

## Staff Report

**CAMPUSTOWN/DOWNTOWN BUSINESS DISTRICT, INTERMODAL FACILITY, AND SURROUNDING NEIGHBORHOOD PARKING REVIEW**

May 16, 2017

**BACKGROUND:**

The City Council established as one of its objectives under the goal to Strengthen Downtown and Campustown to re-examine the parking regulations and fees in the Campustown business district and surrounding neighborhoods. Subsequent to the identification of this objective, the Council made a referral to the staff requesting a review of the parking requirements in the Downtown Business District. In response to these directives two reports: 1) Downtown Parking Requirement – Attachment 7 and 2) Campus Area Parking – Attachment 8 were distributed to the City Council.

With the extensive redevelopment that is occurring in Campustown and recent the interest being expressed in redevelopment in Downtown, the issue of parking is a critical topic to be discussed. Therefore, the intent of this workshop is provide the City Council a comprehensive review of the following parking issues related to the Campustown and Downtown business districts as well as the surrounding neighborhood areas and to facilitate a dialog regarding this important topic:

- inventory of public parking spaces
- parking fee and fine structures
- enforcement/violation trends
- estimated utilization of the public parking system
- off-street parking requirements in the business districts
- on-street parking regulations in the neighborhoods surrounding the business districts

The staff realizes that the information contained in this report can be overwhelming when first reviewed. Therefore, this workshop should be considered a beginning of the discussion. On page 12 of the report, staff has attempted to identify a number of policy issues that the City Council might want to explore further as a follow up to the workshop, if it is believed changes in the status quo are desired.

**Philosophies That Should Guide Development Of The Parking System**

Staff would suggest that the following list of philosophies should guide the establishment of the City's parking system procedures, regulations, and requirements. It can be argued that not all of these philosophies are addressed in our current parking system.

- a. **Minimize Spillover/Storage of Vehicles:** create a system that can support normal operations within a district without vehicles going outside the district for parking or utilizing the district for unrelated purposes.

- b. **Encourage turnover:** developed with business owners and residents to maximize available space through time limitations on parking spaces.
- c. **Breakeven (Operations vs. Capital):** setting a fee structure that includes coverage for operating costs and long term capital. (I.e. Moving to smart card meters)
- d. **Business and/or Neighborhood Friendly:** creating a policy that is inclusive of business and neighborhood and promotes activities that are beneficial to the districts and discourage less desirable parking behavior. (I.e. Business district policies encourage regular turnover at an affordable price.)
- e. **Prioritize Customers:** including provisions within the policy that prioritizes users according to districts or subareas.
- f. **Simplicity and Clarity:** simple and clear regulations throughout the parking system for administration, compliance, and enforcement efforts.
- g. **Ease of Payment:** the availability of users to have multiple payment methods that suit their lifestyle.

**INVENTORY, FEES, AND UTILIZATION:**

Parking options within the Downtown/Campustown Business Districts and Intermodal offer a variety of parking options for users including on – street metered parking with time limits of 1, 2, 4, 10 hours; off-street metered parking with 4 and 10 hours, off-street free parking limited to 2 or 4 hours, and reserved parking rented by the month. The following tables will summarize types of parking, quantity, restrictions, utilization, and fees.

**Downtown Business District (Inventory and Fees)**

Type of Parking	Time Restrictions	Cost (hour)	Quantity
On -- Street Metered Parking	1 hour	\$0.20	34
On -- Street Metered Parking	2 hour	\$0.20	266
On – Street Free Parking	24 hours	\$0.00	31
On -- Street Metered Parking	4 hours	\$0.20	160
Off- Street Metered Parking	4 hours	\$0.20	48
Off- Street Metered Parking	10 hours	\$0.20	144
Off- Street Reserved Parking	All hours	\$30- \$35/Month	154
Off- Street Free Parking	2 hours	Free	84
Off- Street Free Parking	3 hours	Free	174
Off-Street Free Parking	4 hours	Free	186
Handicap Accessible Parking		Free	30
		<b>Subtotal</b>	<b>1,311</b>

**Campustown Business District (Inventory and Fees)**

Type of Parking	Time Restrictions	Cost (hour)	Quantity
On-Street Metered Parking	1 hour	\$0.25	6

On-Street Metered Parking	1 hour	\$0.50	44
On- Street Metered Parking	2 hour	\$0.25	90
On-Street Metered Parking	2 hour	\$0.50	56
On- Street Metered Parking	4 hour	\$0.25	28
On-Street Metered Parking	4 hour	\$0.50	8
Off-Street Metered Parking	2 hour	\$0.25	30
Off Street Metered Parking	2 hour	\$0.50	22
Off- Street Reserved Parking	All	\$30-\$35 Month	31
Off- Street Metered Parking	10 hour	\$0.25	35
Handicap Accessible Parking	Not application	Free	10
		Subtotal	360

### Intermodal Facility (Inventory and Fees)

Type of Parking	Time Restrictions	Cost	Quantity
Reserved Covered Parking	All Hours/All Days	\$44.42/month \$533/year	104
Reserved Uncovered Parking	All Hours/All Days	\$17.25 \$207/year	207
Metered Parking (covered)	All Hours/All Days	\$0.75/hr	40
Van Pool Parking (covered)	All Hours/All Days	No Fee	20
Executive Express (covered)	All Hours/All Days	\$265/year	5
Handicap Accessible / Medical Parking	All Hours/All Days	\$0.75	8
		Subtotal	384

### Downtown Business District Utilization

Staff has prepared utilization estimates for metered and reserved spaces within the parking study districts. The estimates were calculated by taking the actual revenue collected divided by the maximum potential revenue. These estimates do not reflect the time a vehicle was physically parked in the space or an indication of paid or unpaid parking. Iowa State University provided information regarding permit and meter revenue.

### Downtown Business District - Parking Utilization

Type of Parking	Max Revenue	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Metered (Streets)	\$250,056	\$124,186	\$121,031	\$122,043	\$125,751	\$128,025
Metered (Lots)	\$88,930.80	\$26,897	\$27,792	\$32,192	\$31,232	\$32,447
Reserved Space	\$63,420	\$48,796	\$42,680	\$36,081	\$40,855	\$44,928
% of Max Use Metered (Streets)		50%	48%	49%	50%	51%
% of Max Use		30%	31%	36%	35%	36%

Metered (Lots)						
% Max Use Reserved Space		77%	67%	57%	64%	71%

**\*\*Utilization estimates for FY 2016/17 include 51% for On-Streets Metered, 33% Metered Lots, and 80% reserved spaces utilized.**

#### Campustown Business District- Parking Utilization

Type of Parking	Max Revenue	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Metered (Streets)	\$235,107	\$107,020	\$109,664	\$107,580	\$105,391	\$124,121
Meters (Lot)	\$74,065	\$30,572	\$28,090	\$28,144	\$41,938	\$46,951
Reserved Space	\$11,460	\$10,165	\$9,270	\$8,860	\$9,604	\$9,805
% of Max Use Metered (Streets)		46%	47%	46%	45%	53%
% of Max Use Meters (Lot)		41%	38%	38%	57%	63%
% of Max Use Reserved		89%	81%	77%	84%	86%

**\*\* Utilization estimates for FY 2017 include 57% for On-Street Metered, 48% Metered Lots, and 96% for reserved spaces utilized.**

#### Intermodal Facility Parking Utilization

Type of Parking	Quantity	Retail	FY 17 Revenue
Reserved Covered Parking	104 (122 Sold)	\$533/year	\$65,026
Reserved Uncovered Parking	207 (232 Sold)	\$207/year	\$48,024
Metered Parking (covered)	40	\$0.75/hr	\$9,094.65
Van Pool Parking (covered)	20	No Fee	\$0
Executive Express (covered)	5	\$265	
Handicap Accessible / Medical Parking	8	\$0.75/hr	

#### **REGULATION AND ENFORCEMENT:**

##### **Citywide Parking Fines**

Parking fines for overtime parking at meters are currently set by Municipal Ordinance at \$10, which is reduced to **\$5 if paid within seven days**. For most other illegal parking violations, the fine is \$20, reduced to **\$15 if paid within seven days**. While there had been a state imposed limit of \$20 on this penalty, that is no longer the case.

Overtime parking occurs when the motorist parked at a metered spot exceeds the time paid on the meter. Illegal parking violations include such things as blocking sidewalks or driveways,

parking without the proper permit or permission, or parking in violation of alternate side, or hour of day restrictions.

Parking enforcement is primarily conducted by one full time parking enforcement officer and nine part-time community safety officer. Police officers may provide illegal parking enforcement if there are neighborhood complaints and no parking officer is available.

### Parking Violation History-Downtown

Parking Violations Issued in the Downtown Area by Ames Police Department				
	2013	2014	2015	2016
<b>Location</b>	2013	2014	2015	2016
<b>5th Street (100 thru 600 BLK)</b>	1590	1655	2007	1620
<b>6th Street (100 thru 600 BLK)</b>	0	2	2	1
<b>7th Street (100 thru 600 BLK)</b>	304	209	167	171
<b>8th Street (100 thru 600 BLK)</b>	154	146	154	129
<b>9th Street (100 thru 600 BLK)</b>	10	26	12	2
<b>Burnett Ave (400 thru 800 BLK)</b>	350	340	378	321
<b>Clark Ave (100 thru 800 BLK)</b>	46	104	64	65
<b>Commerce Ave</b>	0	0	0	0
<b>Douglas Ave (100 thru 800 BLK)</b>	530	1129	1825	1427
<b>Duff Ave (100 thru 800 BLK)</b>	2	2	0	1
<b>Gilchrist Street</b>	0	0	0	0
<b>Kellogg Ave (100 thru 800 BLK)</b>	862	1015	1054	694
<b>Main Street (100 thru 600 BLK)</b>	6292	7333	6886	5713
<b>Market Street</b>	0	0	0	0
<b>Pearle Ave</b>	48	98	87	41
<b>Sherman Ave</b>	0	0	0	2
<b>Wilson Ave (700 thru 800 BLK)</b>	2	6	3	8
<b>Totals</b>	10190	12065	12639	10195
<b>% Change</b>		18	5	-24
<b>Location</b>	2013	2014	2015	2016
<b>Lot M</b>	38	98	194	85
<b>Lot N</b>	242	235	183	290
<b>Lot PA</b>	2	1	0	9
<b>Lot Q</b>	120	324	554	434
<b>Lot S</b>	0	40	303	201
<b>Lot T</b>	28	29	17	59
<b>Lot TT</b>	20	28	11	15
<b>Lot U</b>	2	1	0	0
<b>Lot V</b>	0	4	7	4
<b>Lot W</b>	0	0	0	0
<b>Lot X</b>	78	64	65	107
<b>Lot Y</b>	116	221	179	157

<b>Lot Z</b>	382	558	511	670
<b>Totals</b>	1028	1603	2024	2031
<b>% Change</b>		56	26	0
<b>For 2013, used July thru December actual #'s &amp; doubled them.</b>				
<b>Note: Percentages are rounded</b>				

### Downtown Enforcement Trends

The most notable change in the downtown area is the increase in citations on the east end. A majority of this change came from increases in Lot S, Lot Q, and Lot Z. Much of this can be attributed to decreased in parking activity around the Library during the construction period. Beyond that, there continues to be relatively stable level of downtown parking violations. The neighborhood violations have been also been relatively stable through this period.

### Parking Violation History-Campustown

<b>Parking Violations Issued in Campus Area By Ames Police Department</b>				
<b>Violations issued on football game days have been subtracted</b>				
<b>Location</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Agg Ave</b>	6	12	17	6
<b>Arbor St</b>	324	296	288	249
<b>Ash Ave</b>	802	886	924	1150
<b>Ashmore Cir</b>	0	0	0	0
<b>Ashmore CT</b>	0	0	0	0
<b>Ashmore Dr</b>	0	0	4	0
<b>Baker St</b>	142	128	219	182
<b>Beach Ave</b>	0	9	6	2
<b>Big Bluestem</b>	0	1	7	8
<b>Cessna St</b>	0	2	1	1
<b>Chamberlain PL</b>	40	3	0	3
<b>Chamberlain St</b>	2254	2670	2890	2574
<b>Coneflower Ct</b>	0	0	0	0
<b>Country Club Blvd</b>	134	91	93	84
<b>Donald St</b>	140	145	172	116
<b>Friley Rd</b>	0	5	5	1
<b>Gable In</b>	28	37	53	116
<b>Gaskill Dr</b>	0	0	1	7
<b>Graeber St</b>	68	32	45	34
<b>Gray Ave</b>	378	417	364	369
<b>Greeley St</b>	962	654	803	860
<b>Greenbriar Cir</b>	0	1	0	0

Hayward Ave	1216	1557	990	930
Hughes Ave	12	10	20	9
Hunt St	1888	2068	1730	1792
Indian Grass Ct	0	0	0	0
Kildee St	64	39	29	38
Knapp St	1494	1625	2046	1996
Lincoln Way (2000 to 3000 Blk)	1528	1305	1931	3262
Little St	68	107	161	142
Lynn Ave	304	219	460	533
McCarthy Rd	0	0	0	1
Mortensen Pkwy	6	4	1	3
Mortensen Rd (to 3000 Blk)	4	27	5	4
Pearson Ave	604	419	610	562
S Hyland Ave	470	417	395	306
S Sheldon Ave	94	63	49	42
Stanton Ave	1220	1324	1326	1291
Storm St	140	110	116	136
Sunset Dr	818	782	812	777
Welch Ave	2598	3024	2760	1959
Wood St	620	670	612	525
<b>Totals</b>	<b>18426</b>	<b>19159</b>	<b>19945</b>	<b>20070</b>
<b>% Change</b>		<b>4</b>	<b>4</b>	<b>&lt;1</b>
<b>Location</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
T Lot	28	29	17	26
T Lot (Welch)	344	482	479	509
X lot (Campustown)	886	1023	1507	992
Y lot (Chamberlain)	312	337	428	389
Z Lot (Stanton)	1438	1651	1778	2039
<b>Totals</b>	<b>3008</b>	<b>3522</b>	<b>4209</b>	<b>3955</b>
<b>% Change</b>		<b>15</b>	<b>16</b>	<b>-6</b>
<b>Grand Total for Streets &amp; Lots</b>	<b>21434</b>	<b>22681</b>	<b>24154</b>	<b>24025</b>
<b>% Change</b>		<b>5</b>	<b>6</b>	<b>0</b>
<b>Rev 1-6-17</b>				
<b>Note: For 2013, took actual numbers for July - Dec and doubled them</b>				
<b>* Change due to increase in violations issued for Overtime Parking-Expired Meter</b>				

### Campustown Enforcement Trends

From the perspective of our parking staff, Campustown area parking activity is high with most spaces occupied during the day. Daytime complaints about vehicles exceeding the 4-hour limit

come mostly from Ash, Knapp, and Lynn. In the evening, there is still a great deal of parking but it appears to be relatively stable or perhaps down slightly. Houses that host a social gathering will trigger neighborhood complaints in the evening. These have been concentrated on Wood, Knapp, and Hunt, but occasionally occur elsewhere.

The high level of parking activity also means that Campustown area residents compete with visitors for space. Thus, the overall parking enforcement perspective shows relatively high levels of parking activity with little change in the number of violations.

## **PARKING IN SURROUNDING NEIGHBORHOODS:**

### **Neighborhood Parking**

Parking in city neighborhoods can be affected by activity in nearby business, entertainment, or other commuter activity. It can also become a scarce resource when residents own more vehicles than the available supply of parking. Situations where demand for parking exceeds the supply are often viewed as “problems” and, indeed they are when someone expects to be able to park and they cannot. Traditional efforts to address this problem involve promulgating regulations to limit use and then enforcing those regulations. A more contemporary approach involves influencing demand for parking with pricing policies that better reflect the value of increasingly scarce parking places. While enforcement is still necessary, it is not the sole solution in market models.

### **Regulations**

Neighborhood parking regulations for most of the city consist of a simple “No Parking This Side of Street” on one side of most neighborhood streets. In the neighborhoods adjacent to Downtown, parking enforcement shows fairly consistent patterns of violation and ticketing, although this analysis does not include the impact of the Hospital Medical area north of Ninth Street. In contrast, the residents adjacent to Campustown have expressed concerns with parking in their neighborhoods and have worked with previous City Councils to develop a wide variety of parking regulations. This variety of regulatory approaches has led to very complex rules that often change from block to block. This complexity has made it difficult for visitors to interpret the regulatory signs. For example, the two signs in the following illustrations are from Country Club and Greeley.





These regulations have evolved as various stakeholders sought to prioritize access to parking, particularly in those areas adjacent to their residence. The competition for parking in these areas is also affected by special events, most notably football games.

### **Neighborhood Permit Parking**

As noted in the previous section, residents in the neighborhoods adjacent to Campustown have a history of seeking regulatory solutions to parking concerns. This has led to occasional discussion of permit parking. In other communities, Neighborhood Parking Permits (NPP) have been used as another tool to manage parking in neighborhoods. This strategy can be viewed as adding an additional layer of regulation for parking users.

The options being employed in other college communities vary tremendously, in large part due to differing philosophies about parking and differences in customer demand for parking. For example, permits may be used to limit daytime parking if there is local commercial businesses or commuter parking that conflicts with residents. Other permit systems allow overnight parking only for neighborhood residents in order to accommodate on street parking for residents with insufficient parking at their residence. The most restrictive permit regulations may only permit residents to park on the street, eliminating all other parking. In these cases, special allocations of permits may be made to multi-family housing units if they are interspersed within the neighborhood.

Typically, the eligibility for neighborhood permits may be determined by residential status. A permit may be issued to the resident or to the vehicle. In either case, there need to be decisions about how many permits are given to each household in relation to how many parking spaces are available. While permit recipients often have an interest in parking near their home, most permit systems are neighborhood zones of multiple blocks. Other issues that must be addressed in a permit system include a method to allow visitors, service vehicles, and special events.

In most cases where permits are being used, there is demand for more parking spaces than the city has available. In those cases, the city determines which parties have priority over others and the permit system is created to reflect that prioritization. Permit systems do not expand available parking nor do they eliminate competing demands for parking. They often create expectations that permit holders will have access to parking and, unless this expectation is met, it can fall short of satisfying neighborhood residents. In fact, residents who purchase a permit can be very unhappy if no parking space is available. The permit systems also come with the overhead costs of determining eligibility, issuing permits, canceling or renewing permits, issue visitor or utility passes, and responding to complaints and concerns about the permit system. Therefore, it should be emphasized that effective permit systems must have specific goals to guide their development and implementation in order to make sure the system accomplishes the expectations of the residents.

## **ZONING REGULATIONS:**

### **Off-Street Zoning Requirements for Parking**

All new developments must meet off-street parking requirements, determined by the size of the use and their zoning district. Existing buildings that are enlarged or have a change of use are required to provide additional parking if those changes trigger a ten percent increase in their parking requirements.

Parking regulations in the Downtown Service Center (DSC) and Campustown Service Center (CSC) are the same. Residential uses require one parking space per dwelling unit. (In residential zoning districts, single-family and two-family homes require two parking spaces while parking for apartments is based on number of bedrooms.)

In DSC and CSC, commercial uses (offices, retail, restaurants, bars) do not require any parking. However, a few assembly-types spaces, such as hotels, auditoriums, theaters, and sports practice facilities, do have parking requirements.

The University-Impacted zoning districts (O-UIE and O-UIW) are overlay districts that are combined with the High Density Residential (RH) districts adjacent to Campustown. These residential overlay zones require 25 percent more parking than RH itself. RH requires one parking space per bedroom for units over two bedrooms while the overlay district requires 1.25 parking spaces per bedroom for units over two bedrooms. Both the RH and overlay districts require 1.5 parking spaces for one-bedroom units.

	DSC	CSC	RH	O-UI	Other R zones
<b>1 dwelling unit</b>	1 space	1 space	n/a	n/a	2 spaces
<b>1-bedroom</b>	n/a	n/a	1.5 spaces	1.5 spaces	1.5 spaces
<b>2+ bedrooms</b>	n/a	n/a	1 space per bedroom	1.25 spaces per bedroom	1 space per bedroom
<b>Commercial</b>	none	none	n/a	n/a	n/a

In general, all uses in all zones have to provide all their required parking on their own lot. However, there are two provisions that allow a development to provide less than their required number of spaces.

Joint use parking allows a use to share parking with another use on the same or adjacent lot if the two uses do not need the same spaces at the same time. An example might be a church and a restaurant where it can be expected that neither of the uses require the maximum number of spaces at the same time. Staff evaluates the two uses and their peak demand times and, if acceptable, the City Council has to approve the arrangement. Joint use parking allows both uses to be served by a fewer number of spaces.

Remote parking allows a use to meet its requirement by finding permanent, excess spaces within 300 feet of the use. Remote parking is allowed in commercial districts and also requires approval from the City Council. The approved agreement has to be perpetual, but could be dissolved by the City Council if conditions change or an alternate means of meeting parking requirements is met.

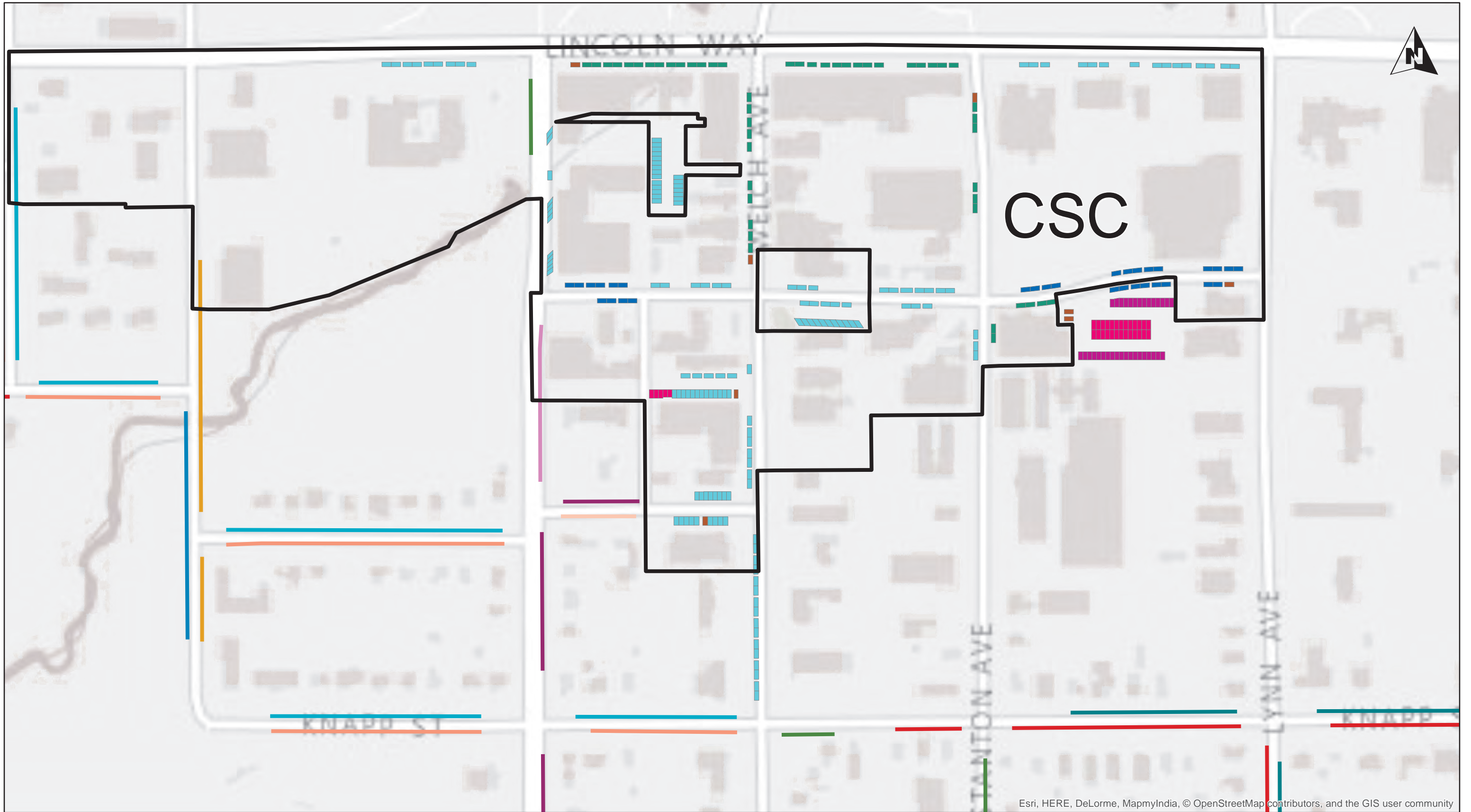
### **NEXT STEPS – CONSIDERATION GIVEN TO CHANGING CURRENT FEES/REGULATIONS**

After reviewing the information contained in this report, the City Council might want to focus on one, or more, of the following policy changes:

- Increase on-street meter fees in the Campustown Business District to influence more use of the Intermodal facility
- Increase on-street meter fees in both the Downtown or Campustown Business Districts to generate sufficient revenue to cover operating costs, to cover repairs/renovation of the existing parking lots, to accumulate funds to assist with the construction of new parking ramps in the business districts, or to influence parking demand/prioritize customer demand

- Standardize and simplify on-street parking regulations in the surrounding Campustown neighborhoods to make them easier to understand
- Explore use of a residential permit system in specifically designated neighborhoods
- Reduce the off-street parking requirements for dwelling units in the Campustown and/or Downtown business districts
- Allow the residential and commercial parking spaces in Campustown and Downtown business districts to be shared
- Other issues identified by the City Council





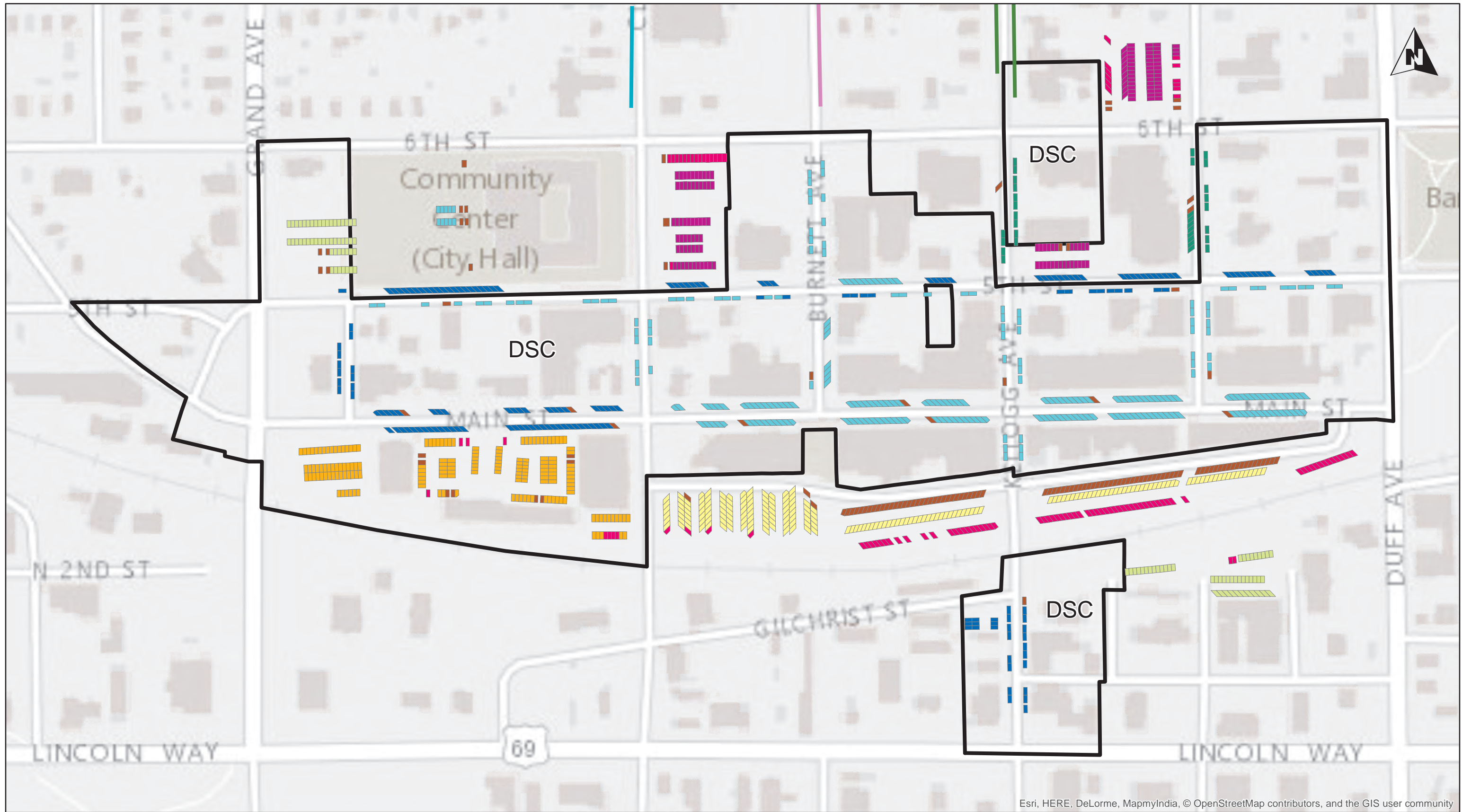
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## Campustown (Business District) Parking

- |   |   |   |   |   |   |
|---|---|---|---|---|---|
| <ul style="list-style-type: none"> <li>NO PARKING MON, WED, FRI, MIDNIGHT TO 9PM / 4HR PARKING TUES, THUR, SAT, SUN 7AM TO 7PM</li> <li>NO PARKING 8AM - 5PM MON, WED, FRI</li> <li>NO PARKING TUES, THUR, SAT, SUN MIDNIGHT TO 9PM / 4HR PARKING MON, WED, FRI, 7AM - 7PM</li> <li>NO PARKING 8AM - 5PM TUE, THUR, SAT, SUN</li> <li>OPEN PARKING</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING 12 MID - 9PM MON, WED, FRI</li> <li>NO PARKING 12 MID - 9PM TUE, THUR, SAT, SUN</li> <li>NO PARKING 2AM - 11PM MON, WED, FRI</li> <li>NO PARKING 2AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> <li>NO PARKING 3AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING 2AM - 11PM TUE, THUR, SAT, SUN</li> <li>NO PARKING 2AM - 6AM</li> <li>NO PARKING MON, WED, FRI AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> <li>NO PARKING TUE, THUR, SAT, SUN 2AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> <li>NO PARKING TUE, THUR, SAT, SUN, AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING MON, WED, FRI, 2AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li>NO PARKING 3AM - 6AM, TOW AWAY ZONE 12AM - 6AM DURING DESIGNATED SNOW EMERGENCIES</li> <li>NO PARKING 7AM - 6PM MON - SAT</li> <li>NO PARKING EXCEPT SUN</li> <li>NO PARKING MON, WED, FRI, 3AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li>NO PARKING TUE, THUR, SAT, SUN 3AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> </ul> | <ul style="list-style-type: none"> <li>Reserved Parking</li> <li>FREE - 2 HR LIMIT</li> <li>FREE - 3 HR LIMIT</li> <li>FREE - 4 HR LIMIT</li> <li>FREE - 24 HR LIMIT</li> <li>METERED - 1 HOUR</li> </ul> | <ul style="list-style-type: none"> <li>METERED - 2 HOUR</li> <li>METERED - 4 HOUR</li> <li>METERED - 10 HOUR</li> </ul> |
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## Downtown Business District Parking

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| <ul style="list-style-type: none"> <li>NO PARKING MON, WED, FRI, MIDNIGHT TO 9PM / 4HR PARKING TUES, THUR, SAT, SUN 7AM TO 7PM</li> <li>NO PARKING 8AM - 5PM MON, WED, FRI</li> <li>NO PARKING TUES, THUR, SAT, SUN MIDNIGHT TO 9PM / 4HR PARKING MON, WED, FRI, 7AM - 7PM</li> <li>NO PARKING 8AM - 5PM TUE, THUR, SAT, SUN</li> <li>OPEN PARKING</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING 12 MID - 9PM MON, WED, FRI</li> <li>NO PARKING 12 MID - 9PM TUE, THUR, SAT, SUN</li> <li>NO PARKING 2AM - 11PM MON, WED, FRI</li> <li>NO PARKING 2AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> <li>NO PARKING 3AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING 2AM - 11PM TUE, THUR, SAT, SUN</li> <li>NO PARKING 2AM - 6AM</li> <li>NO PARKING MON, WED, FRI AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> <li>NO PARKING TUE, THUR, SAT, SUN 2AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> <li>NO PARKING TUE, THUR, SAT, SUN, AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING MON, WED, FRI, 2AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li>NO PARKING 3AM - 6AM, TOW AWAY ZONE 12AM - 6AM DURING DESIGNATED SNOW EMERGENCIES</li> <li>NO PARKING 7AM - 6PM MON - SAT</li> <li>NO PARKING EXCEPT SUN</li> <li>NO PARKING MON, WED, FRI, 3AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li>NO PARKING TUE, THUR, SAT, SUN 3AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> </ul> | <ul style="list-style-type: none"> <li>Reserved Parking</li> <li>FREE - 2 HR LIMIT</li> <li>FREE - 3 HR LIMIT</li> <li>FREE - 4 HR LIMIT</li> <li>FREE - 24 HR LIMIT</li> <li>METERED - 1 HOUR</li> </ul> | <ul style="list-style-type: none"> <li>METERED - 2 HOUR</li> <li>METERED - 4 HOUR</li> <li>METERED - 10 HOUR</li> </ul> |
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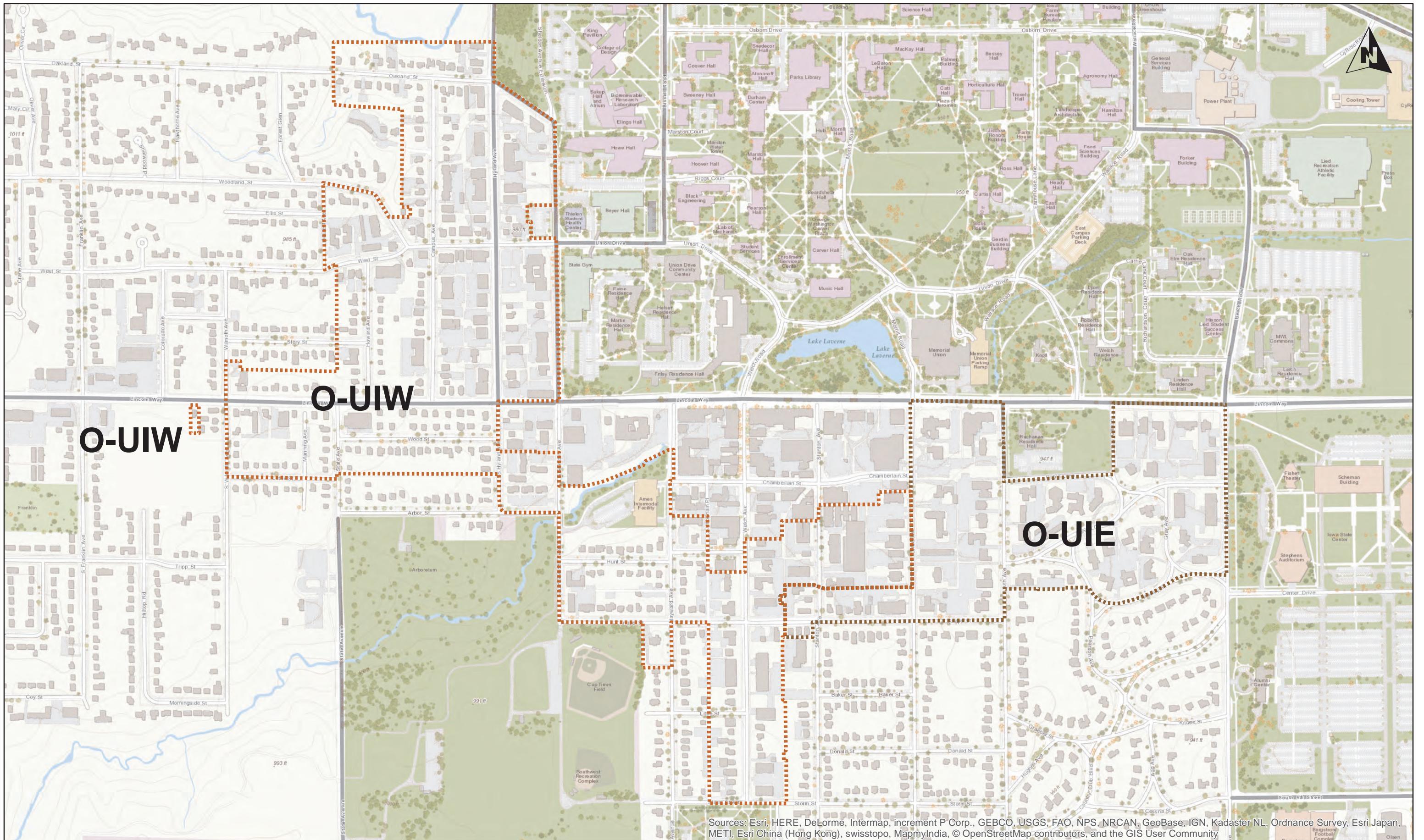
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



## Downtown Neighborhood District Parking

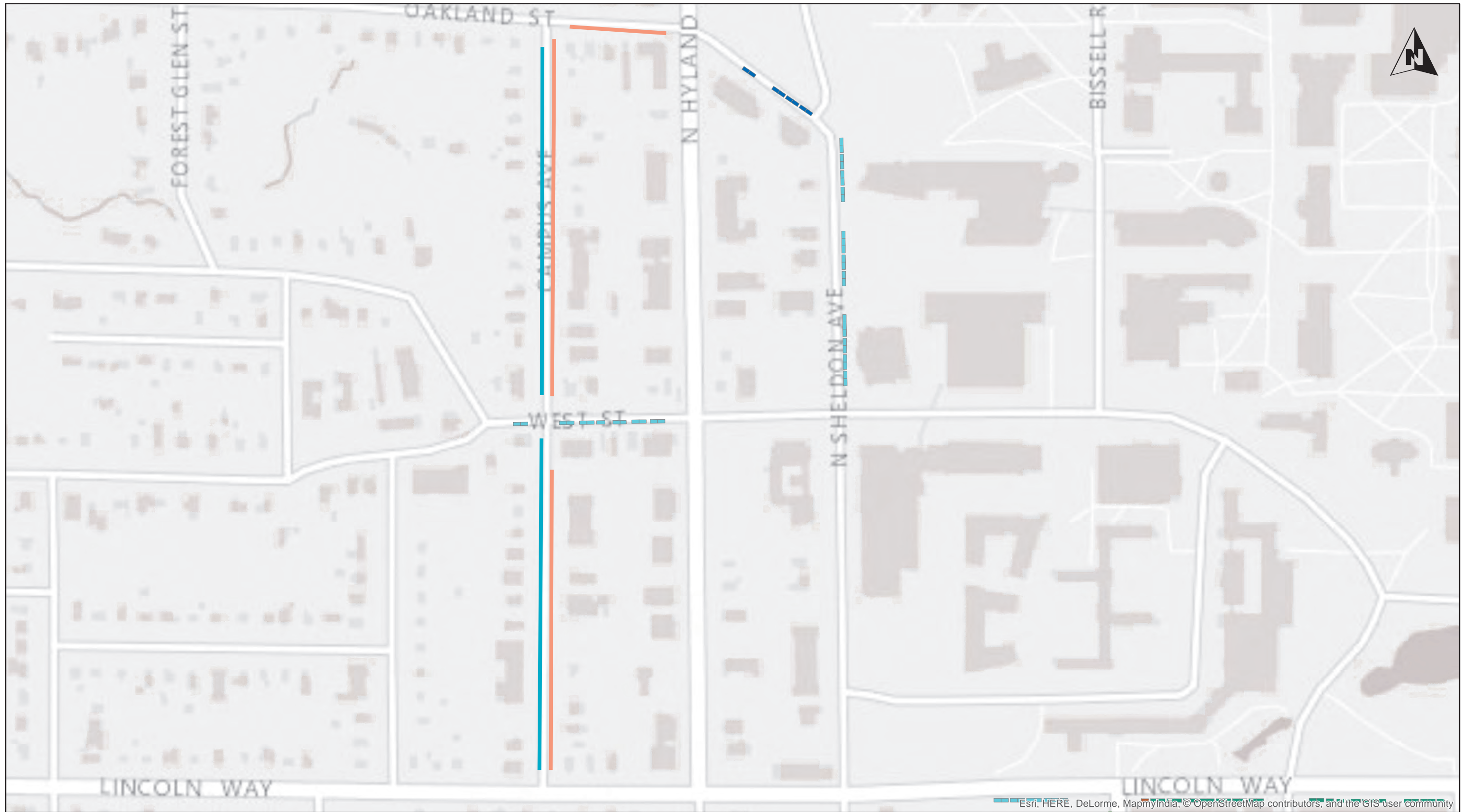
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|---|---|---|---|---|---|
| <ul style="list-style-type: none"> <li>NO PARKING MON, WED, FRI, MIDNIGHT TO 9PM / 4HR PARKING TUES, THUR, SAT, SUN 7AM TO 7PM</li> <li>NO PARKING 8AM - 5PM MON, WED, FRI</li> <li>NO PARKING TUES, THUR, SAT, SUN MIDNIGHT TO 9PM / 4HR PARKING MON, WED, FRI, 7AM - 7PM</li> <li>NO PARKING 8AM - 5PM TUE, THUR, SAT, SUN</li> <li>OPEN PARKING</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING 12 MID - 9PM MON, WED, FRI</li> <li>NO PARKING 12 MID - 9PM TUE, THUR, SAT, SUN</li> <li>NO PARKING 2AM - 11PM MON, WED, FRI</li> <li>NO PARKING 2AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> <li>NO PARKING 3AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING 2AM - 11PM TUE, THUR, SAT, SUN</li> <li>NO PARKING 2AM - 6AM</li> <li>NO PARKING MON, WED, FRI AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> <li>NO PARKING TUE, THUR, SAT, SUN 2AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> <li>NO PARKING TUE, THUR, SAT, SUN, AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> </ul> | <ul style="list-style-type: none"> <li>NO PARKING MON, WED, FRI, 2AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li>NO PARKING 3AM - 6AM, TOW AWAY ZONE 12AM - 6AM DURING DESIGNATED SNOW EMERGENCIES</li> <li>NO PARKING 7AM - 6PM MON - SAT</li> <li>NO PARKING EXCEPT SUN</li> <li>NO PARKING MON, WED, FRI, 3AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li>NO PARKING TUE, THUR, SAT, SUN 3AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> </ul> | <ul style="list-style-type: none"> <li>Reserved Parking</li> <li>FREE - 2 HR LIMIT</li> <li>FREE - 3 HR LIMIT</li> <li>FREE - 4 HR LIMIT</li> <li>FREE - 24 HR LIMIT</li> <li>METERED - 1 HOUR</li> </ul> | <ul style="list-style-type: none"> <li>METERED - 2 HOUR</li> <li>METERED - 4 HOUR</li> <li>METERED - 10 HOUR</li> </ul> |
|---|---|---|---|---|---|





Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community





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## West Campustown Parking

- |   |  |   |   |   |  |
|---|--|---|---|---|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">—</span> NO PARKING MON, WED, FRI, MIDNIGHT TO 9PM / 4HR PARKING TUES, THUR, SAT, SUN 7AM TO 7PM</li> <li><span style="color: orange;">—</span> NO PARKING 8AM - 5PM MON, WED, FRI</li> <li><span style="color: teal;">—</span> NO PARKING TUES, THUR, SAT, SUN MIDNIGHT TO 9PM / 4HR PARKING MON, WED, FRI, 7AM - 7PM</li> <li><span style="color: blue;">—</span> NO PARKING 8AM - 5PM TUE, THUR, SAT, SUN</li> <li><span style="color: green;">—</span> OPEN PARKING</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">—</span> NO PARKING 12 MID - 9PM MON, WED, FRI</li> <li><span style="color: cyan;">—</span> NO PARKING 12 MID - 9PM TUE, THUR, SAT, SUN</li> <li><span style="color: lightblue;">—</span> NO PARKING 2AM - 11PM MON, WED, FRI</li> <li><span style="color: purple;">—</span> NO PARKING 2AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> <li><span style="color: pink;">—</span> NO PARKING 3AM - 6AM EVERYDAY / 4HR PARKING ALL OTHER TIMES</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightblue;">—</span> NO PARKING 2AM - 11PM TUE, THUR, SAT, SUN</li> <li><span style="color: grey;">—</span> NO PARKING 2AM - 6AM</li> <li><span style="color: red;">—</span> NO PARKING MON, WED, FRI AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> <li><span style="color: orange;">—</span> NO PARKING TUE, THUR, SAT, SUN 2AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> <li><span style="color: teal;">—</span> NO PARKING TUE, THUR, SAT, SUN, AND 2AM - 6AM 6HR PARKING ALL OTHER PERIODS</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> NO PARKING MON, WED, FRI, 2AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li><span style="color: green;">—</span> NO PARKING 3AM - 6AM, TOW AWAY ZONE 12AM - 6AM DURING DESIGNATED SNOW EMERGENCIES</li> <li><span style="color: orange;">—</span> NO PARKING 7AM - 6PM MON - SAT</li> <li><span style="color: cyan;">—</span> NO PARKING EXCEPT SUN</li> <li><span style="color: lightblue;">—</span> NO PARKING MON, WED, FRI, 3AM - 11PM / 4HR PARKING TUES, THUR, 6AM - 11PM</li> <li><span style="color: purple;">—</span> NO PARKING TUE, THUR, SAT, SUN 3AM - 11PM / 4HR PARKING MON, WED, FRI, 6AM - 11PM</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: pink;">■</span> Reserved Parking</li> <li><span style="color: brown;">■</span> FREE - 2 HR LIMIT</li> <li><span style="color: yellow;">■</span> FREE - 3 HR LIMIT</li> <li><span style="color: lightgreen;">■</span> FREE - 4 HR LIMIT</li> <li><span style="color: lightyellow;">■</span> FREE - 24 HR LIMIT</li> <li><span style="color: teal;">■</span> METERED - 1 HOUR</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightblue;">■</span> METERED - 2 HOUR</li> <li><span style="color: blue;">■</span> METERED - 4 HOUR</li> <li><span style="color: purple;">■</span> METERED - 10 HOUR</li> </ul> |
|---|--|---|---|---|--|

Attachment 6 will be distributed Monday, May 15<sup>th</sup>.

Staff Report

**DOWNTOWN PARKING REQUIREMENTS**

March 24, 2017

In anticipation of future redevelopment projects involving housing in the downtown business district, on January 28, 2017 the City Council requested an overview of the downtown parking and storm water requirements. The following information is related to the first issue, private parking standards and public parking regulations.

**Off-Street Parking Standards**

The Downtown has a unique zoning district of Downtown Service Center (DSC) that is written to encourage a “main street” character by promoting commercial use with residential uses on upper floors of buildings. In this area there is no requirement for providing parking for commercial uses and a requirement of one parking space per residential dwelling. Miscellaneous uses of hotels and theaters require additional parking.

Excerpt of Parking Standards

PRINCIPAL LAND USE	ALL ZONES EXCEPT DOWNTOWN AND CAMPUSTOWN SERVICE CENTER ZONES	<b>DOWNTOWN AND CAMPUS TOWN SERVICE CENTER ZONES</b>
APARTMENTS DWELLINGS	1.5 space/RU; for one-bedroom units 1 space/bedroom for units of 2 bedrooms or more 1.25 space/bedroom for units of 2 bedrooms or more in University Impacted (O-UIE and O-UIW) 1 space/residential unit for an Independent Senior Living Facility	<b>1 space/RU</b>
AUDITORIUMS, THEATERS, STADIUMS AND ARENAS	Greater of 1 space/5 seats or 10 spaces/1,000 sf, with a minimum of 20 spaces	<b>Greater of 1 space/4 seats or 10 spaces/1,000 sf, with a minimum of 20 spaces</b>
RETAIL SALES AND SERVICES-GENERAL	1 space/300 sf	<b>NONE</b>
SIT-DOWN RESTAURANT	9 spaces/1,000 sf	<b>NONE</b>

Remote parking is allowed within the DSC when it is 1) approved by the City Council, 2) permanently committed to parking for use by the site, and 3) within 300 feet of the site. (The distance of 300 feet is roughly equal to the length of a traditional city block in Downtown.) It should be emphasized that the use of the City’s public parking spaces does not satisfy the remote parking requirement since the City’s spaces are not offered for permanent leasing.

Downtown does not specifically have parking design requirements that differ from the City’s general requirements for surface parking lots or for parking decks. DSC zoning does require that a minimum of 50% of the ground floor of the building be used for commercial uses, but does not directly address parking configurations in relation to the ground floor of the building. The City’s standards for parking lots require a minimum of a five-foot landscape separation along streets and property lines. Larger parking lots would also require internal tree planter islands.

Parking decks include specific requirements about design in an effort to minimize the impact of the look of parking garages and their compatibility with pedestrian character at street level. Parking decks are defined as having two or more levels of parking, either above or below the ground level. Parking decks often create a feeling of “dead space” compared to the activity of businesses and storefronts. Parking decks require that 75% of the frontage be lined with space for walk-in retail or services uses and that parking spaces are setback at least 35 feet from front property lines at street level. These standards have consistently been applied to redevelopment projects that have occurred within Campustown.

### **On-Street Parking Requirements**

Downtown has a significant number of public parking spaces to support the commercial and public uses found in the Downtown. There are a total of 1,399 public parking spaces within Downtown, excluding the Lot M parking behind City Hall that is principally for City use and for employees during business hours.

<b>Downtown Public Parking</b>	
<b>Free Parking, Standard</b>	559
<b>Free Parking, Compact</b>	30
<b>ADA Parking</b>	43
<b>Metered Parking</b>	600
<b>Reserved Parking</b>	167

Public parking has restrictions on time and use. Metered on-street parking has a typical limit of 2 hours along Main Street and up to 4 hours in other areas. The free parking located within off-street parking lots is typically restricted to 2 to 4 hours, but may be as long as 10 hours near City Hall and the Library. Parking restrictions do not apply after 6 pm. However, there is no overnight parking allowed within the public parking stalls and parking is prohibited after 3 am, with the exception of public parking permitted within Lot MM behind City Hall. Reserved parking spaces allow for 24-hour parking. A complete map of parking location and restrictions is available online through the Ames GIS Information.

Downtown is an Urban Revitalization Area (URA) with a property tax abatement incentive for commercial development that is consistent with its standards. The Downtown URA differs significantly from the Campustown URA in that it is based upon commercial development following design guidelines for traditional “main street” design features and does not include requirements for structured parking decks or for mixed-use development as are prerequisites that exist in Campustown. The Campustown URA is, in part, based upon incentivizing high-density development that included the high cost of providing parking structures to encourage the highest intensity of development nearest campus and to reduce the demand for City to construct additional public parking.

## Staff Report

### **CAMPUS AREA PARKING**

December 7, 2016

#### **BACKGROUND:**

On August 9, 2016, the City Council requested that City staff provide a review of the previous City Council reports regarding the possibility of changing the parking regulations in the Campus Impacted Area.

#### **1991 Parking Report to Council**

In 1991, the City Council received a report by the Traffic Engineer. This report was the result of a year-long study that included a survey of vehicles parking in various areas adjacent to campus. **The objective of this study was to develop a campus area parking restriction plan that was uniform, simplistic, practically enforced, accommodating, and effective.** Study elements included street and block location, day of week, daytime period, number of parked vehicles, out of county license plates, repeat parkers, and all of this was then reviewed in relation to the ISU academic schedule.

Analysis included three groups of parking regulations:

1. Class #1-Alternate side restriction only.
2. Class #2-Alternate side restrictions plus four or six hour limits.
3. Class #3-Alternate side, four/six hour limits, plus no parking 2 a.m. to 6 a.m.

Regulatory effects were considered in relation to effects on long-term parking and commuter parking. The findings included:

Class #1 restrictions were effective in reducing the long term parking in the campus area except where there were “concentrated living areas.” (Page 7-8). It was noted that this deterrent effect was greatest in areas more than six blocks from campus and three blocks from the concentrated living areas. Class #1 restrictions had no impact on commuter parking.

Class #2 restrictions were effective in reducing long-term parking when applied more than a block from highly concentrated living areas. These restrictions were marginally effective in reducing commuter parking (Page 10).

Class #3 restrictions were similarly effective in reducing storage or long-term parking but achieved marginal results during daytime (commuter periods). The study noted that this was likely due in part to the fact that the “*sign message was complex and*

*confusing.*” Thus, Class #2 and Class #3 regulations showed similar effectiveness, noted in the study as “*comparably similar.*”

The report included the following recommendations:

1. Simplify parking regulations. Create a system with two classes of regulation:  
1) Standard alternate side regulations with a standard switchover time and 2) Standard alternate side regulations plus a four hour limit.
2. Consider a Residential Permit System in areas where the Class #2 and Class #3 systems had limited effectiveness.

Council discussion ensued regarding parking restrictions south and west of campus. Two types of simplified parking regulations were proposed.

Restrictions were adopted by Council making Forest Glen, County Club, and Arbor more restrictive than in the past.

### **1992 Council Action**

In a Council Action Form discussed on June 23, 1992, staff recommended the standard Type Two parking restrictions be implemented on Ash, Lynn, Stanton, Storm, and Hughes Avenues and Baker, Donald, Knapp, and Graeber Streets. This restriction consisted of alternate side with changeover from 9 p.m. to midnight and, a four hour limit between 7 a.m. to 7 p.m. These changes were approved by the Council with the third reading and approval occurring on August 11, 1992.

After the implementation of this change, a survey of residents showed 80% felt that the combination of alternate side and four hour limits led to improvements in parking conditions.

### **2003 Complaint Summary**

The City Manager provided Council with a summary of parking complaints from neighborhoods. These included:

1. Alternate side parking where many complainants noted that the signage is confusing.
2. “Unfriendly” regulations and concerns were noted regarding stadium events and move-in/move-out days as points of friction.
3. The four and six hour limits on Stanton, Pearson, Greeley, Ash, and Hayward generated complaints about unfair limitations.

4. Both Campustown and Downtown generated some complaints about the “No Parking 2 a.m. to 6 a.m.” regulation. This especially affected residents living in these areas without off-street parking and those who work at night or overnight.
5. Concerns were also mentioned about special regulations like front-yard limits, 48 hour limits, and boat and trailer restrictions, particularly since these are not posted violations.

No formal action was taken on these issues in 2003. Staff continued to gather citizen concerns from complaints and neighborhood meetings.

### **2006 Staff Report University Impacted Area Parking Study**

A staff study presented to Council in March of 2006 provided a more detailed review of the issues identified in 2003. It also provided feedback from complaints, as well as, input from stakeholder meetings held during 2005.

The committee of staff and stakeholders presented the following seven recommendations to Council:

1. Alternate side parking is necessary and should be consistent throughout the UIA.
2. Clearer and consistent signage is needed.
3. “No Parking 2 a.m. to 6 a.m.” should be dropped in those areas where there is already alternate side parking.
4. The “No Parking 3-6 a.m.” restriction should be retained in metered spots such as Main Street, Welch, Chamberlain, and Hayward.
5. The Public Works Department should investigate whether Hayward Avenue is able to accommodate parking on both sides every other day. If so, an ordinance change should be considered while retaining the No Parking 3-6 a.m.
6. The 4 and 6 hour limits should be abolished.
7. Ames parking fines should be increased to \$15 for illegal parking.

**These items were discussed at a City Council meeting on April 25, 2006. After a great deal of public comment, Council voted to ask the City Attorney to draft an Ordinance 1) changing to a uniform alternate side parking sign, 2) eliminating the 2:00 a.m. to 6:00 a.m. parking prohibition (except in metered areas), and 3)**

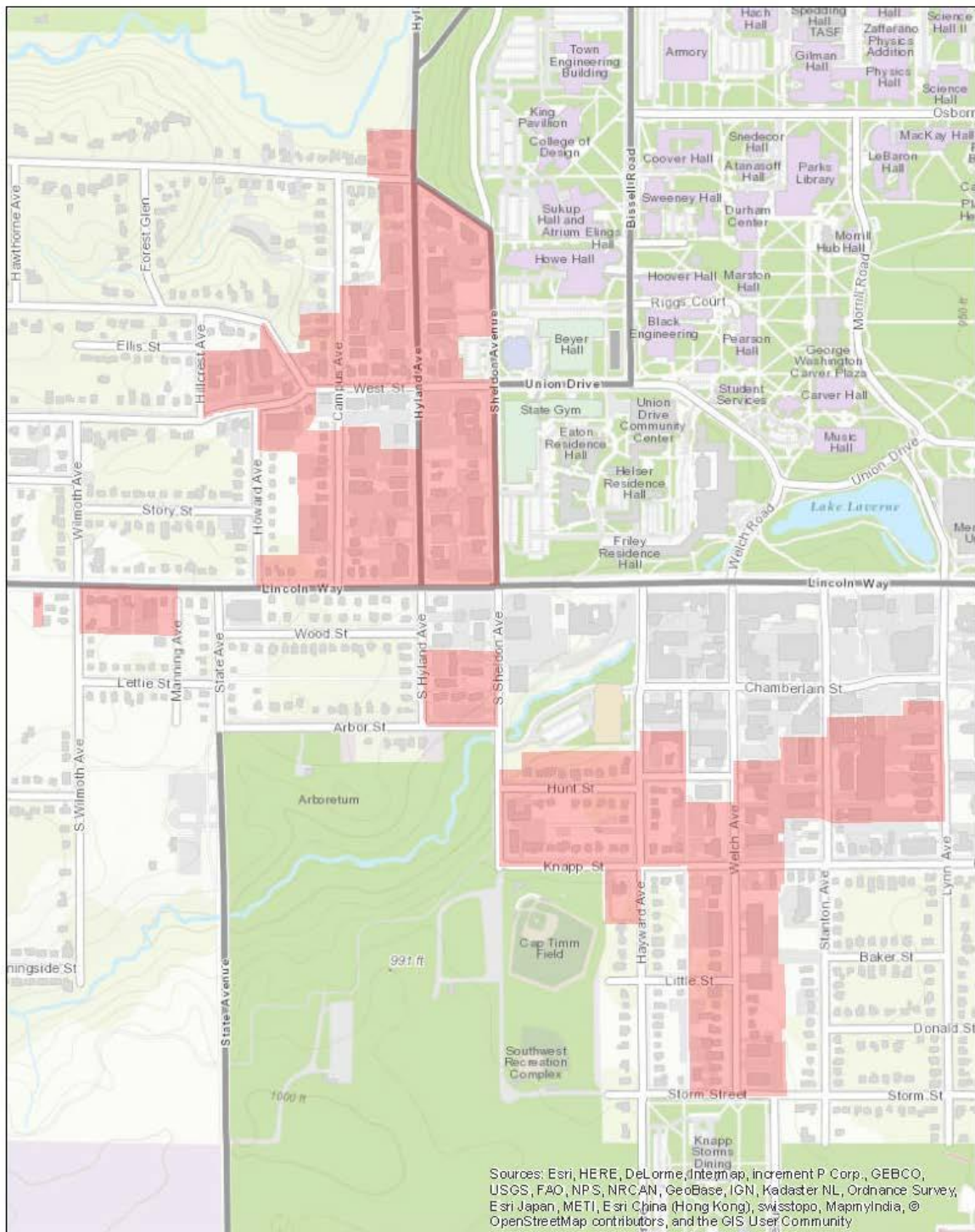
**abolishing the four and six hour parking limitation in high density areas only of the University-Impacted Area.**

Former City Attorney Doug Marek prepared this ordinance, however, further analysis of the resulting signage raised concerns that implementation would result in additional confusion. Had this directive been implemented, regulations and signage would change at zoning boundaries and not cleanly at intersections. This means that seemingly similar adjacent street segments would have different parking regulations. (See attached map) Apparently, after Mr. Marek left for a new position in Colorado, this assignment was never completed.

**2012 Parking Fee Study-Input on Parking System**

In August of 2011, Council directed staff to discuss potential changes in parking fines with various stakeholder groups. Following a series of discussions, staff recommended to Council that the fine for illegal parking increase to \$20 (\$15 if paid within seven days). Council subsequently asked the City Attorney to prepare an ordinance making this change. This revision was completed and illegal parking fines were changed.





## High Density Residential in University Impacted Area

RH & O-UIW Areas

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