



CITY OF LEE'S SUMMIT

City Council Information Form

DATE: 07/06/2007
ASSIGNED STAFF: Ron Cox
DEPARTMENT: Administration
TYPE OF FORM: Presentation

Form No.: 1309

APPROVALS:
None

ISSUE/REQUEST:
2004 Old Lee's Summit Development Master Plan- Updated Downtown Parking Strategies.

KEY ISSUES:

As stated within the Downtown Master Plan and by the citizens who participated in the downtown charrette process, it is important for City's to strategically plan for their downtowns to assure their health and long term viability, as the City of Lee's Summit has done via the completion and adoption of the Downtown Master Plan. The City has taken many successful steps towards implementing this plan.

A major component of the Downtown Master Plan is the identification of strategic locations for parking reservoirs. These reservoirs are typically located centrally to serve a series of commercial core sub-areas, such that the parking is clearly signed, easy to find and convenient. Ideally, these parking reservoirs are in structures, to minimize the land impact of this use and to retain as much land as possible for active uses or redevelopment projects.

In most cities around the country, part of the City's role is to identify and protect these strategic locations, while simultaneously discouraging too many- and often too small- surface parking lots that break up the street wall and pedestrian experience that is so critical to successful retail environments, and often preclude adequate infill development.

Unlike in green field developments where land is often more open or abundant; downtown redevelopment projects are more difficult to provide adequate parking due to narrow lots, lack of ability to assemble adequate lots, and other existing constraints. In cities across the country, the urban core area parking lots are constructed through public/private partnerships. Construction of public parking lots often stimulates private reinvestment within the downtown.

At this time, the City has recommissioned EDAW, the consultant who assisted with the creation of the Downtown Master Plan, to update the Downtown Parking Study to reflect current environmental changes. EDAW will also be identifying potential sites for future public/private projects. The sites selected or highlighted in the report are based on walking studies generated by EDAW. As you will see in the presentation, walking circles have been placed over the downtown core to identify the best locations that create the highest, most efficient locations with little or no overlap with existing parking infrastructures.

Given the recent volume of downtown redevelopment applications staff continues to see on smaller scale projects, staff wanted to be proactive in the process and recommended updating the public parking section of the Master Plan to identify and preserve strategic locations for future parking structures.

On July 12, 2007, EDAW will present their recommendations to the Mayor and City Council at the Work Session.

PROPOSED COMMITTEE MOTION:

I move to recommend to the City Council approval of

PROPOSED CITY COUNCIL MOTION:

FIRST MOTION:

I move to amend the 2004 Old Lee's Summit Development Master Plan, adopted February 2004, to include the revised parking strategies and recommendations provided in original Master Plan.

SECOND MOTION:

BACKGROUND:(including location, programs/departments affected, and process issues)

In February 2004, the City Council adopted the 2004 Old Lee's Summit Development Master Plan, prepared by EDAW. The Master Plan defined the Downtown Parking Study Area as the area generally located south of 2nd Street, north of 4th Street between Jefferson and Green Streets.

The Master Plan incorporated independent studies such as parking. The parking study, conducted by Tran Systems, illustrated that parking within the downtown commercial core was generally acceptable. The only block that exceeded the industry standard of (75%) capacity was Douglas Street between 2nd and 3rd Streets. The capacity rate on this block was surveyed at (88%).

Since the adoption and implementation of the Master Plan, the City has leased additional public parking spaces along Douglas and constructed an additional 350 public parking spaces within one-half block. The lease agreement and construction of the parking garage has reduced the parking capacity ratios along Douglas Street.

The parking analysis indicated there were 354 existing on-street parking spaces and 1,209 off-street parking spaces within that general area. The analysis further stated that 225 of the on-street parking spaces were east of the railroad tracks, while 715 off-street parking spaces were west of the railroad.

Further analysis determined that during peak occupancy times only 63% of the capacity was generally used. Occupancy was slightly higher on the east side of the railroad tracks. The highest occupancy ratio was 88% along Douglas Street between 2nd and 3rd Streets. This rate is above the desired industry standard of 75% for downtown commercial districts. Typically when

occupancy ratios reach the 75% threshold additional parking spaces need to be constructed, particularly adjacent to commercial establishments.

In February 2004, stakeholders identified downtown parking as a "strength" in bringing people to the area to shop. However, in the 2007 ETC Community Survey, commissioned by Downtown Main Street, both downtown merchants and a random sample of Lee's Summit citizens listed the "lack of available parking" as a major concern or challenge to growth in the downtown economy.

The current adopted Master Plan indicated a need of an additional 115 parking spaces west of the railroad tracks and 890 additional parking spaces east of the railroad tracks to support the downtown economy at full build out. Full build out is projected to occur over the next 10 to 20 years.

In January 2005, the City Council adopted Downtown Parking Strategies and updated the UDO to allow for a new concept called "parking space banking". This concept allowed for a more flexible approach to both on-site and off-site parking requirements. The strategies also identified a need to "pool" funds to create peripheral parking lots for employees. This concept would also allow visitors and customers to have access to those lots closer to the commercial districts.

In 2005, the City Council modified the City Hall Site Plan to include an on-site public parking garage which included nearly 350 public and employee parking spaces. The original plan was to utilize both on-site and off-site surface parking spaces.

In November 2006, City Council approved a TIF/Development agreement with Froehlich Pycior Companies, LLC, to construct a twin level public/private parking structure on Douglas Street between 3rd and 4th Streets to accommodate additional public parking.

In light of new redevelopment activities, potential infill projects, the construction of the City Hall Public Parking garage, in December 2006, the City of Lee's Summit contracted with EDAW to update the Parking Strategies Section of the 2004 Old Lee's Summit Development Master Plan to reflect local environmental changes.

In December 2006 and again in February 2007, EDAW and staff held two separate public informational meetings "Charrette" to determine locations of future public parking spaces. Through those meetings EDAW was able to provide several recommendations for the City to consider. Some of the recommendations include additional public parking structures on public property and additional public/private development arrangements similar to the Hartley's Block development agreement.

IMPACT/ANALYSIS:

TIMELINE

Start:

Finish:

OTHER INFORMATION/UNIQUE CHARACTERISTICS:

STAFF RECOMMENDATION

If directed by the City Council, staff will bring forward proposed updates to the Old Lee's Summit Development Master Plan to include the following EDAW recommendations:

- 1) A public parking structure at the SE corner of the intersection of 4th Street and SE

Main Street.

2) A public parking structure along the west side of Market Street between 2nd and 3rd Streets.

3) A public parking structure at 123 SE 3rd Street (Arnold Hall).

Please note, the plan modifications would need to be reviewed and approved by the Planning Commission.

OTHER BOARDS AND COMMISSIONS ASSIGNED: Not Applicable

DATE:

ACTION:

COUNCIL COMMITTEE ASSIGNED: Not Applicable

DATE:

ACTION:

List of Reference Documents Attached

1. Parking Strategies Adopted-2005
2. EDAW Presentation