Committee will recommend
downtown parking district

By ROD VELL
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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, development 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 back to Fourth.

The committee also will recommend the city proceed on the guidelines set forth in the liberty Parking Study as prepared by THK Associates. Denver planning consultant firm retained by the city planning commission. The planning commission's request 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 $1.15 million.

The city parking lot and area fund, which comes from 50 percent of the net income from parking, meter revenues, 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 $9,000 or $15,000 a year, THK points out.

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

The study cites, "Not only would a special district allow assessments to be made against an area which receives a direct benefit, but this approach also allows existing buildings to be exploited 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." Rate law permits the establishment of parking districts and permissive legislation against property within the boundary to cover the costs of acquisition and improvement of such facilities. Property subject to assessment includes business and commercial property and only that real estate property that is larger than multifamily dwelling.

Barney Gendler, city traffic engineer, reported that he would have a recommendation ready for the council Monday on the proposal to lease the city-owned 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 street improvement district in the Mahaney and Airport Addition and for the area to be an immediate south in the North Rapid. Purpose is to set up the meet for the proposed public works project under the Economic Development Act to make jobs for the unemployed and underemployed in that area.

Hiring Hauser, water and sewer superintendent, estimated it would cost about $500 a month for city crews to inspect the 90 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.