

MEETING: Site Review Committee
SUBJECT: Uptown East
ADDRESS: 53 Roosevelt Rd., 13012 LaPorte Ave., 1308 Lincolnway
PRELIMINARY SITE REVIEW

LOCATION: Zoom
DATE: July 7, 2021

IN ATTENDANCE:

Beth Shrader, Planning Director
(219) 462-1161 / bshrader@valpo.us
Carley Lemmon, Asst. Planner
(219) 462-1161 / clemmon@valpo.us
Vicki Thrasher, Building Commissioner
(219) 462-1161 / vthrasher@valpo.us
Tony Fahel, Water Reclamation Dept.
(219) 464-4973 / tfahel@valpo.us
Mike DeHven, Assistant Police Chief
mdehaven@valpopd.com
Mike Jabo, Engineering Director
(219) 4621161 / mjabo@valpo.us
Patrick Lyp, City Attorney
(219) 462-1161 / plyp@valpo.us
Samantha Camp, Paralegal
(219) 462-1161 / scamp@valpo.us

PRESENTERS:

Larry Gough / lgough@ipadevelopment.net
Katie Kopf / kkopf@hwelaw.com
Ivan Gressley / igressley@theuptowneast.com
John Cruz / john@MDGProps.com
Stephanie Allen / sallen@ipadevelopment.net
John Leurck / jleurck@ipadevelopment.net
Todd Leeth / tleeth@hwelaw.com

The following is a summary of discussion at this meeting.

OPENING: Shrader mentioned that this site is 100% built-out. We want to ensure that we are following all necessary procedures. A Site Review is required for any establishment of a Planned Unit Development, which will be under consideration by the Plan Commission at the July meeting. The overall goal today is to discuss parking issues because that is what the whole genesis of this PUD is about. We need to finalize the number of spaces that will be on the street and put that before the Council in an ordinance for next Monday.

EXPLANATION OF PROJECT: Larry Gough presented an overview. Uptown East has been in existence since 2009 with Buildings 1 and 2. Building 3 was added in 2010 and Building 4 was added in 2011. The project was originally developed under the Eastgate Overlay District. Between 2013-2015 the Unified Development Ordinance was adopted by the City. There have been some slightly different changes and objectives than what the original Overlay District was. Uptown was presented an opportunity to modify the development which was precipitated by mostly changes in Valparaiso University. The enrollment for the University collectively in the last two or three years is down approximately 800 students. They also changed the age for students that could live off site and

on site. Now only Seniors can live off site. Uptown at one point in time leased two (2) buildings to the University (more than 50% of its beds). Today no beds are leased to the University, even though Buildings 3 and 4 are 75% to 80% students. Uptown is proposing to convert Buildings 1 and 2 to affordable housing. The affordable housing, in this particular case, or work force housing is targeting two classes. They will target young people (single or married couples) earning \$28,000 to \$40,000 would qualify for a one-bedroom apartment. Hopefully Valparaiso can retain some of the work force who will get out of school and return to Valparaiso and need Class A housing at an affordable rate. If their income qualifies them, Uptown will provide that. There are approximately 81 or 82 one-bedroom apartments. They also have two-bedroom units. The two-bedroom units will be predominantly targeted for students. Uptown has partnered with Family Scholar House and Hope Center. Hope Center is out of Valparaiso and affiliated with the Valparaiso Nazarene Church. Family Scholar House provides housing for unwed mothers and tuition and housing assistance. Uptown's intent is to target the 30 two-bedroom units for unwed mothers with one child. The mothers will still be attending school at Valparaiso University, IUPUI, PNC, Ivy Tech, etc. There will still be a quasi-student component in the affordable side of the property. They are targeting a need in the community. Family Scholar House assists 28,000 young women across the country. This will also help meet an unspoken object of not having large families in Uptown. Uptown is not built for large families. There are no playgrounds or other things that a suburban neighborhood might have. If possible, they are trying to limit cars to one per apartment unit and in the family size units no more than two. They will be converting a number of the three-bedroom, four-bedroom, and even some of the two-bedroom units to one-bedroom units in Buildings 1 and 2. Quite extensive reconstruction is being done on the inside. As part of that, based on the parking ordinance, they need an additional 50+ parking spaces. With 55 spaces added they are over what is needed by four or five spaces. The goal is to provide adequate parking. They won't know if all the parking will be needed until the doors are opened. The purpose of the parking ordinance is to ensure there is enough. The people that live in Buildings 1 and 2, which is the work force affordable portion of the property will park in off-street spaces within the development. There are 171 off-street spaces, 35 of these will be targeted for full-time commercial. The balance of the parking needed can be serviced by on-street parking predominantly on LaPorte Avenue and four or five spaces on Roosevelt Road. We need to discuss how to manage the parking on this development in a safe manner. Both street sweeping and snow removal will need to be done. How can we work together to accomplish what needs to be done? Uptown has a unique number of off-street spaces. Gough introduced

Our City...Our Values

other staff attending from the IPA side: John Leurck, In-house Council; Stephanie Allen, Regional Property Manager; John Cruz, Head of Property Management Group; Ivan Gressley, On-site Property Manager, Katie Kopf, Hoepfner, Wagner, Evans. Katie mentioned that Todd Leeth is working to finalize the draft of the PUD Ordinance. Leeth shared the most updated draft of the PUD with Shrader.

Shrader invited any attendees from the City with non-parking related concerns to share those concerns.

Tony Fahel, Water Reclamation:

Fahel requested that once specific building drawings are available, Water Reclamation would like to see the internal plumbing plans, floor plans, etc. Gough stated the finalized drawings should be completed in about two weeks.

Vicki Thrasher, Building Commissioner:

Since the units will be altered, submittal to the State of Indiana for Construction Design Releases is required. Local Building Permits will be required. All contractors working on the project must be registered with the City. Any new signage will require a separate a permit. Before re-occupancy of the units, the rental registration information must be updated.

Gough said in a couple of the buildings they are only doing bathroom renovations, converting a shower to a tub. Will these require State review or City review. There is a mix of renovation work going on in all four buildings. Two of the buildings will be sent to the State; however, they are unsure about the other two. Shrader will relay this question to the appropriate department for an answer.

Shrader conveyed that the meeting goal will be to talk through some of the concerns Uptown has and try to finalize the number of parking spaces needed, both on-site and off-site, in order to make this work.

Shrader shared the diagram attached to the written commitments that was presented to the Board of Zoning Appeals, which is in litigation now. However, this is the starting point and it reflects an understanding of how the site can be broken up. The important thing to note is that on this, there is a shared use of parking on the lot. This means that we are not dividing up the spaces and not allowing overnight parking for all but a select few. The whole idea is that the shared use parking only works when spaces are actually shared. If they are all

divided up, especially when it is residential with commercial, it reduces the effectiveness of the off-street spaces.

We need 84 spaces dedicated for resident, over-night parking and 35 spaces (light aqua color) that will be resident over-night parking during a certain time period at night. These spaces will need to be vacated in the morning so the spaces can be used for the commercial tenants. Buildings 3 and 4 have the remainder of the spaces, which is only 42 dedicated for their overnight parking needs. All of the overspill from Buildings 3 and 4 will go on to the permit parking on LaPorte Avenue.

Shrader said the diagram was drawn up by the City and the boundaries of these can shift as long as the numbers stay the same or meet the needs. This was submitted by Uptown staff and the number of spaces that are represented don't necessarily correspond with what is there based on aerials from March. We do think the number of spaces counted here is accurate, but what is shown here is a different mix than what is there. We will need to know where this parking will be signed and how it will be managed. We do not necessarily need this information for the ordinance, but we will need it before occupancy of buildings. We will need to ensure that we have the right number of spaces included in the permit space off-street that reflect any changes in the lot parking.

Shrader wanted to share some of the concerns the Uptown people have. This was run by all the City Departments that will be responsible for maintaining or administering this. The biggest thing is that there was a request to have multiple tiers of parking and certain set asides of the off-street parking. We cannot administer this. It has to be just one permit. Shrader thinks we can change the style of the permit. We discussed having a sticker in the back that the Police thought would be easier to manage, see quicker, and make their rounds faster for enforcement purposes. We may be moving from the hangtag to a sticker. Shrader would like to see it with some sort of cling so that if it needs to be moved from one vehicle to another it can be moved easily. What we are looking at was drawn up by the City's Engineering Department and it represents the 135 spaces on LaPorte Avenue that were promised as part of the written commitments. Gough said the "yellow spaces" are the existing spaces they currently permit and the "pink or lavender" color spaces represent the proposed new spaces. Gough did review it when he received the drawing. He said the City did a good job trying to get them as close to Uptown as possible. Adding a few spaces on Roosevelt helped and was appreciated.

Our City...Our Values

Honestly Accountable Surprisingly Responsive Boldly Proactive Creatively Frugal Respectfully Compassionate

Shrader mentioned that there have not been any comments from remonstrators who came to the BZA meeting or contacted the City after the meeting. The new public parking spaces the businesses and churches that are along LaPorte Avenue said they needed on weekends for services at the very least, are shown in “green”. This will not necessarily be part of the ordinance, but what Shrader does need to understand before the layout is finalized is if the 135 spaces are going to be sufficient to make the parking work for Uptown or if there are more permit spaces that need to be added because what is shown is not necessarily accurate. There was a request for some loading zones. This seems like a reasonable need. Do parking spaces need to be removed to accommodate loading zones or is there another way or location to have loading zones? The other question was about perspective tenant parking. It appears this has already been signed in the angled parking on LaPorte. We cannot allow this technically. If they are going to be permit parking, they will be permit parking. If there is tenant parking that needs to be accommodated, maybe some of the permits are reserved and managed somehow by Uptown so there is space for the perspective tenants to park within the permit spots or they are accommodated within the site. Lastly, there is the need for staff parking. Uptown proposed the staff parking be carved out of the LaPorte Avenue street spaces, but again, we cannot make special carve-outs of the permit spaces. The permit spaces are just one type of permit and cannot be further subdivided. What we want to understand from the Uptown team is how we can manage those needs within the framework we have.

Gough feels staff parking can be accommodated by issuance of a permit but ideally in front of Building 2 on the south side at LaPorte Avenue where there are six spaces. Having these available as shared spaces potentially that can be used as night-time permit spaces for residents and daytime for office use. Can this type of signage be posted? The office staff would police them, making sure people are not tying up the spaces all day. Essentially what happens now is the office manages them. Gressley said people are able to park there since it is permit parking. Gressley asked if there is a scheduled tour, is there a sheet placard that states “touring prospective” or “prospective tenant tour” that could be put on the dashboard so if the City can see it and the people won’t get ticketed if they can’t park right in front. If the spots cannot be reserved, what can be done if there is a prospective tenant who comes in to take a tour of the property? Shrader feels this is question for our legal team and a management question for our Police force. Gressley understands that the permit spots are first come, first served. People taking tours can be instructed to park in the LaPorte spots. They will only be there 15 minutes as long as they can get prospects to come in and

Our City...Our Values

they are able to lease the property if they are not able to have future resident parking. Shrader asked if the future resident parking has to be in that exact location. Gressley said that is where the leasing office is and that is where the tour would start. Shrader said all of the “green” spaces are anticipated to be 3-hour spots. Shrader is assuming the demand would be low during the week, and maybe even on Saturday. The only user who talked about having a great need is St. Teresa’s. Their need would be on Saturday night and Sunday morning. These spaces are within a block’s walk and probably not ideal for the situation, but it is open and would make it so all of the permit spaces closest to the building are available to actual tenants. Can this work? Shrader can certainly pose the question to the Police and Patrick Lyp who is drafting up the ordinance. Shrader is unsure if these spots can be reserved. Mike DeHaven, Assistant Chief of Police, stated that in his mind, if the management team for Uptown could come up with something almost like a “post-it” note looking tag to give to future residents to put in the back window so that the parking enforcement person could easily identify it and as long as it is only for those six spaces and the tags would not be used for permitted spots this would not be a problem. Gressley said the only issue with this is since the six spots cannot be reserved there is a chance they may have to park farther away. He likes the idea of the post-it tags. It could be dated and not be used multiple times. The whole idea is if the spots cannot be reserved for future residents, it may be necessary to use a post-it if they are a few spots down or across the street in the parallel spots. Will this still work? DeHaven feels it could work if the tags are returned by the people who are touring. DeHaven’s concern is that the people touring would use them in the future and would not use the actual permits for parking. Then there would be people parking all over the place with the future resident tags taped to their windows to usurp what is in place. Gough stated this is a legitimate concern. Cruz said if it is dated and has a time it can be made very clear that it is for temporary leasing parking. Gough said maybe it should have the Uptown East Logo and even the City of Valparaiso Logo with the date and time so it can be recognized as authentic and cannot be recreated. If the tag shows up somewhere else, then the holder should be ticketed. It should be used in the six spaces, or as Allen suggested, they could go on the inside lot and use the same sticker, so Uptown’s towing company does not tow them. That would keep them out of all other parking on LaPorte Avenue, so we do not convolute the enforcement there. Allen is aware that there are 35 commercial spots that are shared spaces. She believes it was stated that they could rework where those spaces are located as long as they stay within the numbers. They could rework it to where some of it goes further along Building 2. Then they could tell future tenants to park in the commercial parking areas. Then it is a straight walk to get

Our City...Our Values

Honestly Accountable Surprisingly Responsive Boldly Proactive Creatively Frugal Respectfully Compassionate

to the leasing office. It is not as easy as where they currently park, but they could use some signage approved by the City or even some directional signs on the sidewalk. Theoretically, they would not have to worry about something they would have to put in their window. This is a second option to use commercial spaces for the leasing office because the leasing officer is also commercial. Gough said as long as they use the temporary placards for the six spaces and do not go outside of that is the key. Let's limit the exception to the rules for those six spaces. DeHaven likes the idea of dating it. However, the Police have seen times when people who are having trouble getting their permanent plates have tried to alter the temporary plates issued by the State and he can see the same type of thing done here. If Uptown could use an actual stamped date instead of a hand-written date it would be beneficial. Uptown agreed that this is something that could be done. Gough stated a draft could be submitted before they begin using it to ensure it will be easily visible. DeHaven said that would be very helpful. Gough asked Gressley and Allen to coordinate this.

Shrader said we understand that we do not have to increase the LaPorte Avenue parking to accommodate spaces that are only for tenants. That will either be worked with existing permit parking spaces that are distributed, or the temporary post-it note type thing on LaPorte or accommodated within the lot. Gough said there are 119 units in Buildings 1 and 2. However, he does not know the unit count in Buildings 3 and 4. There are 199 beds. These are student. Shrader mentioned we show 120 units. Gough conveyed they do not park students one to one because they have other opportunities and places to park. They manage one by the bed and one by the unit. Typically, they may only be parking 50% to 70% of the students by the bed count which is why the total spaces available doesn't meet the match on how they are leasing. If this ever turns out to be a problem, they will make the City aware of it, but it has not been a problem so far. The challenge has been to manage the parking on LaPorte. This was convoluted by VU's involvement, or lack thereof. Shrader said we need to understand how many of the 171 spaces on the lot are reduced. There are none that have to be reduced for future tenant parking. What about staff? Is there any need for staff parking on the lot, or can that be accommodated in the 3-hour spaces or using the LaPorte Avenue permit spots? Gough said he likes staff parking in the 3-hour spots, and he realizes that means everyone will have to get up and move their car. This will probably be more efficient during the week. Will staff be willing to park in the permit (green) spaces? Gressley said they could try to make this work. Having to move their vehicles could get hard to do, but he doesn't believe they have to be on the lot. He thinks an actual permit will work but is not sure. Gressley said Allen is looking at this. The 3-hour would be great

Our City...Our Values

but there is a good chance they could be ticketed if they get busy. He is not sure how perfect the green would be for them. Gough is aware the City does not want to issue two different types of permits, but could they get a Monday through Friday for the Uptown staff parking? Shrader said we can't break it down that way. The idea with the permits is that they have to be available to anyone who wants to buy a permit. The fact for these is that Uptown buys them all. However, we can't further reduce them because on its face it would have to be available to the public. Stephanie asked if Uptown buys a window cling and it only has the Uptown Logo and just has "Employee" can they park potentially in the green spots but not have to move every 3-hours? Shrader stated that our rules have to be for the public as a whole. We can't carve out special exceptions. Shrader asked how many staff members there are. Gressley said there are five (5) staff who work an 8-hour shift. Shrader asked if this is during the day only. Gressley confirmed these are daytime hours. There may be rare exceptions when they are on call, but generally it will be Monday through Friday. On Saturday there may be one or two. They are closed on Sunday. Shrader asked if LaPorte Avenue permit spaces could be provided, with the understanding they could be shared. There could possibly be more than five employees total but at any given time there will only be five on site. Is this something that would work out? Gressley said they can make this work. Allen said their goal was to try to get them closer to the office to make it easier for them, but they will just be put on LaPorte. Just like everyone else, it will be first come first served.

Gough said until the work force housing is completed, they will not know if extra spaces will be needed. Typically, they usually only have one car. Cruz said it is really based on the units and because their units are predominantly one bed that is going to be correct. Just on the income side alone, if you can't make any more than \$28-\$30,000 between the number of people in the household you are not exactly affording multiple cars and certainly not cars that you are making payments on. They are also in a halfway decent spot for some public transportation and that will help as well. Shrader stated this is what the parking minimums were based on one space per unit because that is how the shared parking table works for mixed use, multi-family. So, this is the assumption with the minimum number of spaces that were required as part of the written commitments. We are understanding this is the baseline and unless there is a way that the staff would be parking unless or in places in the shared commercial area and asked if Luerck had any input on this. Luerck said if it were shared spaces it is open to interpretation. The 23 commercial only spaces are still accurate per their lease obligations with the Café , Rise, Select and Thrive. They ask for more spaces constantly and he thinks the 23 number could be 30 easily,

Our City...Our Values

especially since Uptown, Rise and Select continue to be the most vibrant tenants relative to car traffic customers. He does not know if this means if they increase the 23 commercial only spaces to 30 to account for the vibrancy there that the parking customers are demanding and then that would reduce the 35 shared, they could probably still get away with it, but he really doesn't know. Gough said they shared are predominantly for nighttime use. During the day the 35 spaces are designated as commercial only and then designated as commercial after 6 or 7 p.m. On the plan they designate 23 spaces as commercial only and this is per the leases they have. Gough thinks this is a good minimum number; however, they may have to come back. The PUD is an absolute zoning classification based on what they built. Do they need to allow for a couple more spaces? There are two tenants that are expanding. Thrive is going to take a 1,400 sq. ft. area of commercial area that used to be BRQ and Select Medical will be taking 700 sq. ft. The 400 sq. ft. remaining will be an on-site office for one of their residential partners and it will be a less intensive use. Thrive will be taking their restaurant space from 400 sq. ft. to 1,400 sq. ft. and will have a little larger space based on the parking calculation. Gough asked if they will have to increase the commercial only spaces to add a few more to account for Thrive's expansion. Luerck agreed that this will probably be necessary, not only for Thrive but Select Medical as well. Select Medical's customers are going to be coming in greater numbers and will stay longer, where Thrive will have more customers but they will be in an out. Shrader said there are not unlimited spaces that can be added to LaPorte Avenue. What is being shown already makes your tenants walk a great distance. The only areas we have for expansion are further away. We might be able to squeeze in a few more spaces west on the south side of LaPorte Avenue. We may be able to take away some of the proposed public parking spaces to the east. But these are on the outskirts and farther away. The whole purpose of shared parking is that it is shared. If spaces are being carved out that residents cannot use at all, it is a problem. If they want to rework the way the site is managed so that there are more shared use spaces, that is something that can be done. What is represented is just enough spaces for all the tenants of Buildings 1 and 2 to have a space overnight. Not all of them have a space to park all day because there is supposed to be some turnover during the day. If shared spaces need to be expanded, Shrader said they could manage that somehow, but they need to have the overnight parking for Building 1 and 2 accommodated on site. More commercial only spaces cannot be added. It has to be shared commercial and residential. Gough said they do not need to add commercial only spaces. They may modify the 84 dedicated spaces on Building 2. That may be where they carve out 3 or 4 that may be shared spaces too to accommodate the additional spaces needed for the Thrive and Select

Our City...Our Values

Medical expansions. They are accounted for in the count already. BRQ was retail. They need to up a portion of those to allow for additional restaurant spaces is what needs to be put in the shared. The map is fine. They need to determine how many more shared spaces are needed out of the 119. Cruz said he is only on site once a month, but he believes commercial parking is wide open all day. Gressley confirmed that the area that is pretty wide open is the 14 spots on the west side of Building 1 because realistically Uptown, Extra Mile and Rise and Roll have the most traffic. The areas with the 6 and 19 on the east side of Building 1 is where it seems to be fullest on most days. The west side of Building 1 is where parking is under-utilized. Building 1 is not fully occupied at this time and that is a factor. There are the 10-11 commercial spaces on Lincolnway that do get used during the day and they definitely take a load off of the commercial at Buildings 1 and 2. There are always cars parked in those spaces. Shrader stated that at this time there is no need to bump spaces for commercial needs on LaPorte Avenue. Shrader mentioned that staff, commercial, and prospective tenants have been covered.

Shrader conveyed there was a request for a loading space just north of Building 4 and west of Building 3. This will reduce the total number of spaces for tenants in Buildings 3 and 4 by four spaces. Is this necessary? Are there any other places that loading could happen? Allen indicated that the only other place loading could be done is if signage could be done on LaPorte. However, it has been stated that permit parking that is open to any one cannot be taken to make it designated or reserved. It has also been stated that residents have to walk pretty far. The goal was that because it will be first come, first served they really need some type of loading zone. How far some people have to park doesn't hurt their tenant sales capacity. The loading spaces could be reduced from 4 to 2. It is digging into the Uptown surface lot right now, not into LaPorte passes. Gough asked if they could get four additional spaces on LaPorte if they had four loading spaces within the property? Shrader said this is a question that needs to be answered by Mike Jabo, but she thinks it might be possible. It will be necessary to see where it would be best to add spaces, but it may reduce the spaces available to their neighbors. A few more permit spaces could be added to make it work. Shrader asked if the loading spaces would be available for overnight parking or would they lose their overnight for loading too. Gough said they would be reserved for loading at all times. People will be limited to 15 minutes to unload and it needs to be stated in those spaces. Shrader said she will work with Jabo on this. Shrader asked Jabo if it would be possible to squeeze four more spots into the permit parking on LaPorte. Jabo responded that one or two more could be squeezed in to the west and the balance could come on the east. After

Our City...Our Values

listening to everyone speak, if they want to add spaces in the pink colored area, it is farther away, and the limiting factors are that to the west it will be necessary to prepare for any access to the old hospital property. We have pretty much wiped out their entire access. To the east, we must be sensitive all those organizations and business that make use of the green space. Gough said they can always be flexible as new development occurs to modify access points. They are City spaces not Uptown's. They will go into this with the understanding that if access points to old hospital site need to be provided, then the spaces will end up being a little farther away. They realize they cannot lockout access to property. Shrader indicated this will be dealt with as the need arises, but for now we will maximize all the parking we can along LaPorte.

One other thing to discuss is because of parking on both the north and south sides of LaPorte to the west of Roosevelt, the City is looking at potentially making that segment of road one way. Does the staff from Uptown have any observations about how this is used? Engineering has been taking measurements of number of cars and direction of traffic. Is there anything we should know? Gressley said they see traffic going both ways. They do not see traffic jams. He is not sure how making the section one-way would impact it. Gough believes there will not be an impact. Typically, one-way streets are not good for retail, but they do not have any retail and there isn't a lot of retail on LaPorte overall. Shrader indicated that this is still being evaluated. The lanes would be about 10-1/2 feet wide each and kind of on the narrow side, but not impossible to navigate on a low volume street. The best decision will be made, and it will go before the Board of Works. Gough asked if the intent would be to make parking diagonal or would it be parallel. Jabo said Engineering looked at this, but it is very narrow in the section west of Roosevelt and the parking would have to be parallel. Shrader conveyed that we will seek to add more permit spaces. An update will be sent out. The City will be meeting with St. Teresa's next week. This will be forwarded to VU so they can see what the proposal is before it is presented to the Council on July 12th.

We need to wrap up the enforcement and maintenance questions. Shrader is aware that enforcement has been an important topic from Uptown's perspective, and we, as a City, are committed to doing enforcement in this area. Shrader asked DeHaven if the Police Department had any goals for parking enforcement for this area that he could share. DeHaven stated that it will be workable from the Police Department perspective. It will be a challenge because there is only one parking enforcement person. The department likes the idea of some sort of placard in the back window, or some sort of sticker being in the back window to

Our City...Our Values

Honestly Accountable Surprisingly Responsive Boldly Proactive Creatively Frugal Respectfully Compassionate

make it easier to drive through and check quickly so she can get back to the downtown area where she is normally doing enforcement. Gough asked if it would ever make sense to collaborate with the Uptown staff to occasionally do a walk-through a couple times a day and place a fluorescent sticker on the front to identify that they do not have a permit. Most of these offenses happen at the beginning of the semester because the students do not want to pay the parking. Gough asked if there was something they could do to help with the process. DeHaven said the help would be appreciated, but this needs further discussion. Shrader asked what hours enforcement works. DeHaven said Dawn works 8:30 a.m. – 4:30 p.m. / 9:00 a.m. – 5:00 p.m. somewhere in that area Monday through Friday. Allen asked if there is a phone number to contact to report enforcement issues or can they handle these issues themselves. Usually, during weekends and night time hours is when they get a good chunk of people parking illegally on LaPorte. Is there any other option even if it is working with their towing company after hours to take care of it? Internally in the parking lot between buildings, they have a towing company that either staff or residents can call. DeHaven said this is a concern from a Police perspective because they do not have anyone designated to do solely parking enforcement at night. The number to call would be 462-2135 which rings into the dispatch center to dispatch an officer. DeHaven conveyed that the patrol units are busy particularly at night on certain nights of the week and on weekends. The Police will respond; however, it will be a lower priority. From a Police perspective, they do not want to suddenly be spending an inordinate amount of time enforcing parking especially during night time hours or weekends when officers are needed elsewhere. DeHaven said this may be something we work through on a trial and error basis. As we move forward, we might have to reconvene to see what has to be done to ameliorate the situation. Jabo interjected that when they have further discussion concerning parking, it will probably be necessary to bring up McIntyre Street. It has had a history of people not wanting to pay the permit fees, so they are seeking out what they view as public parking on other streets. Jabo said it seems to have quieted down and asked how Uptown handled it. Gough said he did not think these were Uptown residents. They were more VU students. Gressley said if residents asked about the parking because they had a second vehicle or had a visitor coming and asked about McIntyre, he told them the signs indicated it was for residential parking only and not for Uptown. Gough said the guest parking on LaPorte will help. Shrader stated that all of the “green” spaces are 3-hour parking. Would overnight parking be allowed in these spaces? Jabo confirmed that overnight parking will be allowed in the “green” spaces. The 3-hour limit is enforced during the day. Shrader stated that this would be the target area for overnight guests. Jabo said it will be necessary to discuss internally that the 3-

Our City...Our Values

hour parking is just like the 2-hour parking, it's all zonal and just because a person parks for 3-hours and then flips across the street depending on the zone the person could still be in violation.

Gressley asked how early this will be implemented. Shrader explained that there will be an ordinance that will be given first reading on Monday and two weeks from that the Council could vote to approve and depending on the effective date of the ordinance, which she is assuming it would be immediate, they could be established and then signed and striped if necessary. Our goal would be to have them in place by the time there is occupancy in Buildings 1 and 2. Shrader is aware there is a separate timeline for that and it may be impacted by a lawsuit or any other legal matters associated with BZA approval or the PUD process. Gough said assuming that the PUD is approved, they are of the opinion they should be able to move forward with financing. There is not a lot of basis in which a lawsuit could be brought forth. Shrader agreed with this statement. Gough indicated there are a number of one-bedroom units in Buildings 1 and 2 that are occupied by tenants with affordable rents. There may be 40-50 units out of the 119 occupied. Gough believes they will need the spaces and need to be able to direct their construction traffic to park in the other permit spaces during the construction period. They will have between 20 to 40 cars a day for construction personnel on site while reconstruction work is being done. Their preference would be that permits are available when they start construction on October 1st. Shrader said this will be taken into consideration. The current allotment can be used. More permits will be ordered once the ordinance is approved. There may be a couple weeks lead time to get them. For the first round, it will still be the hangtags, but we will look to transition when we order next year. Shrader said there was a question raised about getting extras in case people lose them. Shrader stated she spoke to the Clerk Treasurer. The permits are considered the same as cash. We can't make extras. This will be a challenge, but it will have to be managed with the number of permits that are issued originally.

Since there was no one from Public Works at the meeting to speak about snow removal and street sweeping, Shrader provided an update from their meeting. These are challenges throughout the City. It happens on all public spaces and permit spaces. Snow is always unpredictable. We do expect a reduction of spaces when it snows repeatedly, and they have to move things out of the way. Street sweeping can be scheduled snow removal can't be scheduled. An entire block face on one side would be required to move their vehicles during a certain time in order to schedule the trucks to come by. The issue is we do not have any

Our City...Our Values

Honestly Accountable Surprisingly Responsive Boldly Proactive Creatively Frugal Respectfully Compassionate

place for the cars to go if we were to have everybody move for an overnight or morning. Typically, it would be done early in the day before people would be moving cars to leave for the day. This will be an ongoing issue. Shrader asked how they manage the snow on the parking lot. She also asked if there is any way to take snow to another location to alleviate blocking spots on LaPorte. Allen said previously they did not have snow removed but this year they signed a contract for snow plowing and snow removal. In between the parking spots they have a blower. The snow will have to be removed because they simply cannot give up any spots for the parking that is inside the Uptown parking lot. It is pretty similar at LaPorte because it is not that it is taking up spots, it's that it is taking up a whole block of spots. It is not getting close enough to the road and people are having to park so far into the road it just is not safe. They won't park there and end up parking illegally some place else. They get ticketed, get upset and end up at Uptown. Gough asked if they intend to use the snowblower between the cars on LaPorte Avenue. Allen said she has talked to maintenance and this is the plan for this year. Gough asked if the City would allow their contractor to remove the snow on LaPorte Avenue. Shrader will need to check on this to ensure there are no liability issues and asked Jabo if he might have any input on this. Jabo said it will be necessary to speak to Brent Dickson and Steve Poulos. Gough stated that we don't necessarily have to have everything figured out immediately. What will be important when we come to a problem is working it out jointly to get to a solution. Shrader stated that we will continue to work on enforcement and maintenance. Necessary revisions to LaPorte parking spaces will be made and recirculated. We will look forward to having the Uptown team at the Plan Commission meeting on July 13th for the consideration of the PUD.