



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-388

SYNOPSIS -

AGENDA:

AUGUST 21, 2000

SUBJECT:

SW 11TH AND MLK
PARKWAY
SHUTTLE PARKING
LOT

While working with new downtown development, City staff has identified a site south of the proposed Martin Luther King, Jr. (MLK) Parkway between SW 9th and SW 11th Streets as a favorable site for an additional shuttle parking area to serve the increased need for low cost downtown parking. This site would operate with a shuttle bus system, with approximately 800 parking spaces constructed to provide for existing parking needs, for planned growth of existing businesses in the next one to two years, and to replace spaces that will be lost due to construction of the Parkway and other new development.

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

FISCAL IMPACT -

This lot is part of the Surface Parking Program Expansion project included in the 2000-01/2005-06 Capital Improvements Program (Index Code 352864, Account 543080, Fund EN054, Organization ENG990000, Project/Grant PKG028). Funding for the estimated \$750,000 acquisition cost will come from Parking System Park and Ride Revenue Bonds to be issued. The preliminary cost of constructing this parking lot is estimated to be about \$1.8 million.

SUBMITTED BY:

FLOYD BENTZ, P.E.
CITY ENGINEER

RECOMMENDATION -

Authorize the City Manager to acquire by purchase, gift, or condemnation properties south of MLK Parkway between SW 9th and SW 11th Streets for a shuttle parking lot.

BACKGROUND -

The 2000-01/2005-06 Capital Improvements Program includes a Parking System Improvements project entitled "Surface Parking Program Expansion." This project provides for expansion of the

surface parking lot portion of the Municipal Parking System, including land acquisition and paving of new surface parking spaces, with the operation of the new parking lots to include shuttle bus service contracted with the Metropolitan Transit Authority (MTA).

Expansion of surface parking spaces in fringe park-and-ride lots has lower land acquisition and construction costs, as well as lower ongoing operating and maintenance costs, compared to a parking structure with the same number of spaces located in the downtown core area. Operating a surface park-and-ride lot with a coordinated shuttle system through the downtown area will provide a more cost-effective means of expanding the parking supply than providing only structured parking. Fringe lots will also help attract all-day employee parking away from the downtown core parking garages, which would free up needed spaces for short-term transient parking. Development of lower priced fringe park-and-ride lots is a key recommendation of the Downtown Parking Study, as well as a key component of the recently adopted "tiered" parking rates.

An excellent potential site for such a fringe park-and-ride lot has been identified. This site is located south of the proposed MLK Parkway between SW 9th and SW 11th Streets. This site can accommodate approximately 800 parking spaces, and will have excellent access upon the completion of the east-west section of MLK Parkway, with a signalized intersection at 11th Street. These spaces will be used to provide for existing parking needs, for planned growth of existing businesses in the next one to two years, and to replace spaces that will be lost due to construction of MLK Parkway. This lot would operate in conjunction with the 11th and Market shuttle lot, and would provide greater flexibility in meeting future parking demands, especially for Gateway development.