



PARKING PROPOSALS

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Parking district to bear cost

Interim parking plan offered, renewal tract approved

By BOB FELL
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An "interim parking" plan was revealed for the city planning commission Tuesday which would provide some 450 additional off-street parking spaces in the downtown business area. Floyd H. Tanaka, president of the associates of Denver, and Bob Giltner, director of city planning for THK, outlined the proposal.

Tanaka pointed out the report should be interim in nature and that while it is designed to serve the city's immediate needs it does not compromise future planning for the Central Business District (CBD). He also explained that while the parking study is concerned only with

the CBD, recommendations are based on a General Neighborhood Renewal Plan (GNRP) which his firm also is preparing.

While discussion centered on the parking study, Tanaka also asked the commission to approve the selection of the first project in the GNRP. In considering urban renewal for the city, Tanaka said priority is being given to the Original Townsite, a one mile square area in the central part of the city.

Within this area, the first project he proposed encompasses the area between Fifth and Rushmore Road and from Columbus to Rapid Street on the north. The commission gave unanimous approval to this area

as the start in a 10-year program of urban renewal.

The commission's action also authorized Tanaka to proceed with an application to the Department of Housing and Urban Development for a planning grant and request to set aside the funds needed to start the GNRP project.

Tanaka estimated the 10-year project, which will cover the entire Original Townsite, will cost about \$16 million of which the city share would be about \$4 million.

He also pointed out that any improvement work or renewal projects performed at city expense, such as the new library and the proposed off-street parking project, could be used

as "in kind" credit toward the city's share in any HUD backed renewal program.

Cost of the interim parking plan probably will be through assessment against property owners within a parking district and not through federal funds.

He advised the commission he hopes to have the application ready to submit before the end of this fiscal year, June 30. Larry Finnerty, city planning engineer, reported the city's "workable plan" should be re-certified before then.

Giltner, former city planning director for Denver, related the background on the interim parking study, noting the downtown (Page 2, Column 8)

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area has been short of off-street parking space for a number of years. Their study is based partly on a comprehensive parking survey conducted by the state Highway Department in 1965, taking into consideration changes in the downtown area that have taken place since then.

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He stressed the recommendations in the report are for surface parking lots only. Structures, or above ground parking, may have a place in the city's future but it is too early to establish specific sites at this time. If future planning proves one of the recommended locations to be suitable for a structure, the land will have been acquired and a structure can be erected at that time, he explained.

Referring to the map, the report recommended seven sites, some new and others expansion of an existing public parking lot. Giltner explained the number is not intended to indicate priority, just for easy reference.

Following lengthy discussion, the commission decided to consider only sites 1, 2, 4 and 7. Sites 5 and 6 are to be dropped temporarily and site 3 might be developed by other interests.

The original plan would have provided an additional 450 parking spaces and cost an estimated \$1.26 million, including the cost of acquiring the land, demolition of structures and preparation of the surface for parking.

Considering only the four sites, the cost would run just under \$1 million and the net gain in parking spaces would come to about 240.

To finance the project, Tanaka has recommended the city establish a "downtown parking district" as the most flexible approach for providing needed, new off-street parking lots.

State law permits municipalities to establish parking districts for providing public parking facilities and to establish the boundaries of such a district. Within the district, property owners can be assessed for the costs of acquisition and improvement of such facilities.

The boundary for the parking district shown on the accompanying map, also were changed by the commission. The proposed district changed to include the downtown area only from Fourth Street to West Boulevard and from the alley north of Main Street to the alley south of Kansas City Street.

Tanaka said he will revise the interim parking plan and return with a formal proposal which the commission can present to the city council.

Under the state parking district law, however, property on which one-family or two-family dwellings are located are exempt from the assessment. The city council can establish the parking district boundaries by resolution following public hearings.