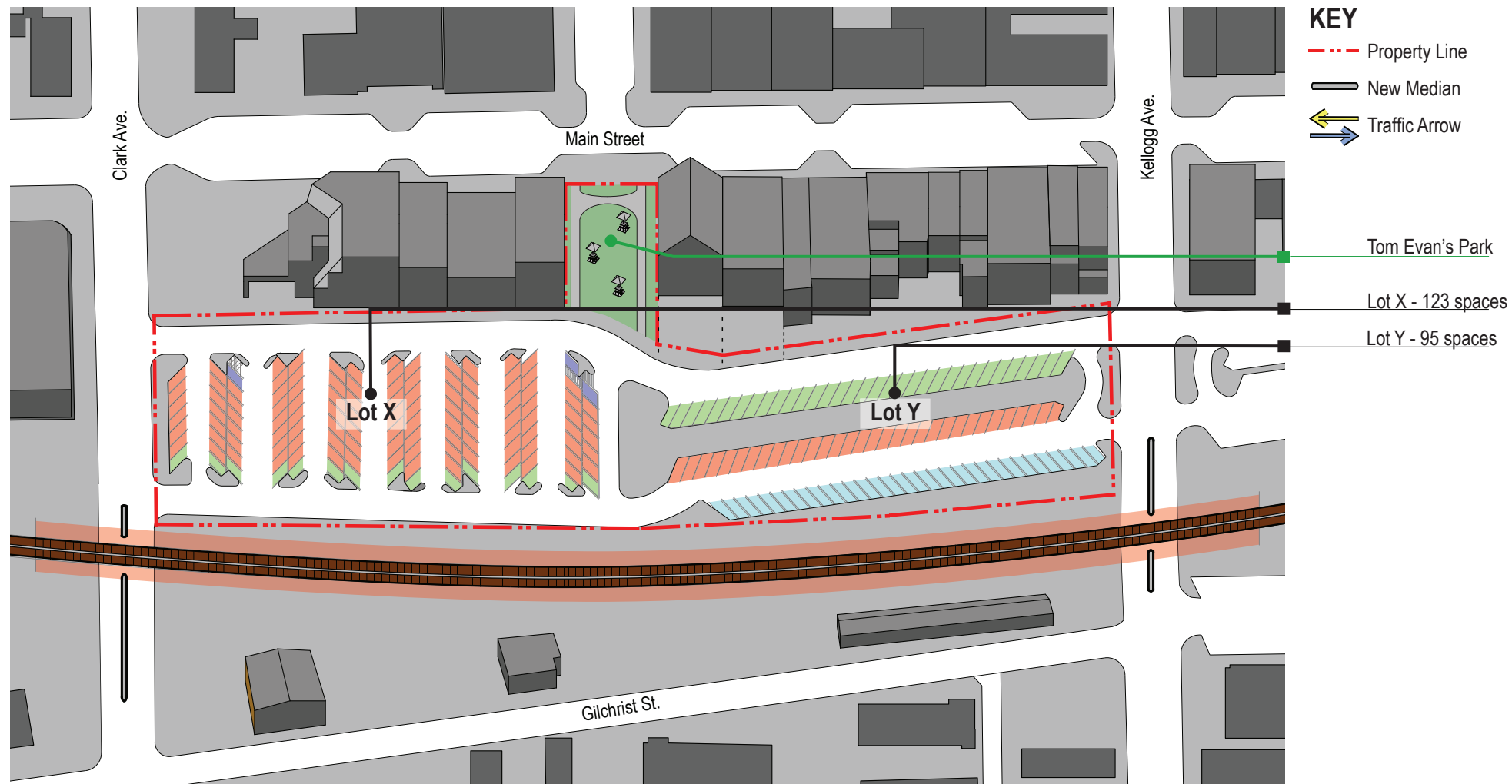
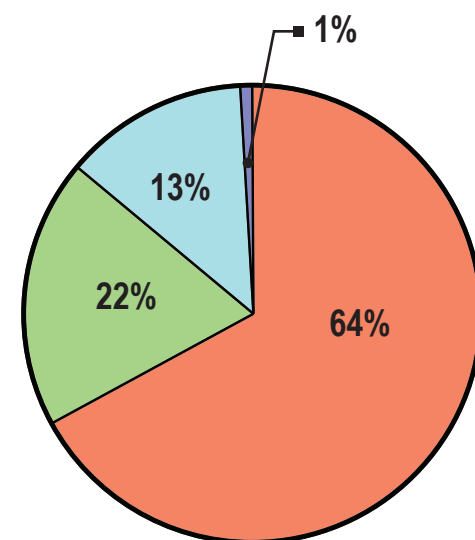




EXISTING CONDITIONS



Parking Types Diagram



TYPES OF PARKING SPACES

	Lot X	Lot Y	Total
Handicapped.	3	0	3
10 minute max.	14	32	46
4 hour max.	106	32	138
24 hour reserved.	0	31	31
Total:	123	95	218

Location

The Ames traffic data is reported to indicate primary access to the existing parking lots occurs in equal capacities at Clark and Kellogg Avenues. Secondary access to Lot Y also occurs as patrons seek parking across Kellogg Avenue when Lot Z, to the east, is found to be full. A new parking structure on the largest two municipal parking lots, Lot X and Y, will concentrate additional parking capacity immediately adjacent to Main Street. This additional amenity for the Central Business District will increase convenient access and pedestrian traffic to the Main Street businesses and Tom Evans Park. This addition capacity is likely key to encouraging a continued redevelopment of the district.

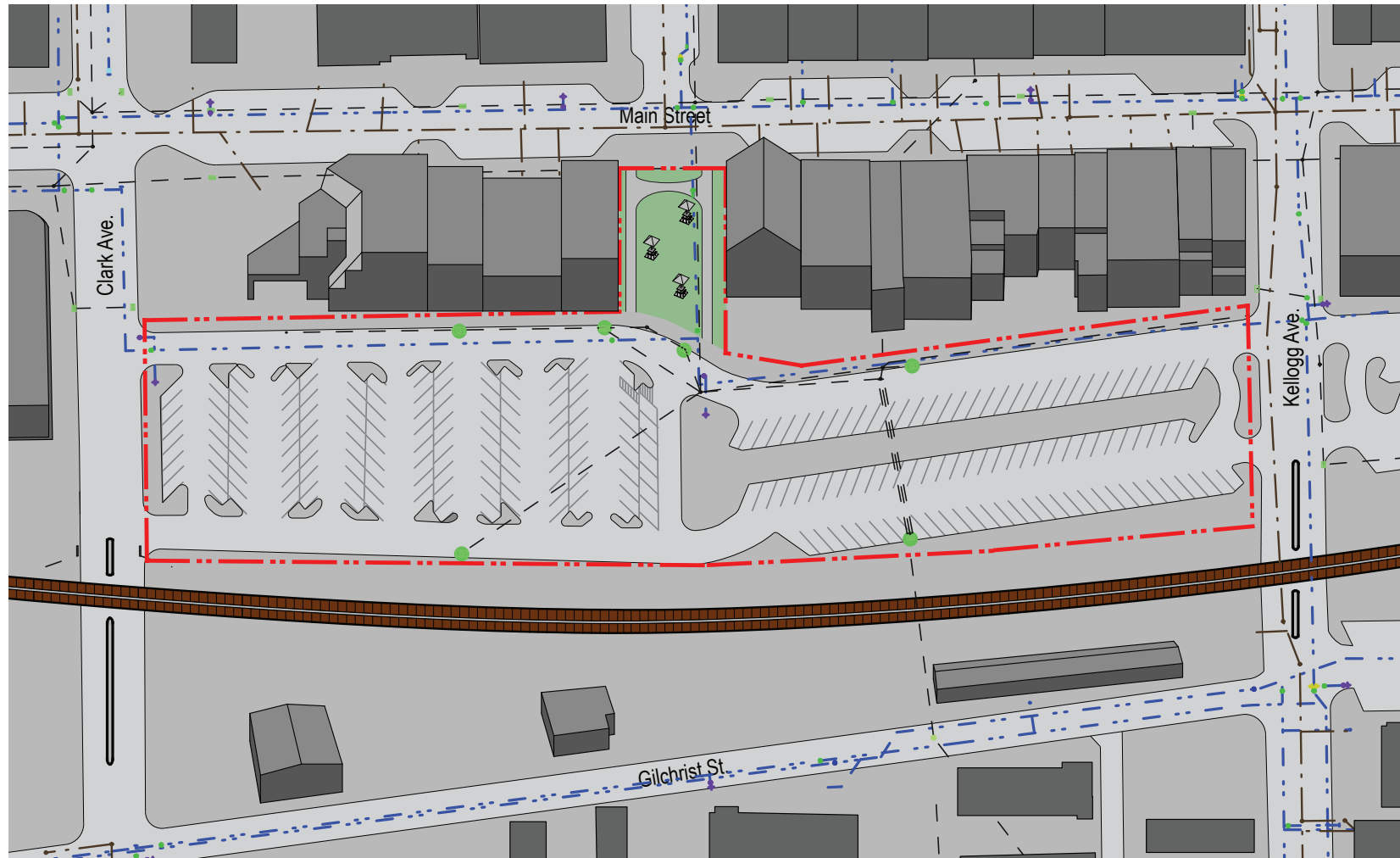
Current Parking Durations and Changes

The current configuration and parking options available to patrons was discovered to be confusing and potentially inefficient during interviews for this study. Spaces on and off site, in the immediate area, are a combination of metered, unmetered time-limited spaces and reserved or leased spaces. The diagram to the left indicates the four parking options available in Lots X and Y with the 4 hour unmetered duration the most common space available. Other options include a 24 hour reserved or leased space in Lot Y that is in many instances left unused during peak hours.

The addition of a new parking structure dedicated to the general public and neighboring businesses will help alleviate the confusion for unfamiliar users while increasing efficiency and parking capacity. The new structure is anticipated to include numbered spaces and two remote pay stations to provide economical control without ticket booths or gates. Passes and space signage may be used to offer reserved options while providing a more efficient use of these spaces after hours.

New Medians

Proposed changes to the existing medians on Clark and Kellogg Avenues are currently under consideration with a separate city project intended to reduce rail noise and its impact on the Central Business District. A new "Quiet Zone" ordinance, submitted to Union Pacific by the City of Ames, will require new medians be added on either side of the rail right-of-way along Clark and Kellogg Avenues to help control the traffic and increase the safety around the train crossings. If implemented, these new medians will likely limit opportunities for vehicle entry and exit from the site or parking structure and must be considered in conjunction with vehicle queuing.



Existing Site Utilities Plan



KEY

- - - Water Supply
- - - Property Line
- New Median
- - - Sanitation Sewer
- - - Storm Sewer
- Storm Drain

Existing Site Conditions

The proposed property is city owned. It is currently being used as a parking area that serves downtown businesses. The lots are designated as CBD Lot X (west) and Lot Y (east) and have a vehicle capacity of 123 and 95 respectively. The site is bounded by Kellogg Avenue on the east, Clark Avenue on the west, the Union Pacific Railroad on the south, and the Main Street buildings on the north.

Parking is generally open to the public, with a four hour unmetered limit for a majority of the spaces. Overnight parking is prohibited. There are three accessible parking spaces designated on the site. Site circulation is controlled with one way circulation in a counter-clockwise direction. The east side, or Lot Y, portion of the parking area has an east-west orientation. Lot Y features angled parking with thirty-two reserved parking stalls in the south row. The west side or Lot X is oriented in a north-south direction. Lot X has eight bays of diagonal parking with one-way circulation around the perimeter.

Existing Pavement

The existing pavement is a hot mix asphalt overlay on concrete with curb and gutter islands. Light poles or trees are located on the grass median islands. The existing pavement is in fair condition with significant service life remaining. Depending on the configuration, the existing pavement could be maintained through implementation of the raised deck. However, selective demolition would need to occur. As well as patching for the construction of columns, and installation of deck drains and other utilities.

Existing Utilities

Existing utilities on the site include storm sewer intakes and piping, water main, fire protection hydrants, and above ground lot lighting. Existing utilities from the City GIS are shown on the site utilities plan. The impacts to existing storm and water utility facilities can be avoided by careful planning of the structural support system, upper deck drainage, and electrical and fire protection service to the upper deck. It is anticipated that deck lighting will replace existing lot lighting.

Site Grading and Storm Drainage

The existing parking area is generally flat, 0.5% on the west to 3% maximum on the east. These grades are suitable for accommodating an upper deck without excessive changes in vertical clearances.

The existing storm sewer system should have available capacity to serve the upper deck drainage because the net runoff for the site will not increase. Moreover, there is a sustainable design opportunity to decrease peak runoff and reduce sediment from surface sand by providing a sediment settling manhole system or sand filter system for the upper deck drains. There is not adequate open space on the site available to employ a detention pond or other larger traditional peak reducing and infiltration measures.