

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

**OFFICE OF THE CITY MANAGER
CITY OF DES MOINES, IOWA**

98-453

SYNOPSIS —

**AGENDA:
OCTOBER 5, 1998**

The 1982 "Central Business District Parking Study" has guided the development and expansion of the parking system since 1982. This study has been largely implemented, but is now outdated, with many new and proposed developments that were not included in the study. It is recommended that the City Manager be authorized to request proposals from parking consultant firms nationwide to conduct a new comprehensive Parking System Study.

**SUBJECT:
PARKING SYSTEM
STUDY**

FISCAL IMPACT -

**TYPE:
RESOLUTION
ORDINANCE
RECEIVE/FILE**

The estimated cost for this comprehensive study is up to \$200,000. The source of funds will be the Parking System.

RECOMMENDATION -

**SUBMITTED BY:
HAROLD E. SMITH
CITY ENGINEER**

Authorize the City Manager to proceed with a Request For Proposals for a Parking System Study.

BACKGROUND -

In June of 1982, the firm of Barton-Aschman Associates, Inc. completed the "Central Business District Parking Study" for the City. This comprehensive study addressed the following items:

1. Determine the location of existing parking shortages.
2. Determine the number of new parking spaces required.
3. Determine the parking needs of the then proposed (now existing) convention center.
4. Develop policies for financing, locating, and managing parking facilities.
5. Provide a parking management plan that will result in the least number of parking spaces required but still meet the existing and anticipated future demand.

6. Analyze the financial feasibility of any proposed new public parking spaces.

The recommendations of this study have guided the development of the City's parking system from 1982 to the present. The study identified that approximately 4,885 additional parking spaces would be needed in the downtown core area west of the Des Moines River. The study recommended that a fringe-parking plan be developed for all-day parkers while parking for short-term parkers be developed near the locations where shoppers and business people wish to be. For the area east of the Des Moines River, the study anticipated that the indicated shortage would be resolved by development of surface parking lots, but that as the area experiences more intense development, the City should monitor the need for additional space and potential use of parking garage(s).

The study also identified several parking garages to meet the additional parking demand, located in conformance with the recommended parking plan. These recommended garage locations, approximate size, and present status are as follows:

- Woodland Avenue Garage, 1,000 spaces, at 10th and Woodland, private development. Principal Financial completed a 1,315-space garage at this location in 1983, and added a 1,400-space garage on the south side of Woodland in 1987.
- Fourth Street Garage Expansion, 300 spaces, at 3rd & Grand. The City completed a 360-space addition to the 4 th & Grand Garage in 1984.
- Convention Center Garage, 600 spaces, at 5th & Keo. The City completed a 620-space garage at this location in 1985, and the Ligutti Tower elderly housing development was added on top in 1987.
- Joint Development Garage, 600 spaces, approximately 5th & Grand. The 600-space private Keck City Center, including retail space on the lower two levels, was completed in 1986.
- Ninth Street Garage, 800 spaces, on 9th Street, Grand to Locust. The City completed the 1130-space 9 th and Locust Garage in 1990.
- Federal Building Garage, 1,000 spaces, on Court Avenue south of the Federal Building. The City completed the 750-space 3rd and Court Garage in 1994. This facility was built on the site of the Federal Building surface parking lot, and includes 147 spaces reserved for the Federal Building.
- Cherry Street Garage, 600 spaces, on Cherry Street south of the existing 8th & Mulberry Garage. The City is currently

evaluating whether to construct a 500-space garage at this location.

As shown above, the City, along with the private sector, have completed all of the parking expansion recommended in the 1982 study, with the exception of the Cherry Street Garage, which is currently being evaluated. The City Council, at their September 28, 1998 meeting, authorized the City Manager to purchase the existing surface parking lot at this location, to provide replacement parking for the demolition of the old 7th & Mulberry garage and as the site for potential future construction of a garage.

While the 1982 study provided a master plan for the expansion of the parking system, which expansion has been substantially completed, the study is quite dated, and there is a great amount of new and proposed development that was not anticipated in the study. These developments include the Gateway (east and west) Projects, Court Avenue Entertainment Complex, Court Avenue Neighborhood residential units, displaced parking spaces from construction of the Martin Luther King, Jr. Parkway, potential new arena, and other potential development. In addition, the new 1,800-space Intermodal Parking Facility will be completed soon, located outside the downtown core area, with shuttle buses to deliver parkers to their final destination.

In order to evaluate the impacts of these new and future developments, a new comprehensive parking study should be undertaken. This study would accomplish the following tasks, as a minimum:

- Identify current supply of parking in the downtown area, both public and private, including pricing and utilization rates.
- Identify existing and projected parking demand, including locational requirements, pricing, transient vs. long-term parking needs, and other attributes that may shape future parking demand.
- Identify the location of existing parking shortages.
- Identify the number of new parking spaces required to meet any existing shortage.
- Identify replacement parking for displaced spaces from the Martin Luther King, Jr. Parkway construction and the future parking demand for proposed new development.
- Evaluate the existing and potential role of mass transit in reducing parking demand.
- Analyze the feasibility of additional park-and-ride facilities

that could serve the downtown area.

- Develop a parking plan that will meet the existing and future parking demand.
- Update policies for financing, locating, and managing parking facilities, including enhanced customer service features.
- Analyze the financial feasibility of any proposed new public parking spaces.

It is recommended that the City Manager be authorized to request proposals from parking consultant firms nationwide to conduct this study.