

HIGHLIGHTS OF ELLSWORTH

PROPOSED DOWNTOWN PARKING PROGRAM

More information is available at <http://ci.ellsworth.me.us/pdfs/planning/draftords/DT%20presentation.pdf>.
See Parking Ordinance

The goal is to establish a parking program to support the vitality and appearance of Downtown Ellsworth. For the purpose of the Parking Program, Downtown Ellsworth is divided into three areas referred to as Downtown A, B, and C. Downtown A consists of a portion of Main Street and the abutting areas typified by parking constraints consistent with the distinctive historic construction patterns. Downtown B is typified by no or low parking shortage. Downtown C encompasses the area outside Downtown A and B and it is typified by having, in general, adequate parking.

RECOMMENDATION FOR DOWNTOWN PARKING REQUIREMENTS

Downtown A

1. Owners will be able to change uses within an existing property/building without having to add parking spaces.
2. Parking requirements (creation of parking spaces) will be imposed when additional square footage is added. This could be the addition of a room, the utilization of a shed, or the use of a rooftop.
3. If a property owner agrees to “share” particular parking spaces, meaning that the spaces are not posted as belonging to a business but are posted as public spaces, then parking requirements will be reduced by 30% of the actual requirements instead of 100%. Such spaces can be created off-site and shall present a public benefit to the Downtown.
4. Property owners cannot provide/lease spaces to other businesses.

Downtown B

1. Change of use will be subject to parking requirements.
2. Property owners can provide/lease spaces to other businesses.
3. If a property owner agrees to “share” parking spaces, meaning that the spaces are not posted as belonging to a certain business but are posted as public spaces, then parking requirements will be reduced by 25% of the actual requirements instead of 100%.
4. Private for profit operated parking lots will be allowed.

Downtown C

1. Change of uses will be subject to parking requirements.
2. Property owners can provide/lease spaces to other businesses.
3. If a property owner agrees to “share” parking spaces, meaning that the spaces are not posted as belonging to a certain business but are posted as public spaces, then parking requirements will be reduced by 20% of the actual requirements instead of 100%. Such spaces shall present a public benefit to the Downtown.
4. Private for profit private operated parking lots will be allowed.