

Committee will recommend downtown parking district

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While the city council's public safety committee discussed repercussions from the increased fine for parking violations during its meeting Monday, the public works committee Tuesday took a step toward alleviating the downtown parking situation.

The committee will recommend to the city council Monday that a parking district be established in the downtown area as a means to help finance the acquisition, develop-

ment and operation of off-street parking lots.

Boundaries of the proposed parking district would be West Boulevard and Fourth Street and from the alley north of Main to the alley south of Kansas City with a jog at Fifth Street to Kansas City then over to Fourth.

The committee also will recommend the city proceed along the guidelines set forth in the Interim Parking Study as prepared by THK Associates, Denver planning consultant firm retained by the city planning

commission. The planning commission earlier Tuesday adopted a resolution calling for the action.

THK Associates has recommended the acquisition of land for four surface parking lots in the downtown core to provide additional off-street parking for the business district. Estimated cost of the total package for land acquisition, demolition of existing structures and surface improvements only comes to \$1.275 million.

The city parking lot and area fund, which comes from 50 per cent of the net income from parking meter receipts, would not be enough to finance this type project. Recently, however, the city council ruled that all of the net income after operating costs and debt service be placed in the parking lot and area fund in an effort to raise additional funds for developing off street parking.

Even this, however, would realize only about \$10,000 or \$12,000 a year, THK points out.

The THK parking study recommends, "The establishment of a downtown parking district seems the best, most flexible approach for providing needed, new off-street parking lots."

The study continues, "Not only would a special district allow assessments to be made against an area which receives a direct benefit, but this approach also allows costs to be defrayed from other sources as well. This means that parking meter revenues, authorized transfers from the general fund or revenues from the new facility could be

used as part of a total financing package for additional lots."

State law permits the establishment of parking districts and permits levying assessments against property within the boundaries to cover the costs of acquisition and improvement of such facilities. Property subject to assessment includes business and commercial property and only that residential property that is larger than two-family dwelling.

Duane Genzlinger, city traffic engineer, reported that he would have a recommendation ready for the council Monday on the proposal to lease the old used car lot at Fifth and St. Joe as an interim parking lot. Details have not been finalized, he said, because of difficulty in contacting the out-of-state owners.

The committee also will ask the council to take steps to establish a storm drainage and a street improvement district in the Mahoney and Airport Additions and for the area to the immediate south in North Rapid. Purpose is to set up the area for the proposed public works project under the Economic Development Act to make jobs for the unemployed and under employed in that area.

Ernie Hansen, water and sewer superintendent, estimated it would cost about \$300 a month for city crews to inspect the lift stations for the Rapid Canyon Sanitary Sewer District. The Rapid Canyon district had requested the city to perform this service, but the committee was reluctant to approve.

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