i) a representative of the Mayor's office; and
j) utilization of local colleges for research purposes.

The committee would be in conjunction with the Mayor's action plan for neighborhood improvements and predicated upon the Manchester Refugee Resettlement Advisory Committee report submitted in May 2006.

Upon conclusion a report would be submitted to the Board of Mayor and Aldermen for their review no later than March 2007.

One City Hall Plaza, Manchester, NH 03101 Phone (603) 624-6455 Fax (603) 624-6481
www.ManchesterNH.gov

November 8, 2006

Ordinance Violations Bureau
City of Manchester
1 City Hall Plaza
Manchester, NH 03101

Deidre Riley
81 Stark St. # 4
Manchester, NH 03101

To Whom It May Concern:

I am writing this letter in regards to the resident parking permit qualifications and would like to request an exception on my behalf.

I have been denied a resident parking permit due to the fact that the school I attend is not state accredited. The school is a private Art Atelier and is the reason I currently reside in the city of Manchester. I have a Massachusetts State issued driver's license and would like to be granted a resident parking permit based on my student and residence status in the city of Manchester. I have already provided all appropriate documentation for a parking permit, including a letter from my school and lease agreement. My residence is on 81 Stark Street and the management property does not provide off street parking for residents at this time. At the time of my lease agreement in Sept. 2006, the management company mis-informed me about the parking permit qualifications. I have notified them of my situation and the information they provided me, yet they can not offer me an alternative option at this time.

I do not work in the area but will be attending school in Manchester until June 2007. I would greatly appreciate an exception be made in regards to the school accreditation policy, so that I can receive a resident parking pass based on my student status here in Manchester.

Thank you,

Sincerely,

Deidre Riley

Deidre Riley

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NOV 21 2006
CITY CLERK'S OFFICE

5

November 30, 2006

Public Safety and Traffic Committee
c/o City Clerk
1 City Hall Plaza
Manchester, NH 03101

I am requesting a monthly parking pass @ the Middle St. Lot, Manchester? If at this time, spaces are full. Could I please be added to waiting list?

I would appreciate the consideration.

Thank you in advance,

Judith H Paris

Judith Paris
Wk @ 900 Elm St.
Manchester, NH 030101
603-645-4015

Hm 98 Heather Circle
Auburn, NH 03032
603-645-8555
cell 315-8302

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3/21/06 - Tabled - Fire to report back at future mtg.

Alderman O'Neil asked are any of these time sensitive that if we don't get approved for the budget process we are going to have to wait an entire year.

5/14/06 - Remained tabled.

Mr. Clougherty answered some of them may be that is why we are here before you tonight asking to try and move it.

Chairman Osborne called for a vote. There being none opposed, the motion carried.

Alderman O'Neil stated I have two quick things. Under new business at the last full Board meeting I brought up a couple of issues related to the storm and all of this addresses public safety so maybe it could be reported back to us. Was the emergency center opened and if it was what type of services and coordination was it providing and secondly I think there was a significant issue with street closures where the utilities were making decisions without consulting the Police Department and in some cases they let police officers go from the detail and streets remained closed for a significant amount of hours after that. Those are two things related to the storm that I think would be appropriate for this Committee to address. The second thing I brought up…I have a personal concern that the police officers are making a decision do I work a construction detail for four hours with little or no headaches or do I work a bar deal in some of these clubs where we have problems where I am going to be possibly making an arrest. I guess what is happening based on the rate of pay being the same for either detail is the police officers are taking the construction details and we may not be filling all of the club details that we really need to and we may have to come up with a rate for the clubs and nightclubs that is separate from the other detail.

Chairman Osborne asked is that your recommendation.

Alderman O'Neil answered sometime I would like to see us have a discussion about those things. I don't think I need to make a motion. Can we get them on the next agenda?

Deputy Clerk Normand stated I will take care of it.

There being no further business, on motion of Alderman Shea, duly seconded by Alderman O'Neil it was voted to adjourn.

A True Record. Attest.

Clerk of Committee

Office Handout
6/20/06
Public Safety + Traffic

ORGANIZATION AND ADMINISTRATION

Recommendation Number	Recommendation	Action	Status
No. 1	The BMA should assign responsibility for managing the transition of reorganization to one department.	Transition plan adopted by the BMA on June 12, 2006. Parking is place under the direction of the Econmoic Development Director	Complete
No. 2	The BMA should authorize the hiring of a Parking Manager.	Job classification approved by the BMA. Position has been advertised.	Awaiting applications
No. 3	The BMA should authorize the the City to retain a qualified parking consultant to develop the Implementation Plan.	May use LMG on pay station RFP review and Parking Manager interviews.	Pending
No. 4	The BMA should adopt the parking organization described above in this report subject to refinements in the Implementation Phase.	Reorganization and establishment of a Parking enterprise completed as part of the FY 07 budget amending ordinances 70.44-70.46	Complete
No. 5	The BMA should adopt a policy that the reorganized parking system will achieve a self-supporting level of financial stability.	Reorganization and establishment of a Parking enterprise completed as part of the FY 07 budget.	Complete
No. 6	The BMA should recognize and adopt the following policy guidelines as part of the PMP:		
	1. Strategy in future lease negotiations or renewals should come from the Implementation Phase.		
	2. Efforts should be made to ensure that every commitment made by the City moves it one-step closer to achievement of its long-term goals.		

ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 6 (cont.)	3. Tactical matters should fall to the parking department head. Issues specifically negotiated in the leases such as rates, operation, availability and reservation for future use should be managed within the context of the system.		
	4. Ownership should be the goal, not leasehold. If a public private partnership is considered important to support the development of a specific project or to attract a specific tenant, the City should consider options such as condominium ownership of the spaces and support of the underlying construction debt.		
	5. Great care should be exercised to keep from committing large blocks of spaces to a single property or business owner. This can cause great difficulty in future efforts to obtain financing.		
	6. Lease terms should be limited to short periods with opportunities for renewal at market rate terms.		
	7. Separate rate structures should be developed for intergovernmental relationships.		
No. 7	The BMA should immediately look to assess the need for the parking spaces leased from Wall Street. This effort should be coordinated through the new Parking Manager or the consultant during the implementation phase, if the Manager is not brought on board within 180 days.		

ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 8	Adopt Action Items in Table 21. (See Table 21 attached)	Items 1-4 on Table 21 were addressed as part of the FY 07 budget. Eight PCO's were budgeted and included as a component of the Parking Enterprise fund	Partially complete. Balance of Table 21 referred to Parking Manager
No. 9	Integrate parking planning reviews in the planning and zoning review and approval process in the CBD and AMX districts. The City (Parking Office) should update and revise, as necessary, the current City ordinances related to parking requirements, as well as develop new policy guidelines and requirements and parking study guidelines as part of the Implementation Phase.		

PARKING AND ENFORCEMENT

Recommendation Number	Recommendation	Action	Status
No. 10	The BMA should relegate recommendations on enforcement needs, including staffing and equipment, to the Implementation Phase.		
No. 11	A target vacancy rate of 80 percent is recommended by LMG and should be approved by The BMA as part of the PMP.		
No. 12	The BMA should authorize a feasibility analysis of contracting with a private operator for short-term operation and management of the on-street parking during the Implementation Phase.		
No. 13	Based on the previous discussions, the BMA should adopt the following strategies as part of the PMP:		
	1. Offer to negotiate a reduction of parking requirements for development projects that incorporate parking structures rather than parking lots;		
	2. Offer density bonuses to projects that incorporate parking structures rather than parking lots;		
	3. Endorse mixed-use facilities where feasible to reduce the cost of parking and increase the revenue stream used to pay for the structure. Commercial lease rates are greater on a per foot basis than what can be generated from a parking space;		

PARKING AND ENFORCEMENT (continued)

Recommendation Number	Recommendation	Action	Status
No. 13 (cont.)	4. During the Implementation Phase, authorize the potential to use TIF funding for financing the cost to construct parking structures (if shown to be needed).		
	5. Entertain sale-leaseback agreements to identify the specific parameters and benefits to the City.		

RATES AND TECHNOLOGY

Recommendation Number	Recommendation	Action	Status
No. 14	The BMA should authorize the adoption of the rates shown in Table 22 as a maximum. It should be at the direction of the Parking Office to implement at its discretion (without additional authorization by the BMA) based on achieving goals in the PMP. The rate tables should be updated every year and should identify the anticipated rates for the next three to five years, by year. **The first "Rate" column is existing rate; the second "Rate" column is maximum rate over 3 to 5 year period.**		
No. 15	An increase in the vehicle registration fees should be approved by the BMA as a source of additional revenue to support the parking system reorganization. The need will be documented and if warranted, the amount of the increase will be proposed as part of the Implementation Phase.	Rate increase included as part of the FY 07 budget	Resolution adoption pending
No. 16	The BMA should direct the City to standardize the enforcement times for on-street paid parking. On-street paid parking in retail, commercial, dining and entertainment areas should be in effect and enforced from 8am to 10pm Monday through Saturday and 11am to 4pm on Sundays. Off-street paid parking should follow the same hours of operations and enforcement. An overlay district should be developed for the Arena area to ensure that paid parking is provided. New meter technology will provide ability to charge event parking differently from regular parking.		
No. 17	The BMA should approve the adoption of a "forgiveness" ticket policy that reduces but does not dismiss a ticket issued in the downtown area. The specifics will be identified in the financial and operations plan as part of the reorganization presented in the Implementation Phase.		

RATES AND TECHNOLOGY (continued)

Recommendation Number	Recommendation	Action	Status
No. 18	The BMA should approve the replacement of off-street meters in surface lots with pay by space or pay and display machines. The effectiveness of the technology would be evaluated before the program is moved to on-street locations (see recommendation for Elm Street demonstration project).	FY 07 budget includes $1M for pay and display machines	RFP has been issued. Responses are due back to the City on July 7, 2006
No. 19	The BMA should authorize a detailed study in the Implementation Phase to evaluate, cost, develop a finance plan, acquire, and install all new technology system-wide.		
No. 20	The BMA should direct the Parking Department to immediately begin investigating the applicable technology to replace the mechanical meters. This recommendation should be completed as a priority in the Implementation Phase.	FY 07 budget includes $1M for pay and display machines	RFP has been issued. Responses are due back to the City on July 7, 2006

PERMITS

Recommendation Number	Recommendation	Action	Status
No. 21	The BMA should direct the appropriate City department(s) to stop issuing new permits and sunset the current practice of issuing permits over a maximum 90-day period (the shorter timeframe, the better). A new written policy should be adopted and implemented during this timeframe.		
No. 22	At such time as feasible, and in concert with the previous recommendation, the issuance of parking permits should be managed through real-time reports by the Parking Office. Purchasers of permits who are not active users of the system will be expunged and relegated to the lowest priority on the waiting list.		
No. 23	The BMA should direct the appropriate City department(s) to sunset the current residential permit parking practice and implement a policy statement on issuance of residential permits including the list provided below. The Policy should be subject to change based on parking conditions over time.		
No. 24	The BMA should authorize the City to revise the residential permit parking ordinance so that the requirement for the applicant to hold a "valid State of New Hampshire" license is revised to "valid driver's license".		
No. 25	The BMA should authorize the creation of one residential parking zone covering the AMX and CBD zoning districts.		

PERMITS (continued)

Recommendation Number	Recommendation	Action	Status
No. 26	The BMA should require the City to enact a moratorium on issuance of new permits in high demand lots and garages. When in the best interest of all parties, parkers should be directed to private lots where capacity exists. The City should facilitate this negotiation between developers and parking facility owners.		
No. 27	The BMA should direct the City (Parking Office) to post "no permit parking allowed" in specific on-street parking locations at the north end of Commercial Street to preserve on-street parking capacity for commercial and retail businesses that depend on on-street parking for their customers. The signs may also require restrictions during certain times, for instance from 9am to 5pm, when the on-street supply is fully usurped by permit parkers.		
No. 28	The BMA should direct the City to initiate the planning, design, and implementation of the Arms Street Lot controlled permit parking plan as discussed in this report.		

VALET PARKING

Recommendation Number	Recommendation	Action	Status
No. 29	The BMA should direct the Parking Office to establish and enact a policy for creation of individual valet parking zones for specific businesses. The City should also support, encourage, and facilitate the creation of a larger zone based valet parking service managed by the private sector.		

PARKING EXPANSION

Recommendation Number	Recommendation	Action	Status
No. 30	The BMA should direct the City to obtain an appraisal for the garage (already in-progress) and negotiate a sale of the CNH garage to the owners of the hotel and convention center.	The sale of the CNH parking garage was completed in January	Complete
No. 31	The BMA should approve the issuance of an RFQ to enter into one or more development projects with private sector proposers for the development into one or more development projects with private sector proposers for the development of mixed-use projects and public parking in the Arena and ballpark subareas		
No. 32	The BMA should direct the City to enter into negotiations to sell the Granite Street Lot to the owner(s) of the adjacent Millyard Building.	City has received proposal on lot. P&S has been drafted	Pending final approval by the BMA
No. 33	The BMA should direct the City to enter into negotiations to sell the Seal Tanning Lot to the owner(s) of the adjacent Millyard Building owner.	City has received proposal on lot. P&S has been drafted	Pending final approval by the BMA
No. 34	The BMA should direct the City to develop a financing and development plan for the planning, design and construction of a three-bay, five level parking structure on the Bedford lot as soon as reasonably possible.		
No. 35	The City in conjunction with the Parking Department should investigate the options and costs related to constructing remote parking along Commercial Street and serving that parking with a shuttle.		

PARKING EXPANSION (continued)

Recommendation Number	Recommendation	Action	Status
No. 36	All development proposals should provide sufficient parking to meet the parking needs of the project plus replace any loss in parking that may impact the availability of the parking supply to other users in the service area of the parking lot. This finding should be determined through a shared parking study/analysis conducted by the developer per the direction of the City.		
No. 37	The BMA should direct the City to prepare and adopt shared parking study approach for use by the developer in such cases as part of the Implementation Phase.		
No. 38	The BMA should adopt a policy regarding the evaluation of new development proposals as an opportunity to implement the PMP. This opportunity could be varied, from jointly developing and expanding the public parking component, to condominiumization, sale/leaseback, management plans, or other collaborations that benefits the City and the developer, development and/or the economy.		
No. 39	The BMA should direct the City to initiate the planning, design, and implementation of at least two cross-street linear parking lots.	Market Street and Middle Street have been reviewed for linear parking.	Report has been made to the Committee on Public Safety and Traffic. Action pending.

Table 21 – Enforcement Observations and Actions

Item	Observation	Impact or Comments	Action	Benefit
1	Police Officers are diverted from the Police Department's core mission - Public Safety.	Police Officers should focus on Public Safety not parking control.	Provide an adequate number of PCOs.	Increased focus on provision of Public Safety by current Officers.
2	Parking control is a secondary task for Police Officers. City gains ability to modify parking behavior consistent with Parking Office objectives.	Parking control is not consistent and therefore, by design, will not consistently be aligned with management objectives of the Parking Office.	Assign PCOs to the Parking Office.	City gains ability to modify parking behavior consistent with Parking Office objectives.
3	Police Officers do not have adequate technology.	Increased costs for processing, tracking tickets more difficult, no clear reporting systems, and no data output to assist in management practices.	Implement adequate technology including software, hardware, policies, objectives, plus items 1 and 2.	Reduced administrative costs, immediate feedback on parking behavior, increased fines revenue, more "City Ambassadors" on the street and available to community.
4	Four PCOs not adequate to cover Citywide-parking system. Need additional PCOs.	Inconsistent management, abuse of the system, loss of available parking for intended users. Overtime must be paid for parking control for Verizon Wireless Arena and Fisher Cat events. They need more people, not more vehicles. They need to be assigned to territories and driven to their territory in the morning. Their territories should be rotated.	Hire an adequate number of PCOs given the geographic boundaries, parking inventory, and job description. Provide on-going training through industry certification programs. Review and add enforcement vehicles as needed.	Increased efficiencies in the system citywide. Increased moral by PCOs. Ability of City to manage PCOs and assigned routes. Can adequately benchmark PCO activity and make changes when necessary. Increased revenue and increased accessibility of the parking system by intended users.
5	One person responsible for booting of scofflaws. Lack of adequate technology to identify booters, react timely enough to actually boot them, and then track through the payment process. Hit and miss approach to identifying and booting scofflaws.	A backlog of approximately 900 vehicles. Scofflaws will increase since the "threat to boot" will be largely ignored. This can have a huge impact on the number of available short-term parking spaces available, especially downtown. Costs are higher than required because of inefficiencies. The impact of this cost is much higher than for ordinary fines processing since there is ultimately, minimal revenue collected from scofflaws.	Outsource activity through existing towing contracts the City already has. Upload and maintain dynamic scofflaw database list in PCO ticket writing equipment which will allow immediate identification of scofflaws - so booting can be enacted. Enact a revised towing ordinance.	Increase compliance with management practices. Elimination of chronic abuser's can effectively increase the number of spaces available to intended users - especially in the CBD Elm Street corridor. Increased fines revenue.

Table 21 – Enforcement Observations and Actions (continued)

Item	Observation	Impact or Comments	Action	Benefit
6	Backlog of violations.	Statute of limitations exceeded, court cases dismissed and valuable internal personnel resources lost that could be directed in more effective activities. Consider requesting changes to state law that attaches unpaid fines to State vehicle registration and/or license renewals.	See item 1, 2 and 3. The fines ordinance should be revised so those summonses are issued. A summons does not expire.	Increased efficiencies within City government increased parking management compliance, abuse of parking system reduced. Revenue increased and costs reduced.
7	No current access to parking violations data, parking use, or problems with on-street parking.	Lack of ability to react to changes in behavior, direct parkers to available parking, enforce parking or resolve issues in real-time.	See item 3.	See items 2, 3, 4, 5 and 6.
8	Current technology including computer equipment, software, ticket writing, and communications are inadequate and/or obsolete.	Lost labor hours, increased costs, lack of control over achieving objectives, increased frustration by staff. Lack of ability to upgrade current equipment.	See item 3.	See items 2, 3, 4, 5 and 6.

Table 22 – Parking Fees and Fines

Type	Hourly	Existing Rate	Maximum Rate
Premium	Average on-street meter cost	$0.50	$0.75
Premium	Average attended cost per ½ hour	$0.25	$0.60
Premium	Average off-street hourly	$0.50	$0.75
Flex-Park	Average on- and off-street hourly	Not applicable	$0.45
Flex-Park	Average per use (one entry/one exit)	Not applicable	$3.50
Daily	Average daily maximum	$7.00	$7.00
Type	**Permits**	**Monthly**	**Monthly**
Unrestricted	Average off-street cost for 24/7 access	$70.00 to $72.50	$100.00
Restricted A	Average off-street costs for 24/7 entry before 5pm	Not applicable	$66.00
Restricted B	Residential off-street permit 6 pm to 8 am	Not applicable	$30.00
Restricted C	Residential on-street permit 6 pm to 8 am	Not applicable	$35.00
	Fines	**Per Ticket**	**Per Ticket**
	Overtime Parking	$10.00	$10.00
	2 hour discount for early pay	Not applicable	$5.00

Tabled 10-17-06

CITY OF MANCHESTER
Board of Aldermen

Memo To: Committee on Traffic

From: Alderman Duval

Date: October 5, 2006

Re: Resident Parking – Ash Street

As the Committee is aware there have been several parking issues on Ash Street in the vicinity of Central High School, and much recent discussion about residential parking programs.

I am requesting that a residential parking zone for residents on Ash Street, between Bridge Street and Lowell Street, subject to certification by the property owner and the Building Department that inadequate off-street parking exists for the building in which the person applying for the permit resides, be established.

Your favorable consideration of this request would be appreciated.

One City Hall Plaza, Manchester, NH 03101 Phone (603) 624-6455 Fax (603) 624-6481
www.ManchesterNH.gov

Tabled
10-17-06

EUCLID A. DUPUIS
Certified Public Accountant

20 MARKET STREET
SUITE 201
MANCHESTER, NEW HAMPSHIRE 03101
TELEPHONE (603) 627-7824
FAX (603) 627-7416

September 28, 2006

Public Safety Department
City Clerks Office
1 City Hall Plaza
Manchester, NH 03101

Attention: Alderman Osborne

Dear Alderman Osborne:

This letter is a request for a parking permit in the Middle Street Parking lot.

Your attention to this matter would be greatly appreciated.

Thank you.

Sincerely,

Euclid A. Dupuis

EAD/smp

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SEP 29 2006
CITY CLERK'S OFFICE

14

MARKET STREET
SETTLEMENT GROUP, INC.

Michael K. Massey
President & CEO

October 3, 2006

Chairman Osborne – Traffic Control Division
c/o City Clerks Office
1 City Hall Plaza
Manchester, NH 03101

Dear Chairman Osborne:

Having been in our location for over 8 years, we have seen many changes to the Middle Street Parking Lot which abuts our property.

When Market Street Settlement Group, Inc. (formerly Landmark Title) moved from Canal Street to Market Street, parking had been taken into consideration. While convenience is a huge portion of our philosophy of providing excellent customer service, the parking situation has been anything but as a majority of the lot has been designated for permit parking only. This has tremendously affected our business in a negative manner.

I would like to request as many parking spots allowable to be designated to Market Street Settlement Group, Inc. It is my understanding that the cost would be $45 per spot per month.

Please contact me at your earliest convenience.

Sincerely,

Michael K. Massey
President & CEO

cc: Mayor Frank Guinta

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OCT 4 2006
CITY CLERK'S OFFICE

14

70 Market Street • Manchester NH 03101 • Phone (603) 624-1303 • (800) 696-1303 • Fax (603) 624-6750

Pub. Safety
11-14-06 Tabled

CITY OF MANCHESTER
Parks, Recreation & Cemetery Department

625 Mammoth Road
Manchester, NH 03104-5491
(603) 624-6565 Administrative Office
(603) 624-6514 Cemetery Division
(603) 624-6569 Fax

COMMISSION

Stephen Johnson, Chairman
Sandra Lambert, Clerk
George "Butch" Joseph
Michael Worsley
Dennis Smith
Ronald Ludwig, Director

November 6, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Naming of Manchester Recreational Trail System

Dear Alderman Osborne,

The Parks, Recreation and Cemetery Commission would like to recommend naming the Manchester Recreational Trail System inclusive of Manchester City Limits, both present and future, in honor of fallen Police Officer Michael Briggs. The official name of entire trail system in Manchester would hereby be named, "The Michael L. Briggs Trail System 83".

It is understood that the official process is for this recommendation to be presented to the Committee on Public Safety and Traffic, for consideration. In anticipation of a favorable response it is further understood that the request would then be subject to the approval of the Board of Mayor and Aldermen.

The Parks, Recreation and Cemetery Commission would appreciate any consideration the Committee and BMA could give in granting this request.

Sincerely,

Ronald E. Ludwig
Director

Cc: Parks, Recreation and Cemetery Commission

RECEIVED
NOV 10 2006
CITY CLERK'S OFFICE

15