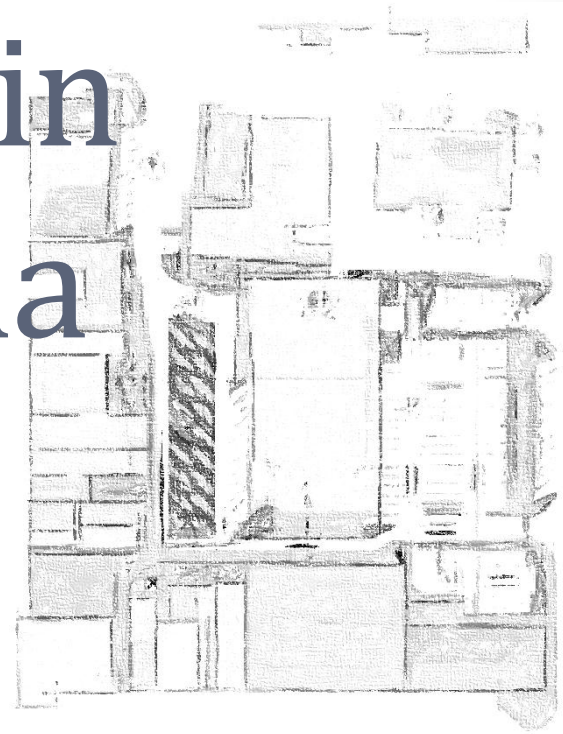


Downtown Parking Project and LID in Auburn, Alabama

Justin Steinmann, AICP

Principal Planner

April 9, 2014



Background

- Auburn Parking Deck Feasibility Study 2006
 - Recommended eight changes in existing parking operations to improve downtown parking.
 - Recommended construction of new parking deck to meet projected demand.
- Parking Deck Pre-Schematic Design 2008
 - Updated parking demand figures indicate parking deck not needed until 2020.
- Downtown Parking Strategy 2009
 - Based on current demand which may change based on development trends.
 - Four key principals of strategy:
 - Improve management and operation of existing public parking facilities.
 - Improve the appearance of existing public parking facilities.
 - Construct additional parking facilities.
 - Reduce parking demand.

2012 Citizen Survey

- 61% of Auburn residents identified more downtown parking as VERY IMPORTANT
- Also important to residents are:
 - Outdoor Entertainment Venues
 - More Green Space
 - Simplified Parking
 - Aesthetics (“Loveliest Village”)
 - More Variety of Activities
 - Vibrant Downtown

CompPlan 2030 Recommendations

- T 1.2.6: Conduct a review of pedestrian access from downtown parking sites to downtown destinations and provide recommendations for improvement.
- T 3.1.3: Continue to monitor parking needs downtown and provide additional parking, including expansions to parking structures, as needed.

Downtown Parking Project

- Process

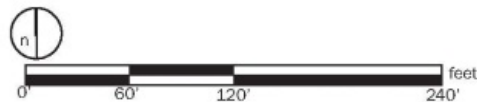
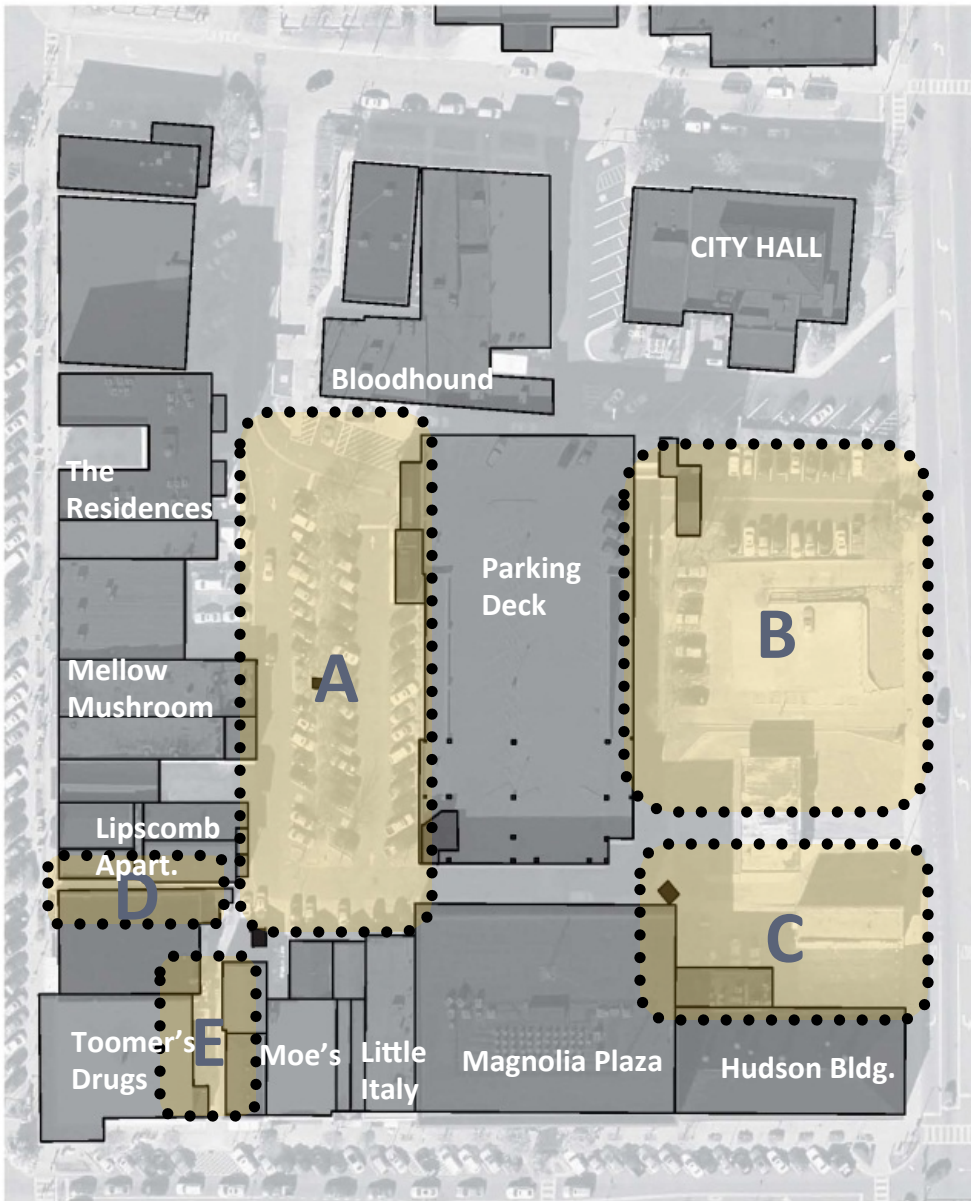
- Conduct meetings with city staff, civic groups, business groups, property owners, merchants and other stakeholders to identify project goals and develop preliminary concepts.
- Assemble design team to develop alternate design scenarios to meet project goals.
- Present design alternatives to stakeholders for feedback and selection of desired design option.
- Finalize design, develop preliminary cost estimates and present to City Council.

Downtown Parking Project

- Project Goals/Values
 - Increase parking
 - Improve safety of surface parking areas
 - Enhance pedestrian access to downtown
 - Provide space for downtown events
 - Enhance downtown redevelopment opportunities
 - Enhance aesthetics of parking area and rear of buildings on Magnolia and College
 - Provide open space
 - Correct drainage and utility issues

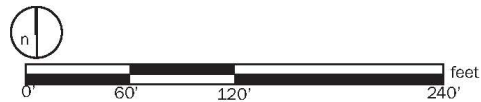
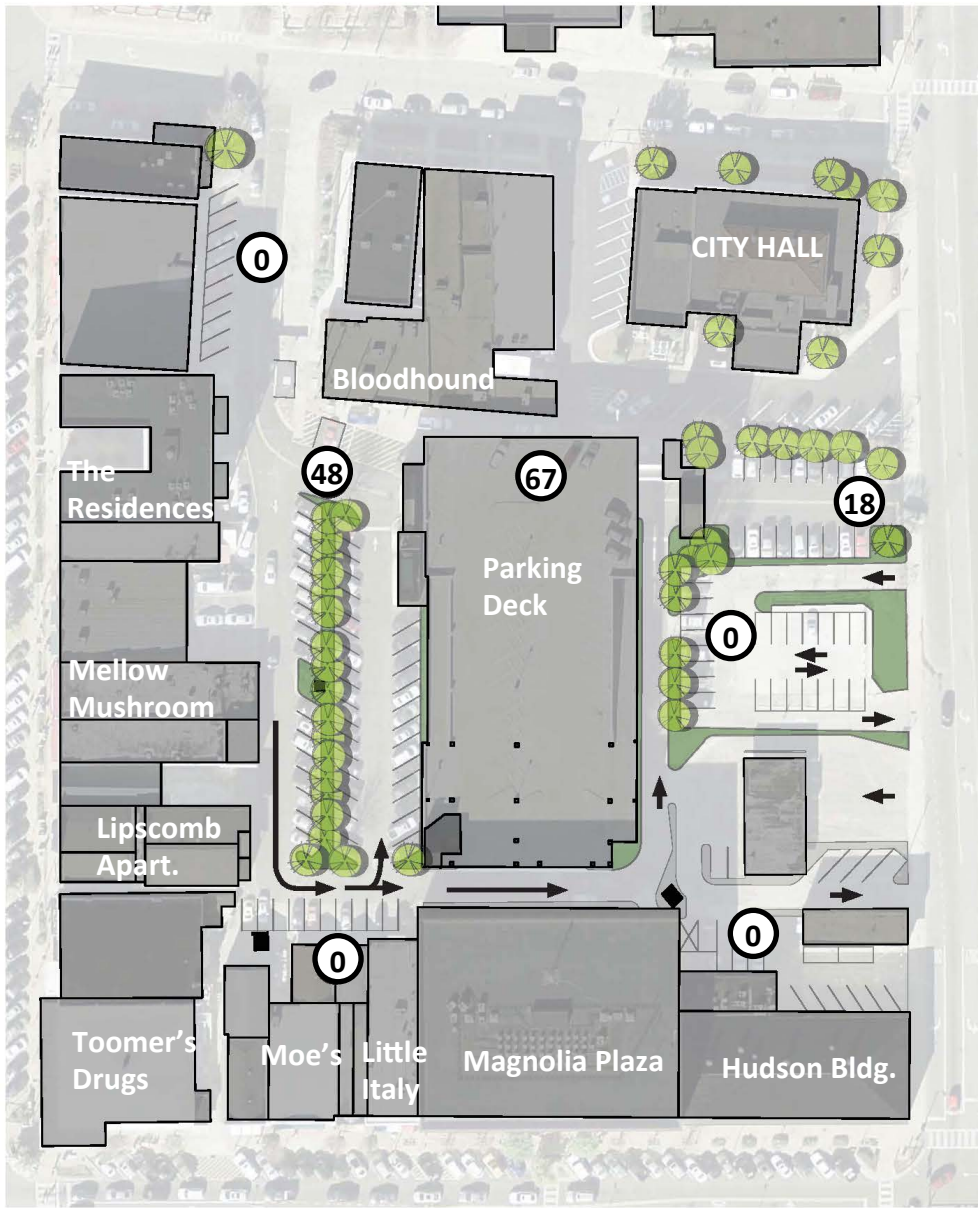
Existing

- Five Distinct Sites
- The designs for each site were interchangeable, leading to multiple possible combinations



Existing

133 Existing daily public parking spaces

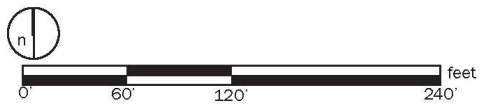
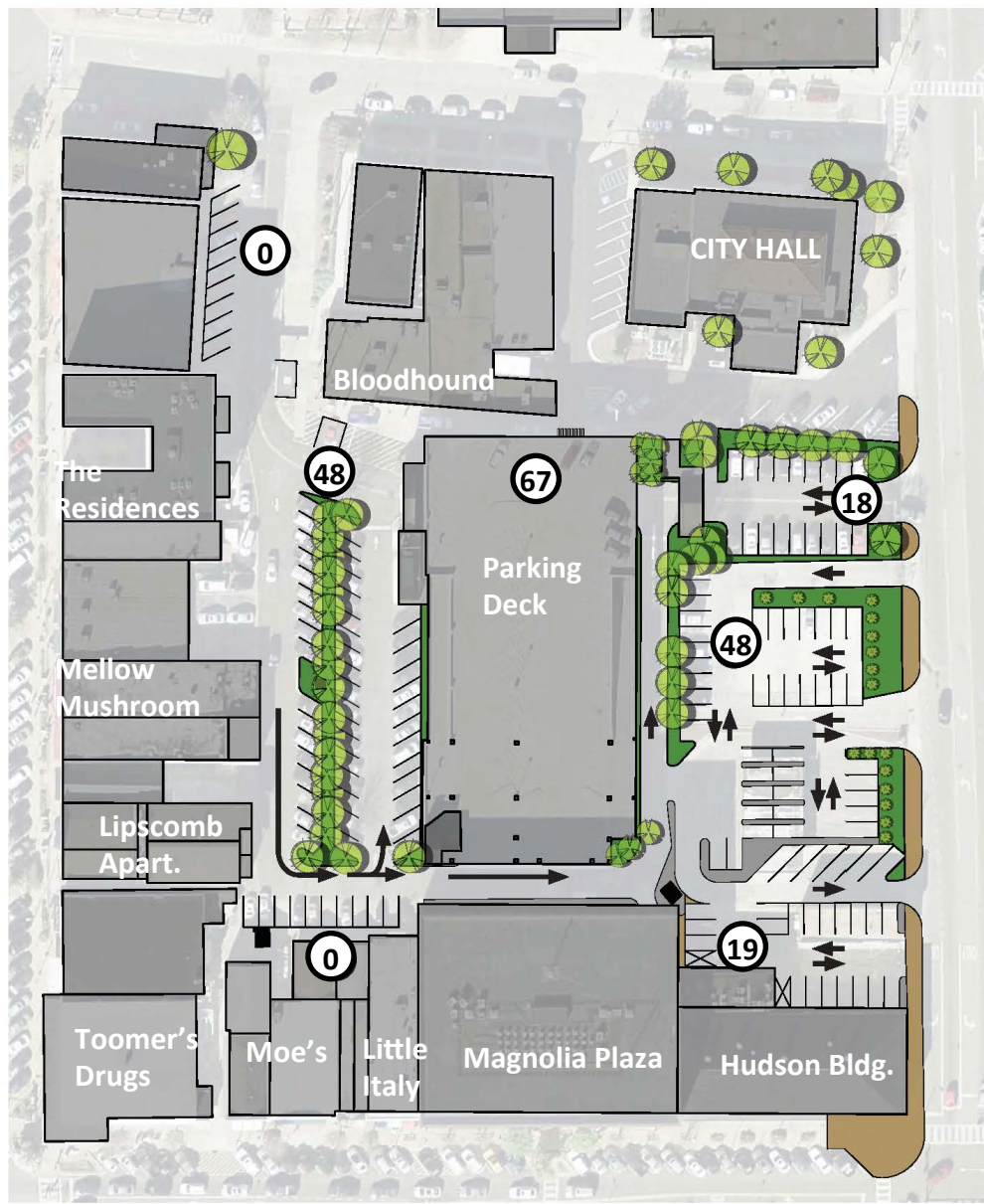


Temporary

Minimal Demolition

Existing daily public parking	133
Proposed daily public parking	200
Net gain to daily parking	+67

The temporary plan provided immediate daily parking for public use.



Temporary

Minimal Demolition



Before



After

Design Alternatives

Gay Street Property



Existing



- The lot east of the parking deck included a number of elements which needed to be demolished such as the bank drive thru and the vacant yellow building on Gay Street.
- There were existing areas where vehicular and pedestrian circulation is poor.



Scenario 1

Minimal Demolition

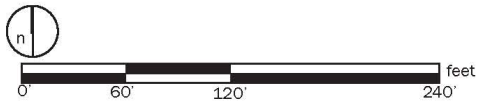
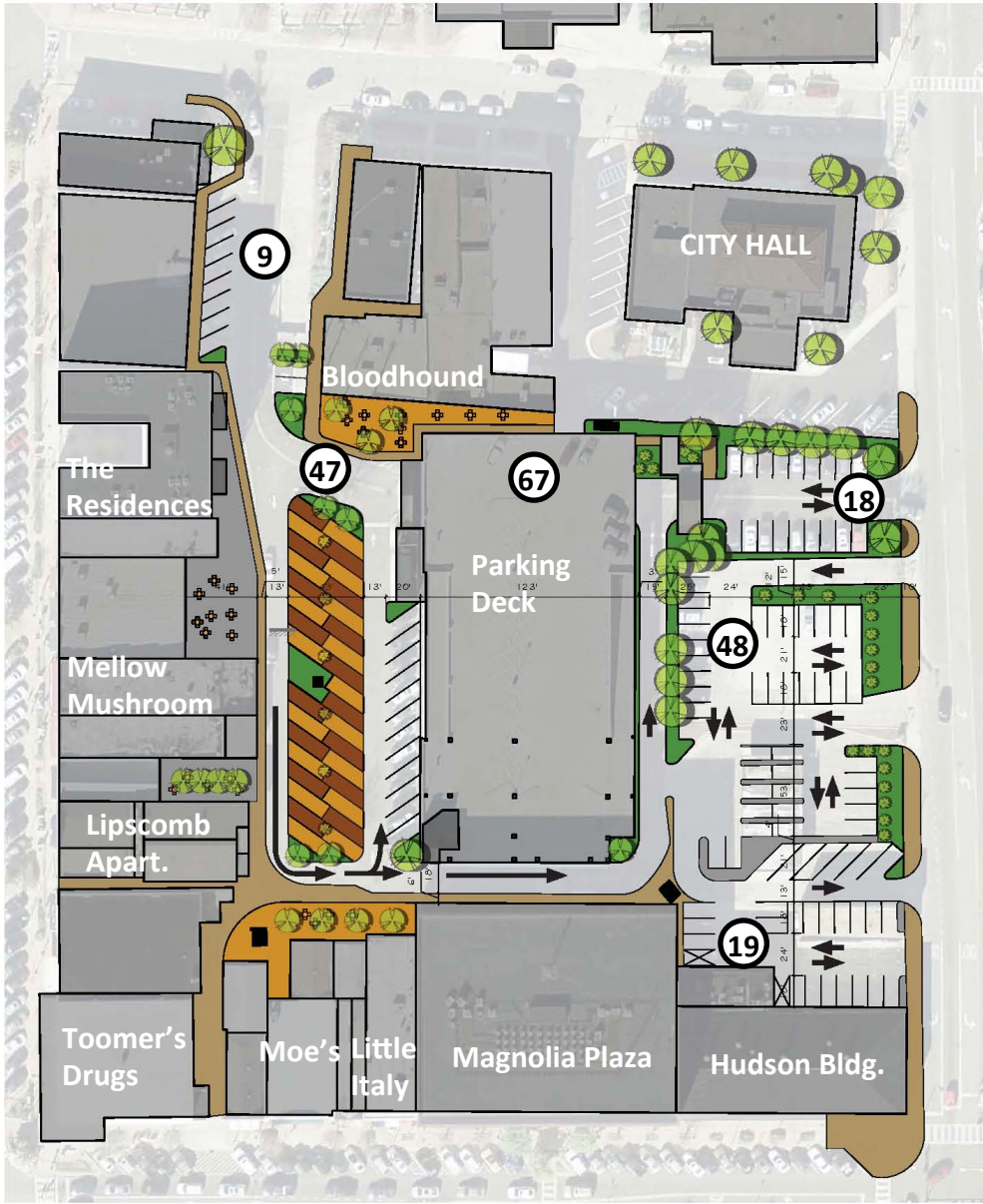
Existing daily public parking	133
Proposed daily public parking	208
Net gain to daily parking	+75

Pros

- Minimized the necessary demolition and grading, thus lowers the cost.
- Addressed aesthetic issues in the western lot.
- Provided outdoor seating areas behind Magnolia and College Street restaurants.
- Included a secondary entry and exit point from Gay Street.

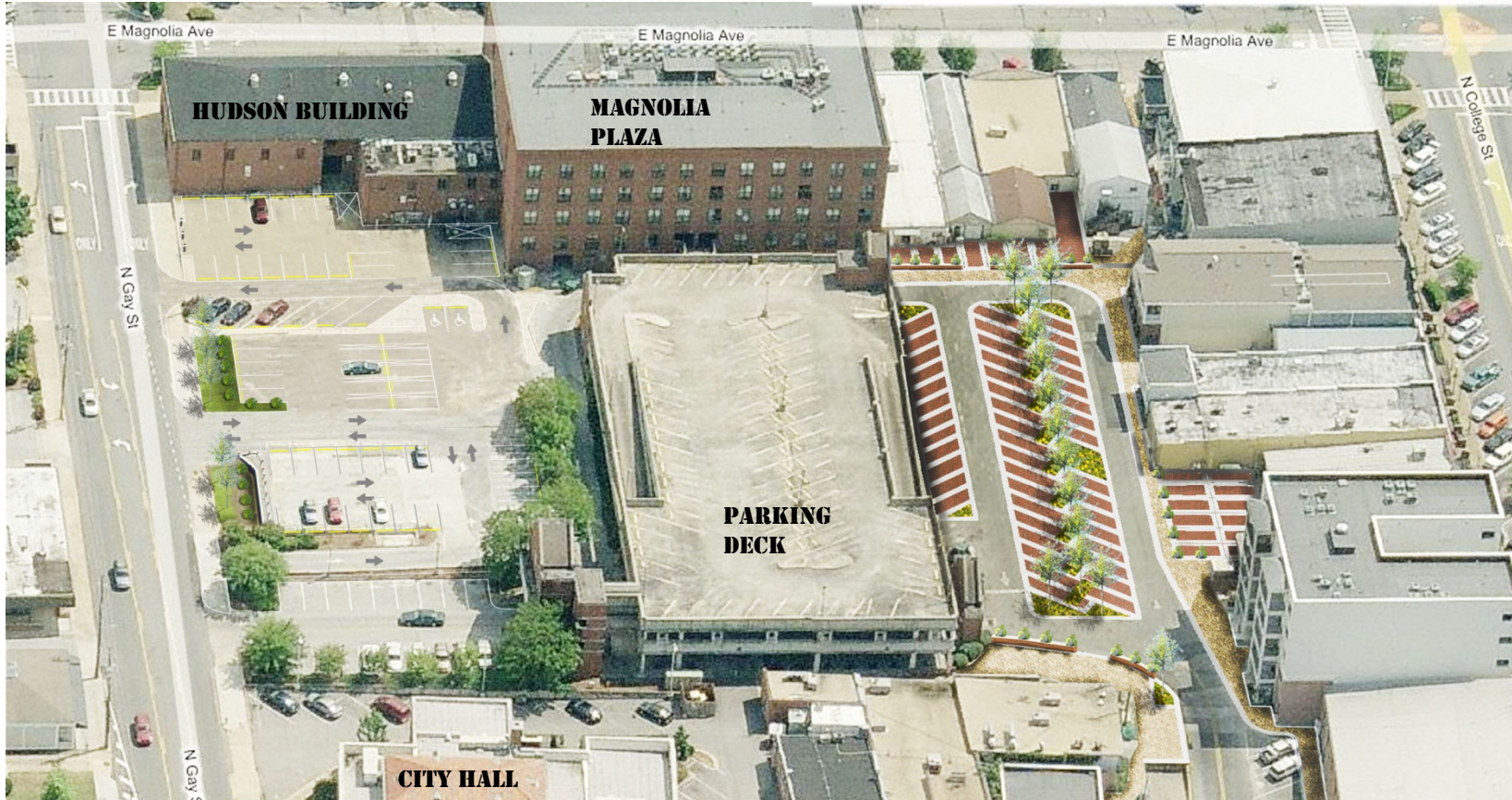
Cons

- This scenario did not include an open space as a part of the eastern lot.
- There were minimal pedestrian improvements flowing from the eastern to western lots.
- Surface treatments were not improved in the eastern lots.
- Vehicle circulation was complicated.



Scenario 1

Minimal Demolition



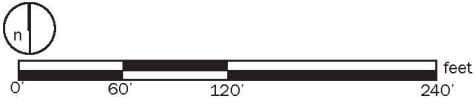
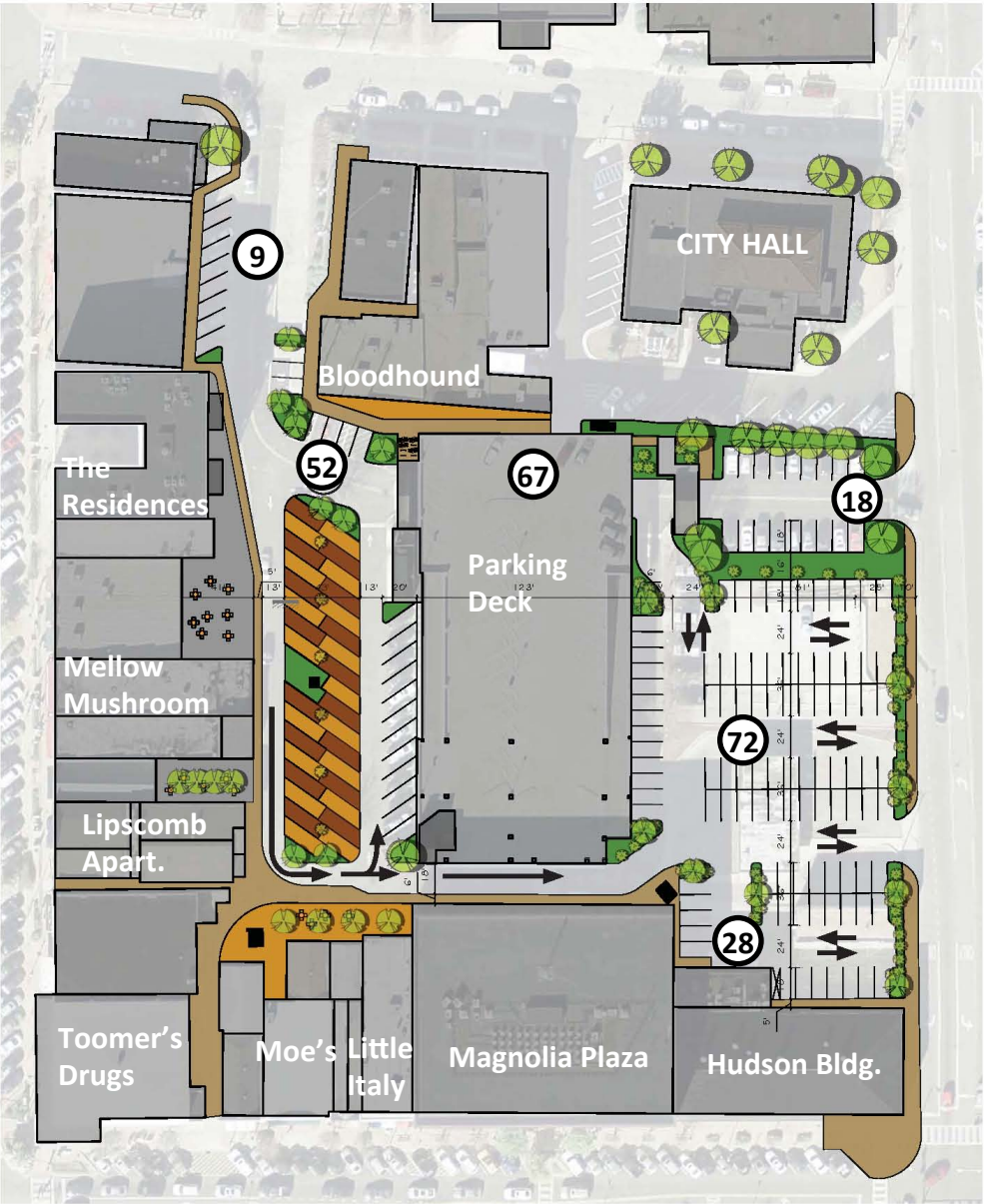
Scenario 2

Maximization of Parking

Existing daily public parking	133
Proposed daily public parking	246
Net gain to daily parking	+113

- Pros
- Addressed aesthetic issues in the western lot.
 - Provided outdoor seating areas behind Magnolia and College Street restaurants.
 - Maximized available public parking.
 - Multiple vehicle access and entry points

- Cons
- The open space in this scenario was limited, reducing the utility of the space.
 - There were minimal pedestrian improvements flowing from the eastern to western lots.
 - Planters in the western lot might have interfered with using the space for public events.



Scenario 2

Maximization of Parking



Scenario 3a

Maximized Open Space

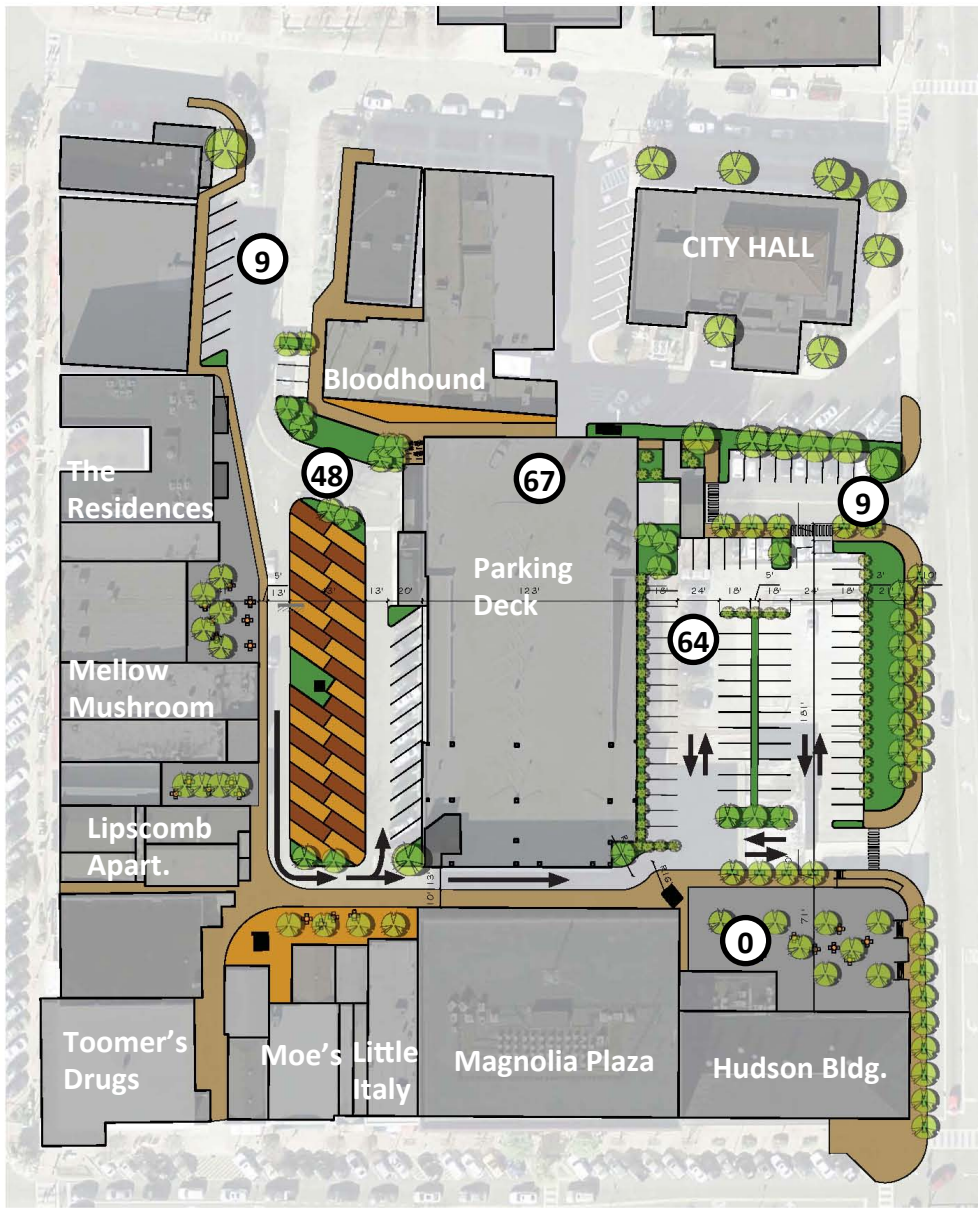
Existing daily public parking	133
Proposed daily public parking	197
Net gain to daily parking	+64

Pros

- Addressed aesthetic issues throughout the parking lots.
- Provided outdoor seating areas behind Magnolia and College Street restaurants.
- Provided open space and event space within the eastern lot.

Cons

- Provided less public parking.



Site B&C-1

Gay Street Public Space





2

**HUDSON
BUILDING**

MAGNOLIA PLAZA



N. Gay Street

Scenario 3b

Balance of Open Space & Parking

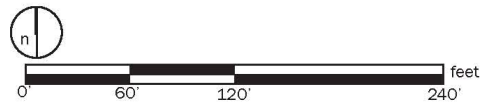
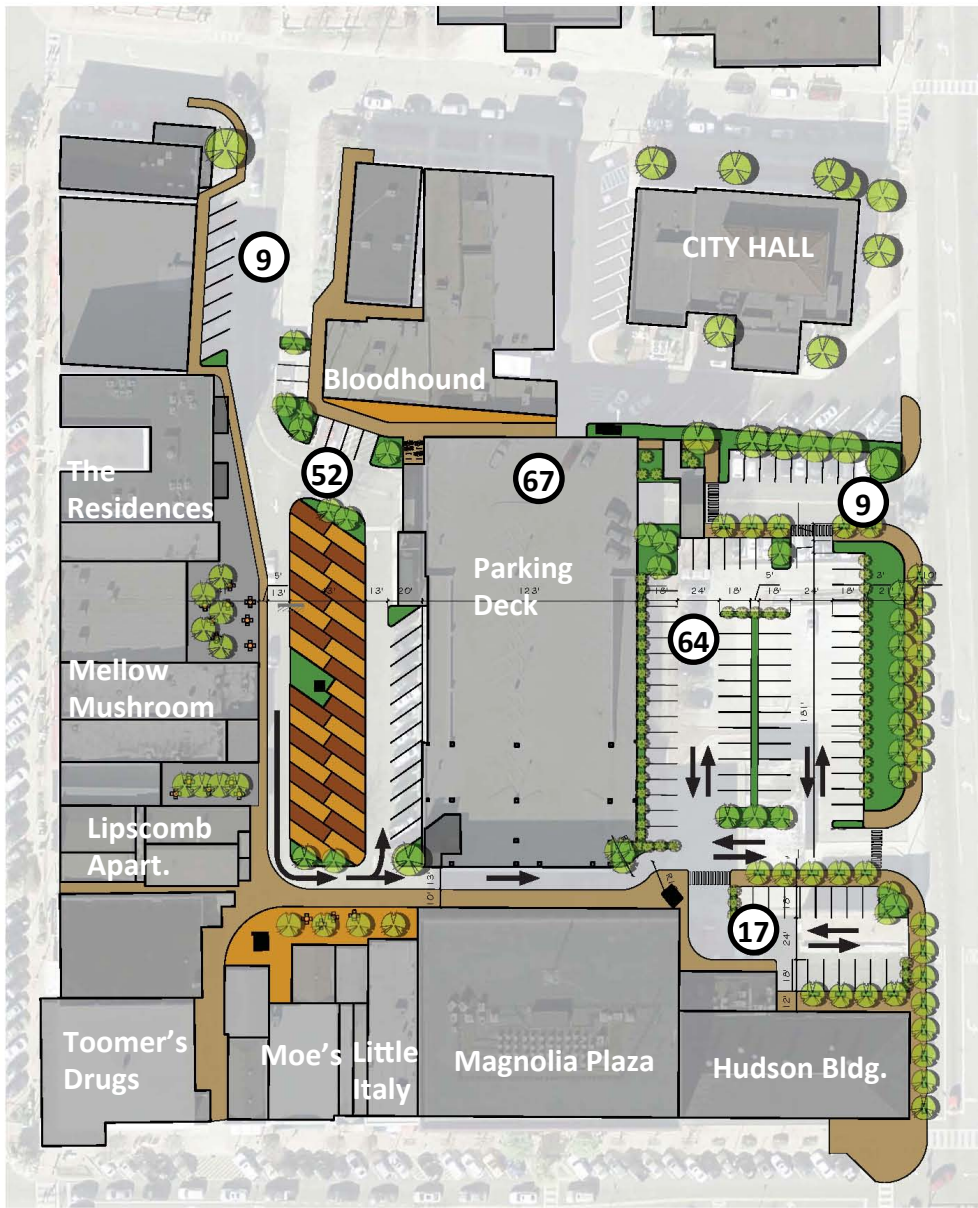
Existing daily public parking	133
Proposed daily public parking	218
Net gain to daily parking	+85

Pros

- Addressed aesthetic issues throughout the parking lots.
- Provided outdoor seating areas behind Magnolia and College Street restaurants.
- Provided additional parking in area C.
- Provided open space within the eastern lot.

Cons

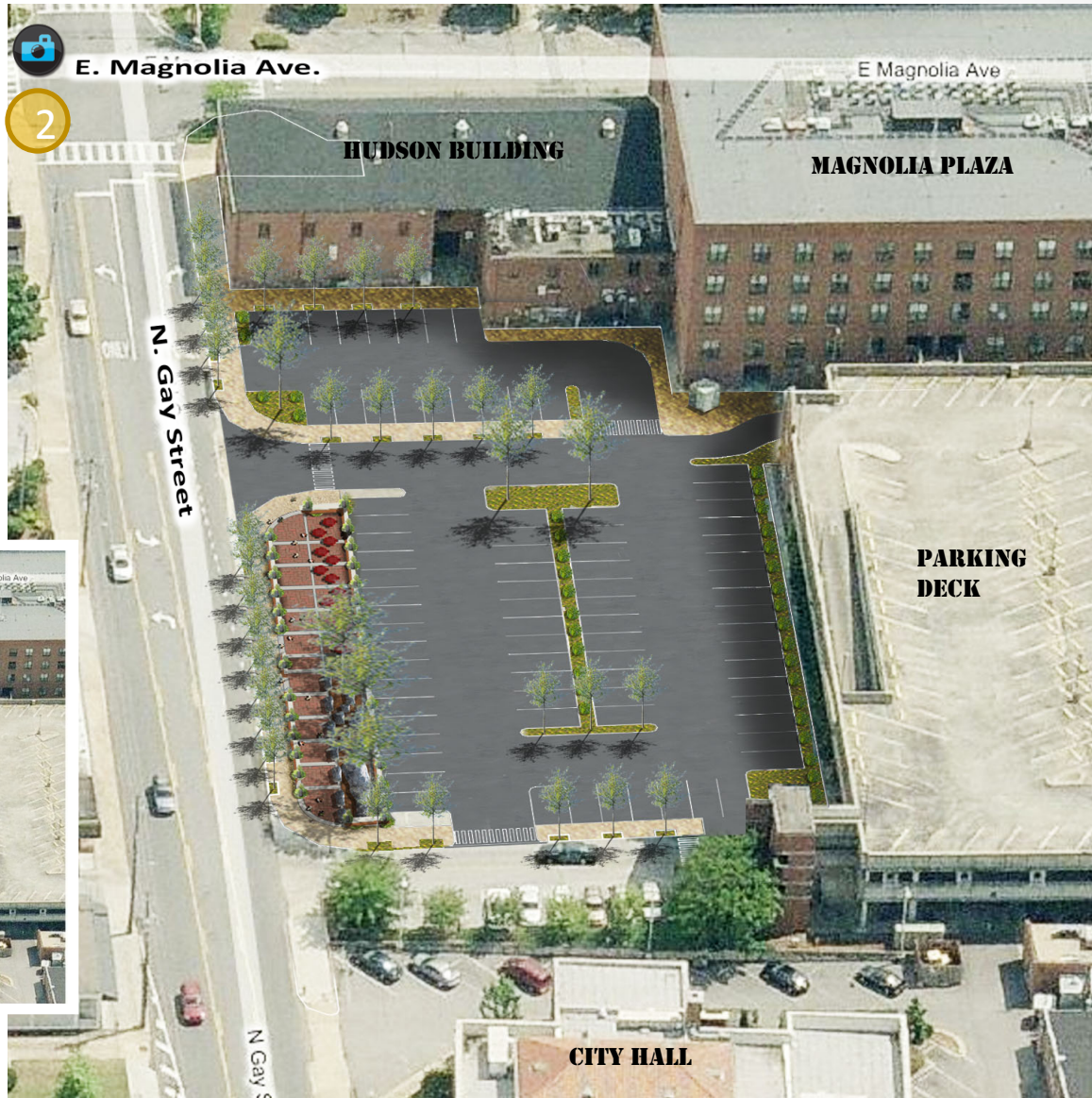
- Public parking was not maximized.



Site B&C-2

Gay Street Public Space





Before

Scenario 3c

Balance of Open Space & Parking

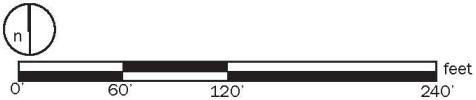
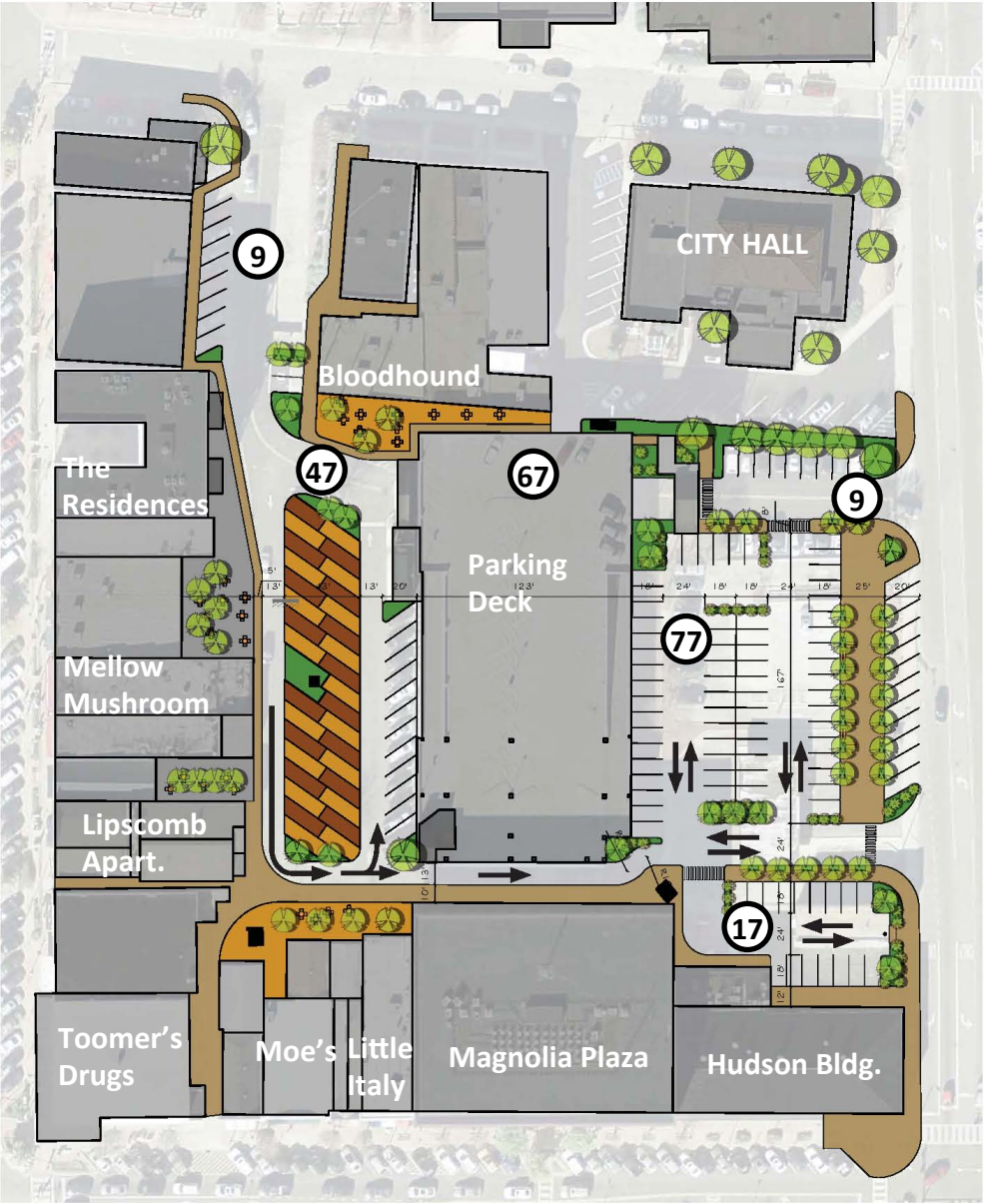
Existing daily public parking	133
Proposed daily public parking	226
Net gain to daily parking	+93

Pros

- Maximizes the number of parking spaces while still providing aesthetical enhancements.
- Addresses aesthetic issues throughout the parking lots.
- Provides outdoor seating areas behind Magnolia and College Street Restaurants.
- Includes a secondary entry and exit point from Gay Street.
- Provides additional parking in areas B & C.

Cons

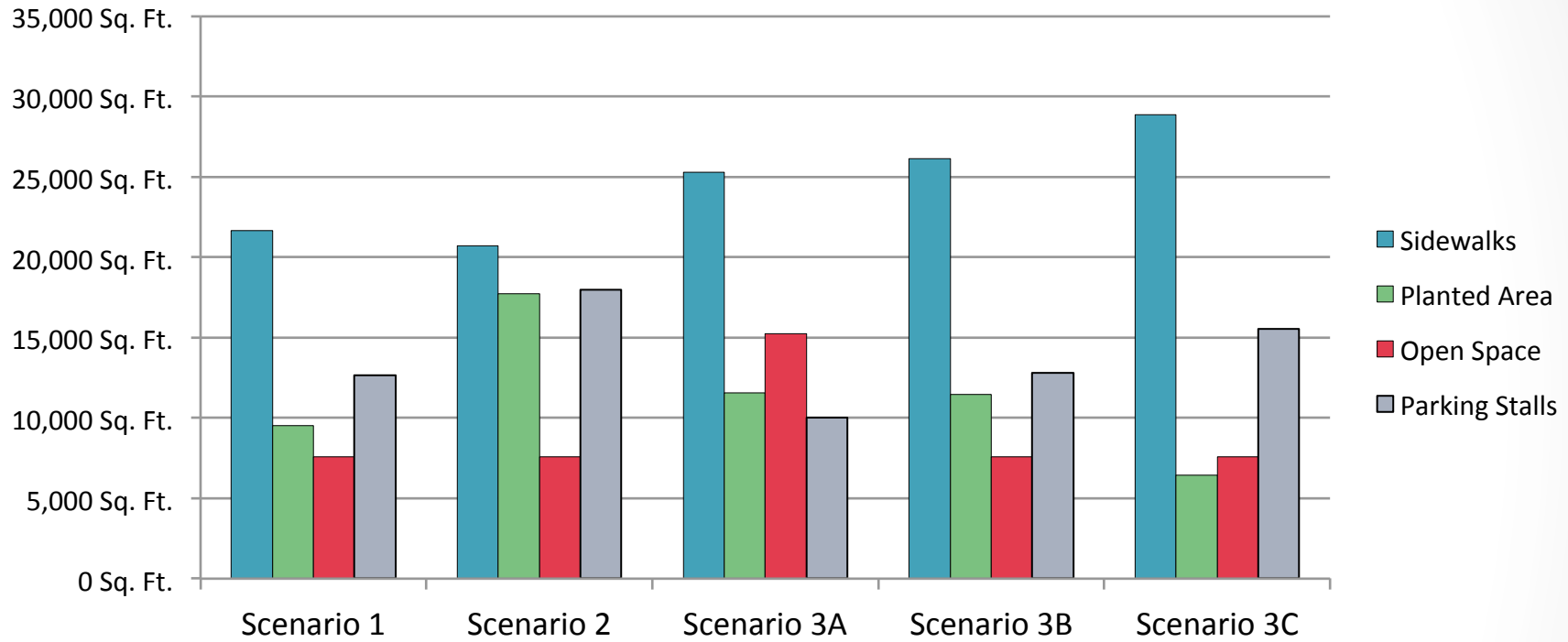
- This scenario does not include an open space as a part of the eastern lot.





Source: <http://www.designworkshop.com/portfolio/urban-design/the-commons.html>

Comparison Review



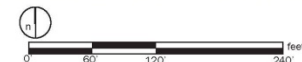
The designs can be interchangeable, leading to multiple possible combinations.

Stakeholder Feedback

- Majority prefer Scenario 3C; most expressed preference for balanced open space/parking enhancements
- Positive feedback from restaurant owners regarding additional outdoor dining space
- Support for dual-use parking/event space
- Positive feedback regarding alleyways

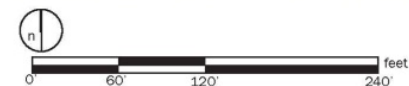
Scenario 3c

Balance of Open Space & Parking



Summary

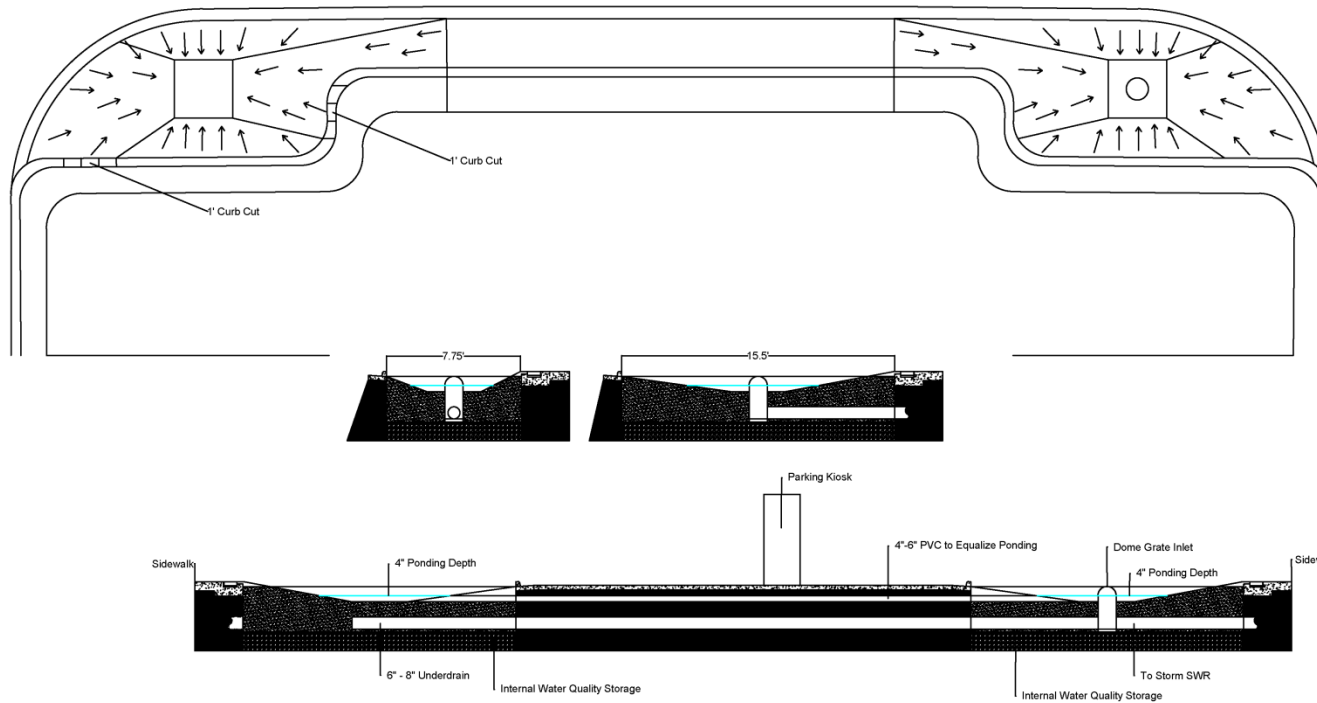
- Scenario 3c recommended with net gain of approximately 93 parking spaces and cost of approximately \$1.3 million.
- Temporary Phase – September 2012 - net gain of approximately 67 parking spaces.
- Phase 1 – Gay Street parking lot – Summer 2013.
- Phase 2 – Event Space and Alleys – Summer 2014.



Bioretention Area



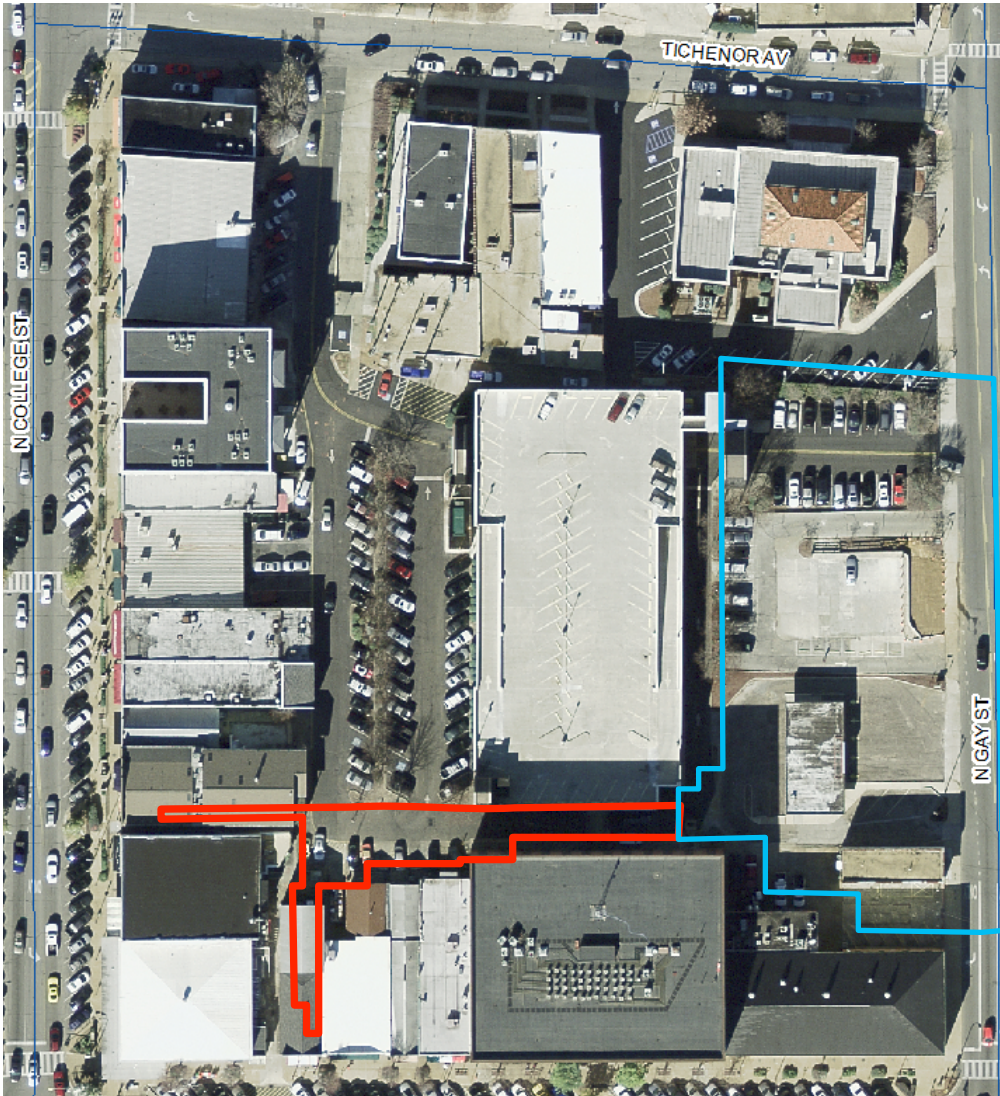
Bioretention Concept




Bioretention as Constructed



Phase II-A Project Limits



 Phase II - A

 Phase I

Phase II - Team Notes:

- No Clear Pedestrian Way
- Drainage Problems
- Poor General Housekeeping
- Opportunities for Multiple Use Space
- Poor Wayfinding
- Poor Connectivity to College St. and Magnolia Ave.

Phase II – Existing Conditions



Phase II – Existing Conditions



PHASE II CONCEPTUAL PLAN



Sidewalk Extension

Bicycle Parking

Outdoor Dining Area – The Hound

Crosswalk

Improved Recycling Facility

Multi-Purpose Parking Lot - Public

Multi-Purpose Parking - Private

Improved Landscaping

Multi-Purpose Parking - Private

College Street Alley Renovation

Outdoor Dining Area – Multiple Users

Magnolia Avenue Alley Renovation

+/- 37 Parking Spaces

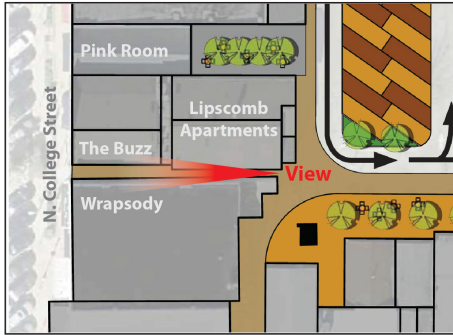
4,600 sq. ft. of Dedicated Outdoor Dining

+/- 30,000 Sq. Ft. of Event Space

1,000 Linear Feet of New Sidewalk

Downtown Parking and Pedestrian Improvement Project - Phase II

College Street Alley Concept Design Visualization

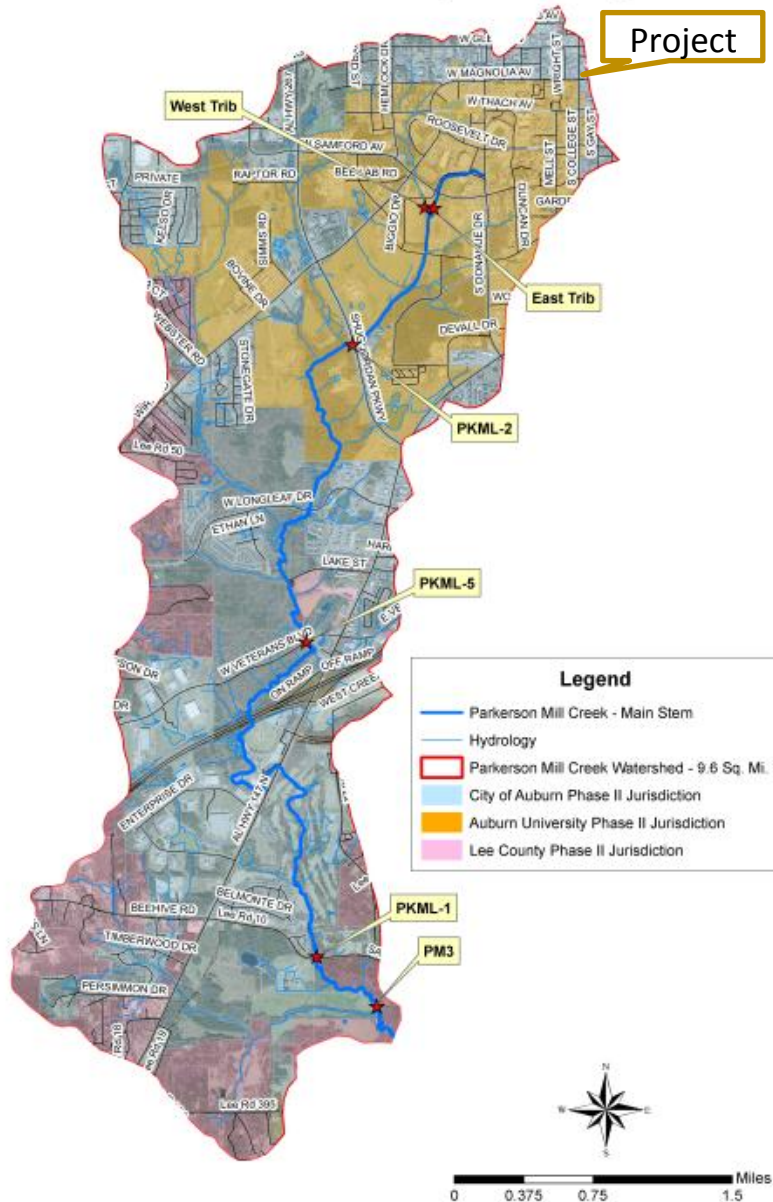


- Commercial Grade String Lights
- Improved Facade
- Removal of Roof & Daylighting of Alley
- Pedestrian Lighting & Signage
- Alley Signage
- Improved Drainage
- Removal of Old Concrete Column
- Brick Edging
- Exposed Aggregate Walkway

PHASE II

GRANT FUNDING OPPORTUNITY

Parkerson Mill Creek



ADEM Impaired Waterbody – 2008

- Cause: Pathogens (E-Coli)
- Source: Urban Stormwater

TMDL Established – 2011

P'Mill Watershed Management Plan Approved – 2010

*****Opens opportunities for use of 319 Non-Point Source Grant Monies**

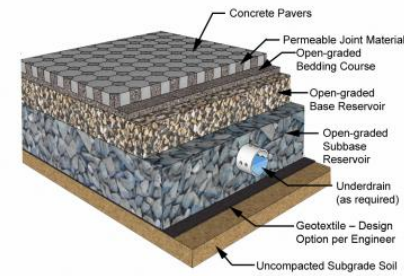
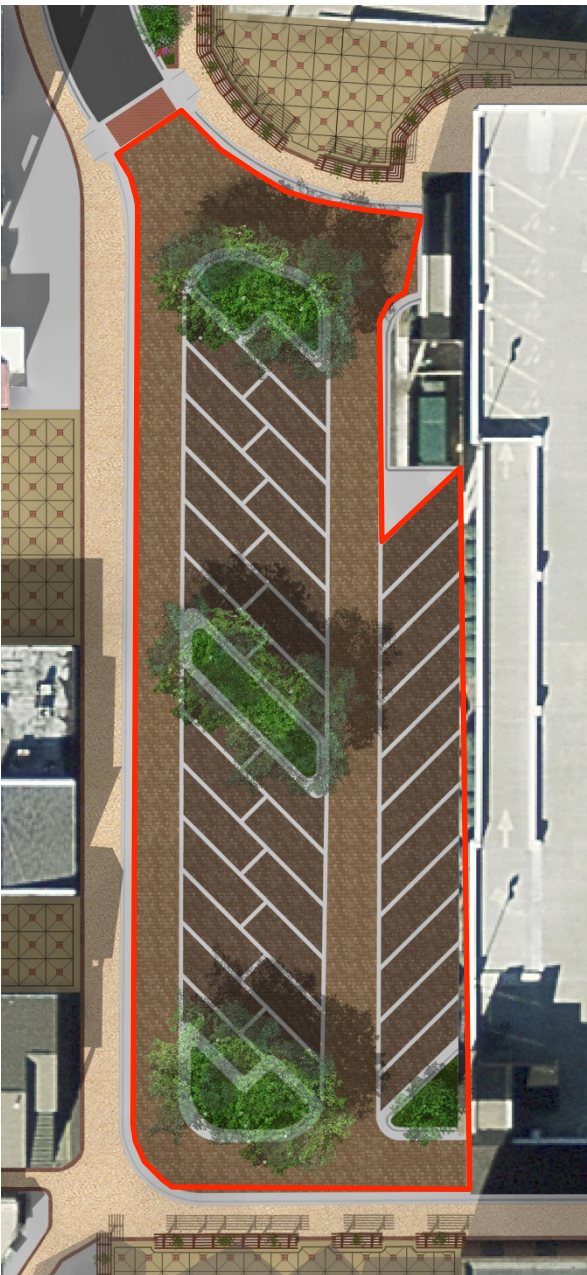
Permeable Pavers

Application – 20,000 Sq. Ft.

Cost – *Approximately \$10/Sq. Ft. or \$200,000

Grant Funding – 60% or \$120,000

Why – Improved water quality, improved drainage, improved aesthetics, and more appropriate for a multi-use space.



Project Challenges

- Primary goal of project was to add downtown parking
- Funding availability/project phasing

How Auburn Planning Supports LID

- Smart Growth principles in CompPlan 2030
 - Optimal boundary
 - Activity centers/mixed-use development
- CompPlan Natural Systems recommendations
- Other plans
 - Renew Opelika Road
 - Downtown Master Plan
 - Greenway/Greenspace Master Plan
- ISR requirements
- Open space requirements
- Bufferyard requirements
- Stream buffer requirements
- Shared parking/parking reduction ordinance



COMPLAN 2030

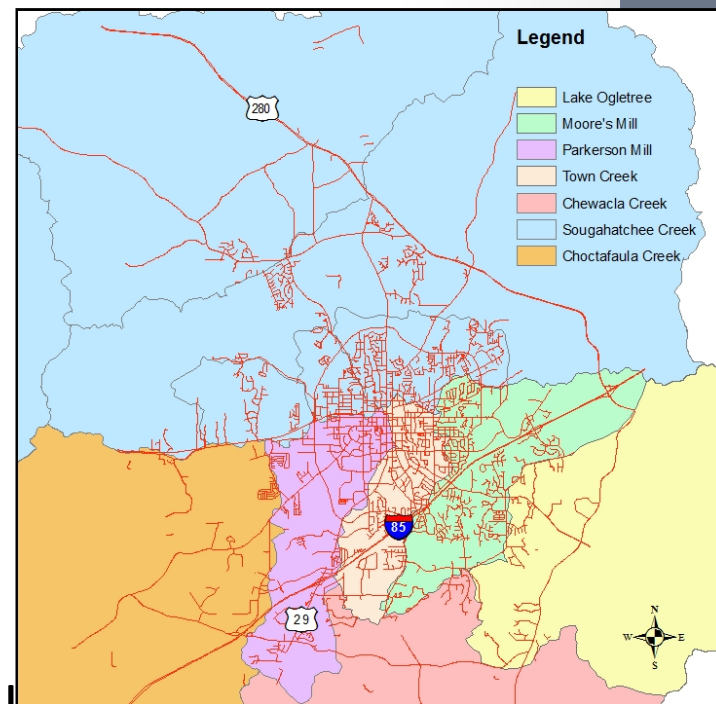
THE COMPREHENSIVE PLAN FOR THE CITY OF AUBURN

Natural Systems has five major goals:

1. Expand efforts to preserve and acquire open space.
2. Expand efforts to plant trees in public spaces and along streets and pedestrian pathways, while educating the public about the benefits of planting and preserving trees.
3. Promote the preservation of existing tree canopy and the planting of plentiful canopy trees as development occurs.
4. Manage stormwater to reduce runoff and impacts to local waterways.
5. Protect and improve water quality in the City's watersheds.

Selected Natural Systems Policies

- Promote the use of low-impact development practices on public and private lands, including possible incentive programs for residential installations of rainwater harvesting.
- Promote the distributed use of volume-reducing best management practices (low-impact development) while simultaneously promoting dual use, expanded use of larger peak-flow best management practices.
- Encourage the use of conservation subdivisions, particularly in environmentally-sensitive areas.
- Develop an environmental protection model to assess areas in need of protection.



Selected Natural Systems Policies

- Promote the use of reclaimed stormwater (greywater) for use in irrigation and the creation of more closed-loop systems/water catchments.
- Implement rainwater harvesting on public buildings.
- Provide information to the public and the development community about the benefits of reducing and reusing stormwater runoff.
- Consider the viability of implementing a stormwater utility fee to help fund the City stormwater program. Implementing such a fee would require enabling legislation at the state level.
- Review existing ISR standards to determine their effectiveness at reducing stormwater runoff.

Regulatory Challenges

- Preference for engineered stormwater solutions
 - Curb and gutter
 - Excess street width requirements
 - Detention ponds
 - Maintenance of alternative stormwater infrastructure
- Conservation subdivision regulations not widely used
- Impervious surface ratio allowances not tied to LID or other goals
- Implementation of CompPlan 2030 and other plans is not yet directly tied to budget goal-setting process

For more information

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