



Mayor's Downtown Parking Working Group
Consultant's Final Report Executive Summary

Phase II Parking Study

April 30, 2008

Background

Phase Two work consists of four primary tasks: 1) Define Downtown Parking Stakeholder's Core Purpose and Core Values; 2) Inventory On-Street Parking Conditions & Regulations and Make Recommendations; 3) Observe Off-Street Parking Lot Conditions and Design Codes and Make Recommendations; 4) Update the Parking Supply and Demand Situation in the Core Downtown Area and Make Recommendations.

Task 1 – Downtown Parking Stakeholder's Core Purpose and Core Values

A well attended and productive public working session was conducted on February 28, 2008. The result of the public working session was the development of a draft "Mobile Downtown Parking Memorandum of Understanding". The document lists core purpose and values of a "new" downtown parking system as envisioned by private sector stakeholders. The document is attached as Exhibit 'A' of this report.

Recommendation:

Public sector embrace the recommendations of the Working Group and agree to a new public/private partnership based upon the defining principles contained in the Mobile Downtown Parking Memorandum of Understanding.

Task 2 – Inventory On-Street Parking Conditions and Make Recommendations

The consultants performed a detailed inventory and analysis of on-street parking conditions and regulations within the core downtown area. **If all of the recommendations for increasing on-street parking were implemented approximately 230 new spaces would be created with a value of \$4,140,000 (at \$18,000 per space).** The results of this analysis showed that posted signage and regulations are in very poor condition throughout the downtown area. Most of the posted signage is old and in disrepair; street and curb markings are universally in a state of poor and faded condition; there are a large number of old loading zones that are no longer needed. Detailed analysis and recommendations are included as Exhibit 'B' of this report.

Recommendations:

- 1. Implement on-street changes as defined in Exhibit 'B' of Consultant's Final Report.**
- 2. Update all signage, street and curb markings based upon recommended changes.**

On-street parking is the most valuable and least costly parking that the City can create. It is also the easiest and fastest way to add additional parking capacity that is sorely needed in Downtown Mobile.



Task 3 - Observe Parking Lot Conditions and Design Codes and Make Recommendations

The consultants documented existing physical conditions of downtown parking lots and we reviewed design standards under the current Mobile planning and zoning codes. We found some examples of good parking lot design, but many surface lots serving the downtown core area are in very poor condition. We documented a number of existing lots that are “underdeveloped”, exhibiting poor surface conditions & trip hazards, a lack of proper screening or landscaping, growing weeds and poor signage. These substandard parking lots degrade the image of the downtown due to their poor physical and aesthetic conditions. Detailed analysis and recommendations are included in Exhibit ‘C’ attached.

Recommendations:

- 1. City amend current design standards for surface lots within the Hank Aaron Loop under a new set of guidelines that are more urban than suburban in nature.**
- 2. Importantly, we are further recommending that an amortized zoning requirement should be adopted to bring all nonconforming lots into compliance with the new design standards once they are adopted.**
- 3. The Alliance should develop, for City review & approval, a draft ordinance based upon best practices urban design standards.**

Task 4 - Update Parking Supply and Demand Situation in Core Downtown Area and Make Recommendations

Our findings show that parking supply in the core area is not sufficient to meet current demand, particularly in the area surrounding the new RSA Tower. The findings further demonstrate that the current parking shortage will likely get more acute as the RSA Tower fills with tenants and as the Convention Center grows to capacity. If something is not done soon to add parking inventory, our findings indicate new development may be significantly impacted, and that existing vacant buildings will become more difficult to redevelop due to a lack of parking supply in the core area. Please see Figure 1 and Figure 2 below. Detailed analysis and recommendations are included in Exhibit ‘D’ attached.

Recommendation:

- 1. The City of Mobile create a Public Parking Authority to provide for centralized planning, financing, construction and maintenance of new structured parking.**
- 2. The City establish a parking enterprise fund to retain all parking income to be used for the creation of parking in the downtown.**

Figure 1
Development “Hot Spot” Area

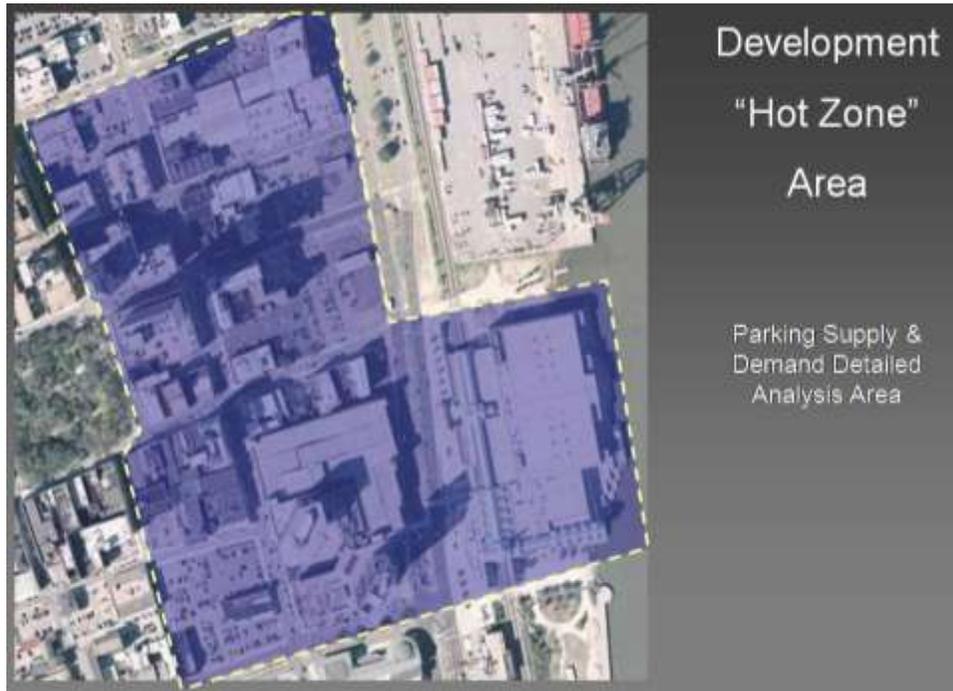


Figure 2
Projected Parking Supply & Demand

Current and Projected “Hot Zone” Parking Supply & Demand Summary	
• Current Supply In “Hot Zone” =	4,324
• <u>Current Demand RSA @ 48% Occupancy =</u>	5,026
Current Deficit	702
• <u>Projected Demand Dec. 08 RSA 81% =</u>	5,822
Projected Dec. 08 Deficit =	1,498
• <u>Projected Demand RSA 100% =</u>	6,069
Projected Deficit RSA 100% =	1,745
• <u>Projected Demand Total Occupancy =</u>	7,059
Projected Deficit At Total Occupancy =	2,735

Figure 3
Major Building Vacancies in Hot Zone

