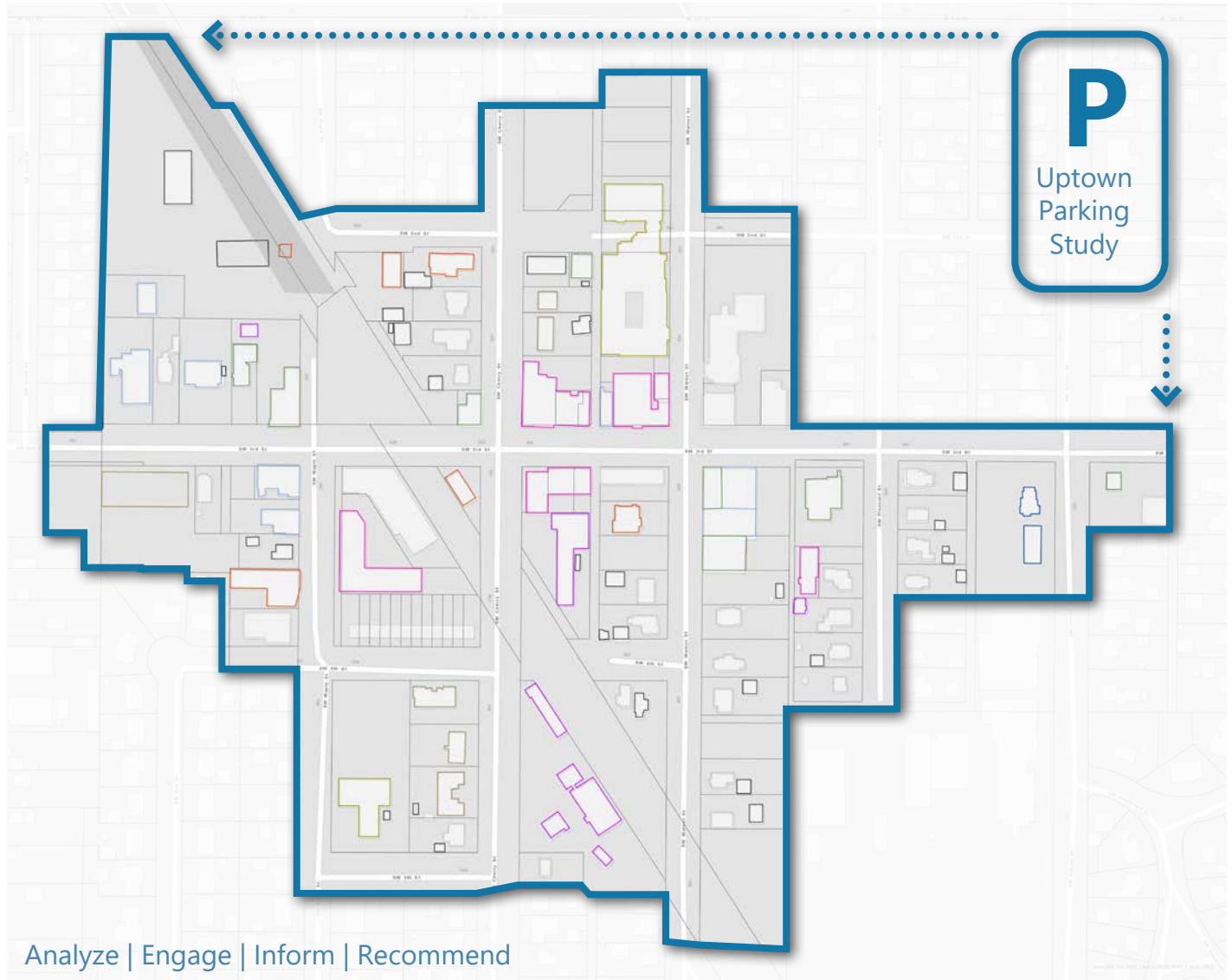


Uptown Ankeny Parking Study



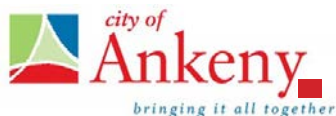
Acknowledgments

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01

Purpose & Study Area

Purpose & Study Area

Purpose of Uptown Parking Study

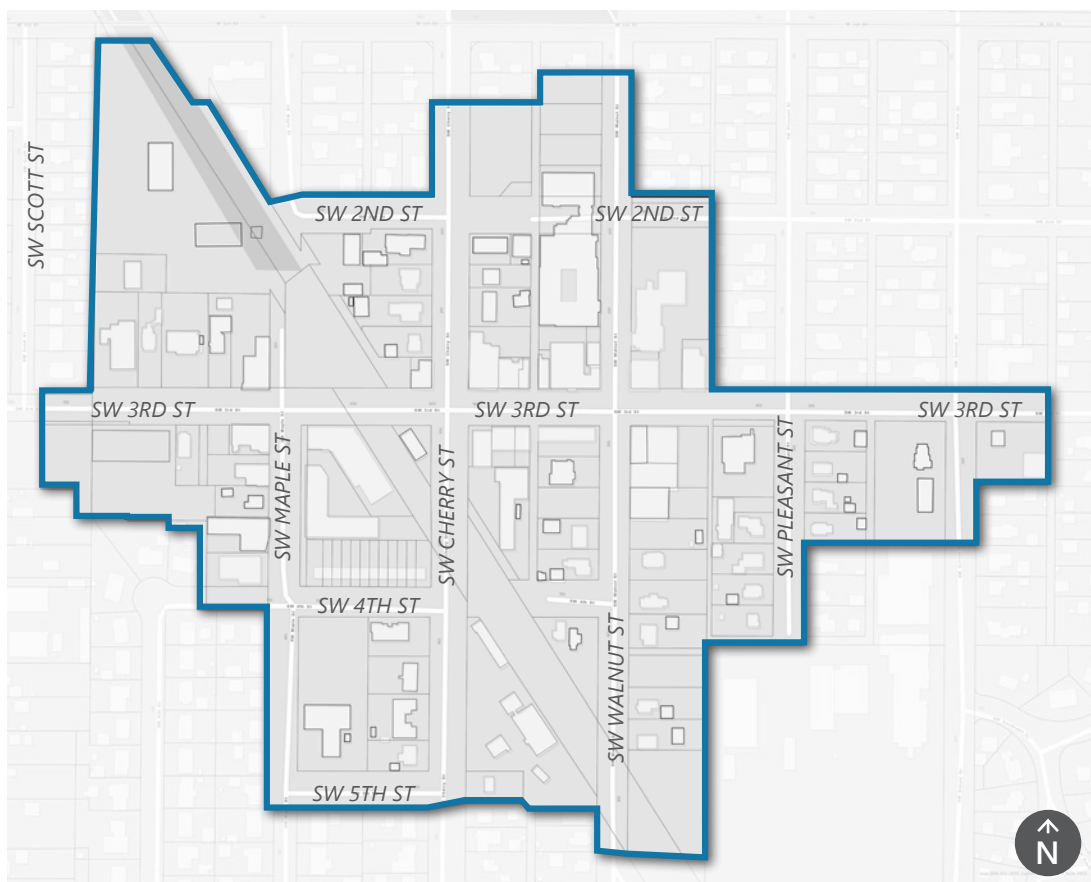
Parking is one of the first experiences that people have when traveling to a destination. Convenient and affordable parking is considered a sign of welcome. Parking that is difficult to find, inadequate, or inconvenient will frustrate users and can contribute to spillover parking problems in adjacent, often residential, areas. The purpose of this study is to provide an inventory of the existing parking supply in the Uptown District. The study provides a count of on-street and off-street parking spaces, an estimate for the demand on these spaces, and includes recommendations for increasing the public parking supply in the Uptown District, particularly in relation to potential additional development and walkability as conceived in the Ankeny Comprehensive Plan (2040).

Study Area

The study's parking strategies will cover SW Second Street to SW Fifth Street from SW Scott Street to SW Pleasant Street.

This includes areas such as the Ankeny Market & Pavilion (AMP) and other private parking areas that fit within the given boundaries.

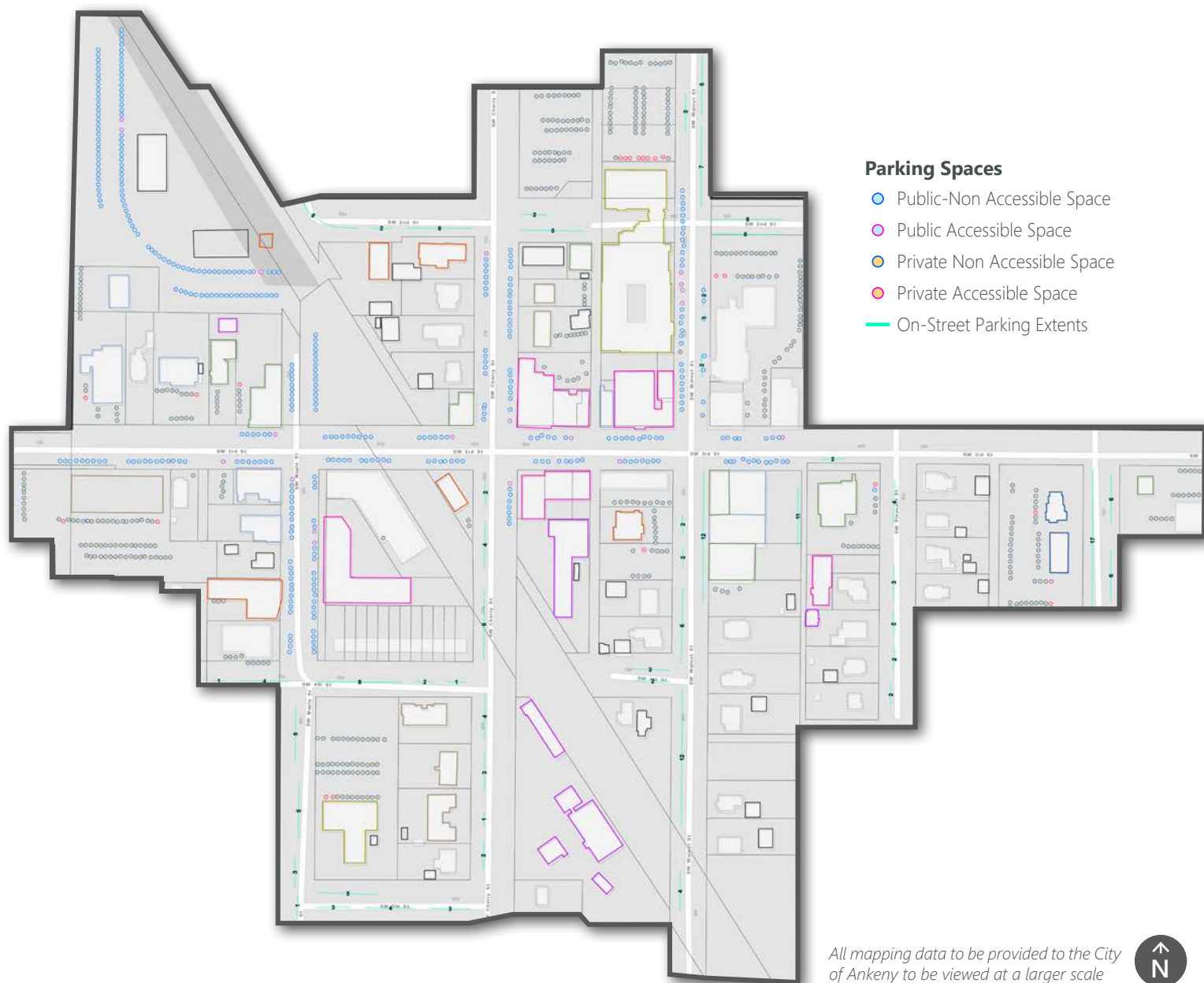
See the given map on the right for exact extents.



02

Existing Parking Resource Analysis

Existing Parking Network



On-Street Parking

In the Uptown District, on-street parking is a mix of diagonal and parallel parking, which is public area and represented by blue centered dots. The parking is less prevalent than off-street parking making up only 47% of the spaces in the area. Diagonal parking is in the areas in front of businesses and along the main roads of the district, most with a 2-hour max time limit. Another area of on-street parking is parallel parking, shown on the map above by teal lines. The parallel parking areas tend to be in the more residential areas of the Uptown District. The calculated parallel parking spot numbers shown on each teal line, took into consideration a 5-foot buffer on each side of the extent to ensure accessibility to the parking spaces according to SUDAS. Areas such as the space north of SW 4th are designated as "No Parking" zones and were reviewed but do not have data shown for that reason.

Off-Street Parking

Off-street parking makes up approximately 53% of the parking available in the Uptown District. While there is some off-street public parking, most is private parking and is represented with the orange dots on the map above. These private spaces have a variety of conditions; including time limits or day restrictions, residences only, customers only and employees only. The majority of these parking spaces are well marked and in paved lots. The remainder of the off-street parking spots are unmarked and in paved or sometimes gravel parking areas. While other lots are only gravel and they have no maintenance. Unmarked areas, paved or gravel, reduce parking efficiency by allowing vehicles to park in non-uniform patterns.

Further Review

The following page provides a parking breakdown that outlines:

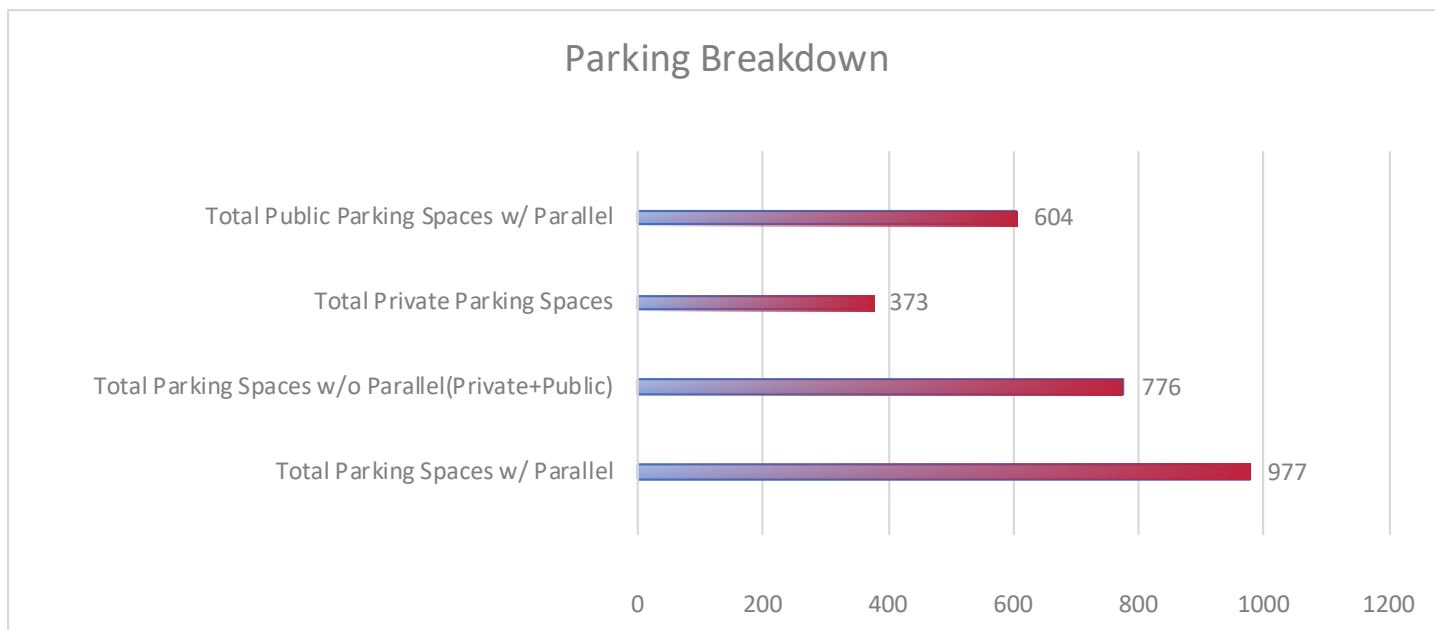
- Total Public Parking Spaces with Parallel
- Total Private Parking Spaces
- Total Parking Spaces without Parallel
- Total Parking Spaces with Parallel

To provide parking recommendations, the total number of off-street and on-street parking spaces were tabulated. To improve the parking situation in Uptown, recommended improvements are detailed in Section 5 of this study. The recommendations are based upon inventory information and community input gathered.



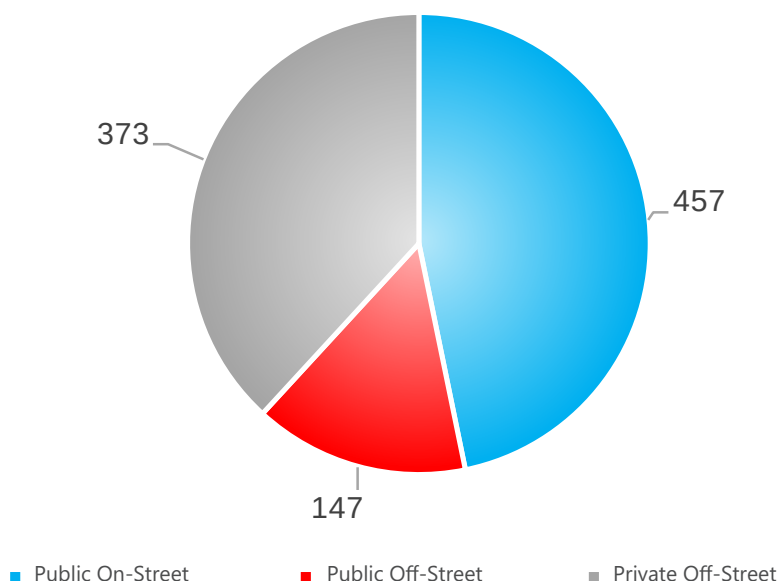
Parking Inventory Breakdown

Parking inventories are intended to gather information on existing parking supply and its use. The number of on-street parking spaces within the study area were determined by observation of marked spaces or, in the case of unmarked spaces, identifying the potential spaces by measuring the curb distance and excluding curb areas that are/should be restricted due to close proximity to intersections, driveways, and fire hydrants. Off-street parking spaces were counted using aerial photographs and verified on-site. Where there were no marked spaces, aerial photography was used to measure apparent parking rows. Shown below is a chart that breaks down the number of parking spots in different categories.



The chart to the right shows the breakdown between Public On-Street, Public Off-Street, and Private Off-Street parking in the Uptown District. There are more public parking spots than private, but businesses should address the need of spots for their employees and potentially allocate more to customers and visitors.

Public vs Private Spots



Parking Signage

Parking signage in Uptown varies by location, orientation and ownership. The City maintains a majority of the on-street diagonal and parallel parking signage that is within the City's right-of-way. These spaces, including many at the AMP, are well marked and well signed. "No parking" areas or "Parking-prohibited" areas within the City's right-of-way are also clearly signed. There are also many privately maintained off-street parking spaces in Uptown. Some of these spots are well marked and include clear signage but there is room for improvements on a case-by-case basis.

Existing Street Signage, Uptown Ankeny





03

Uptown Business Owner Feedback

Business Owner Feedback

In October of 2020, MSA met in-person with Uptown business owners to introduce the parking study and gather feedback. Additionally, an online survey was made available for Uptown Ankeny business owners to provide their input and observations on parking in the study area. Below are the key points summarized from the feedback.

✧ **How would you describe the current parking situation in Uptown?**

The overall feeling expressed by the respondents was that the parking situation is fairly adequate. Many respondents also expressed that during high traffic times, more parking is needed. Additionally, as Uptown continues to invite new businesses and residents, more parking will be needed. Overall respondents expressed a need for more off-street parking for the public and better handicap access.

✧ **How easy is it for business owners to find parking near their business and how much time do they spend looking for a spot?**

Being that many business owners and employee's arrive before patrons do, they do not have an issue finding parking, and they spend very little time finding parking. Many also mentioned that they have off-street spots for their staff members. An item to coordinate with the business owners is whether or not they are using the 'attractive' spaces that patrons want.

✧ **Do you or have you heard complaints about parking in Uptown?**

All respondents mentioned that they hear complaints about parking all the time from customers. They also stated that many customers spend a decent amount of time looking for parking, especially during peak meal serving hours for restaurants and pubs in Uptown.

✧ **Do business owners have their own private off-street parking or rely on public on-street parking?**

Of the businesses that responded to the survey, not many employees park on the street but rather utilize off-street private parking. It is recommended business owners consider designated areas for employee parking.

✧ **Where do customers park?**

A majority of respondents indicated their customers park in the on-street parking spots available. Some businesses are fortunate to have spots behind their buildings for off-street parking for their customers, but very few spots are available.

✧ **How many customers do you have on the weekday and weekends?**

Businesses that are open on the weekends see high volumes of patrons. Based on the surveys, business that were open on the weekends estimated 100-300 customers per day. During these times with the high volumes of customers, finding parking very near their businesses can be difficult.

✧ **How do special events affect parking for your business?**

Special events, either hosted by the business itself or Uptown, create a more stressful parking situation for the district. Parking is very difficult to find during district-wide events, including AMP events such as the Farmer's Market.

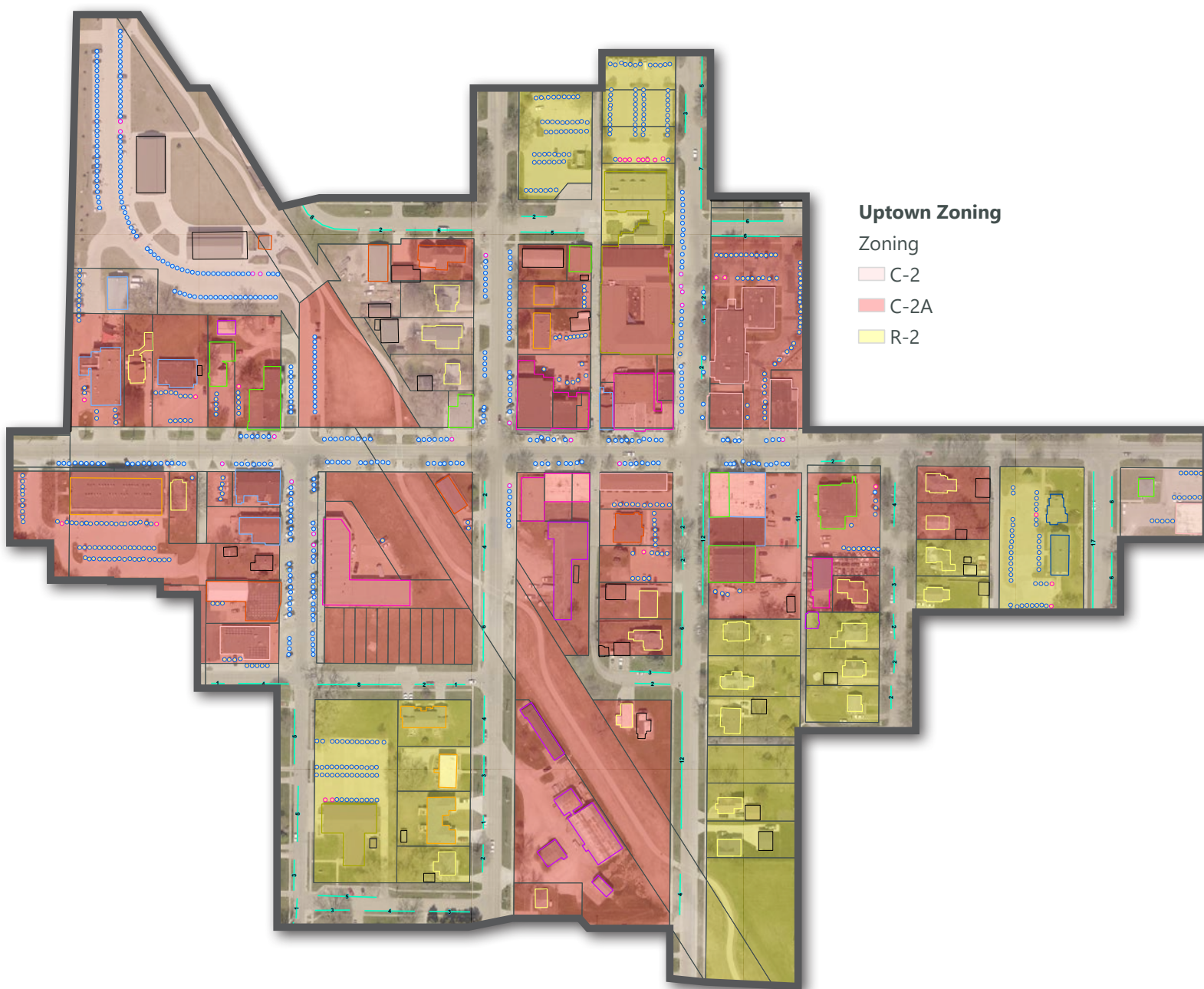
- ✧ **How walkable and bikeable is Uptown for patrons of your business?**
The Uptown area has the advantage of the bike trail going through, and business owners consider the area very walkable and bikeable.
 - ✧ **What are the hours of your business?**
Majority of the businesses that responded in the survey had hours of 8-5, the other businesses, such as food service, open later in the morning and close later in the evening.
 - ✧ **Do you feel there is a peak demand for parking spots?**
Survey takers observed that there are peak demand times for parking, and it is usually around lunch and dinner meal times.
 - ✧ **Do you think more patrons would visit if there were more parking spots?**
Some businesses think if more parking was available they would have more patrons, and it would make the Uptown area as a whole more attractive. Some service industry and specialty businesses responded that their customers come to them regardless of parking.
 - ✧ **Do you feel like metering or time limits would improve the situation?**
The owners did not feel that meters are in the interest of business owners, they think it would turn away customers and take away from the small town feel that the Uptown area provides. The existing time limits and rules should be better enforced.
 - ✧ **Are there any ideas you have for parking and any suggested locations to add parking?**
 - 3rd Street and Walnut
 - In the southern area to balance out the AMP
 - A surface lot on Pleasant
 - Restructure parking layout near 3rd and Maple
-



04

Zoning Requirements Comparison

Zoning Requirements Comparison



Zoning Requirements

All mapping data to be provided to the City of Ankeny to be viewed at a larger scale



The next step in the study involved using the customized collection application to observe current use of buildings in the Central Business Commercial District (C-2A). The (C-2A) seen in red is exempt from off-street parking requirements. This is common in established urban commercial districts where public on-street parking spaces exist, and the urban fabric was established prior to more modern off-street parking requirements. Any private parking lots that exist in this zoning district have been built by the discretion of the business/property owner's desire to create dedicated parking for their tenants, employees, and/or patrons. The numbers on the map above relate to the number of parking spaces that would generally be required for each building based on the land use type, influencing the table on the following pages.



AMP

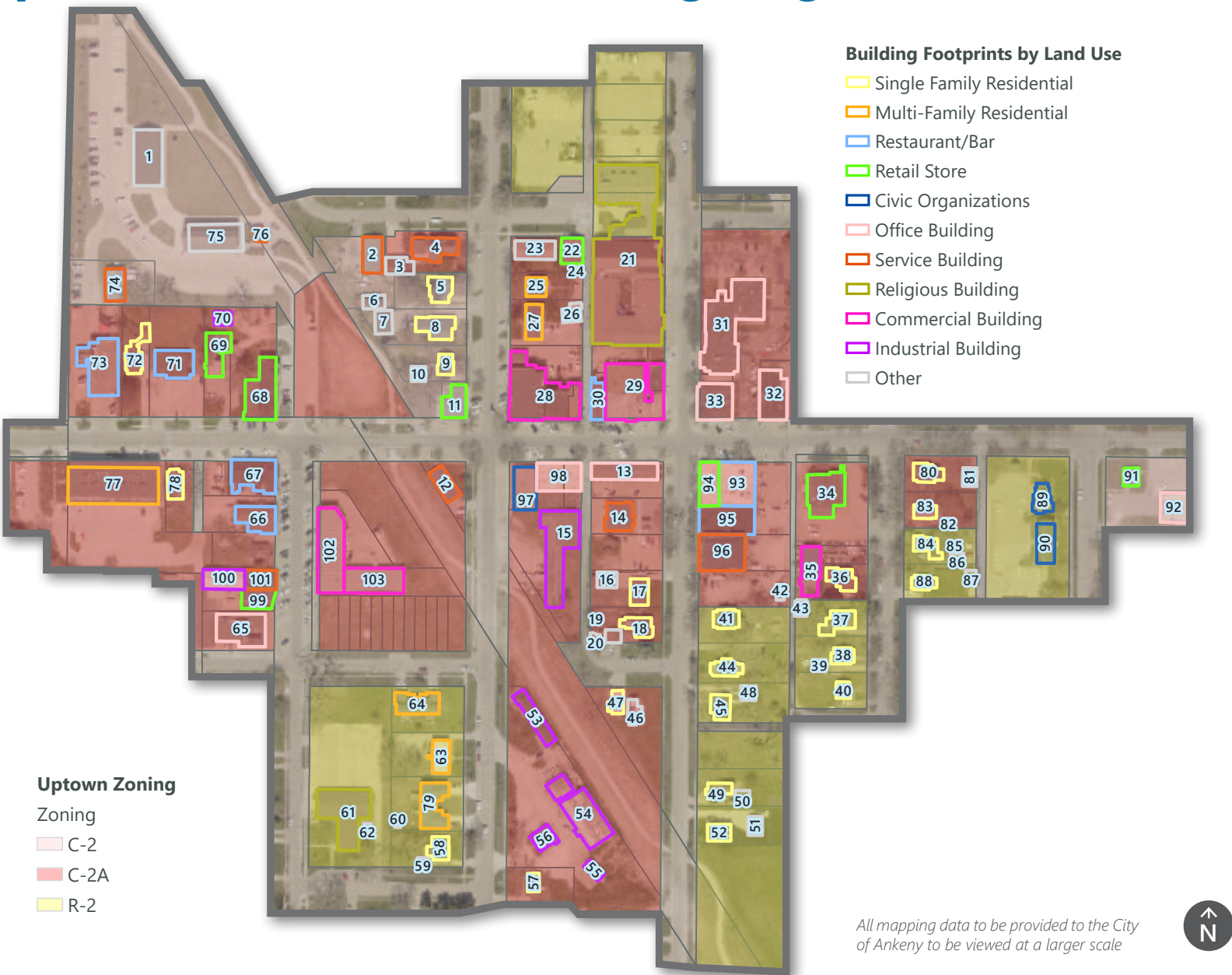
Ankeny

FARMERS MARKET

STAY SAFE.
STAY HEALTHY.

Practice social
distancing

Uptown v. Suburban Parking Regulations



Comparing the amount of parking available, to the estimated number of parking spots that would be required by City Code for similar commercial uses if they existed outside of Uptown, provides a perspective on potential parking deficiencies within Uptown. For instance, if a new restaurant was opening on Oralabor Road and not in Uptown, how many off-street parking spots would be required by City Code? However, it is important to remember that if off-street parking was added as a requirement within the C2-A zone, which is prevalent in Uptown, new business development and infill development would likely be stifled by unattainable off-street parking requirements.

In Uptown, most parking for commercial business is shared, on-street parking, maintained by the City of Ankeny. To help quantify if there is a need for additional on-street parking in Uptown, this study compared the available parking throughout the Uptown District to what might be required by City Code elsewhere based on commercial use of property. This comparison shows that there is likely a need for additional off-street parking spots in Uptown during peak parking events. The table to the right includes: Building Id#'s to match the map above, Building Use categories to match the color outlines of the buildings, Estimated Square Footage of the Buildings, and then the Estimated Number of Off-Street Parking Required by Ordinance – if not Zoned C-2A to determine overall parking needs.

Parking Needed by Building Use:

BUILDING ID #	BUILDING USE CATEGORY	ESTIMATED SQUARE FOOTAGE OF BUILDING	ESTIMATED NUMBER OF OFF-STREET PARKING SPACES REQUIRED BY ORDINANCE - IF NOT ZONED C-2A	
1	Other	5356	48	
2	Service Building	2313	6	
3	Other	1480	N/A	
4	Service Building	3101	8	
5	Single Family Residential	1833	N/A	
6	Other	980	N/A	
7	Other	1337	N/A	
8	Single Family Residential	2461	N/A	
9	Single Family Residential	1015	N/A	
10	Other	717	N/A	
11	Retail Store	2303	12	
12	Service Building	1824	5	
13	Office Building	3651	12	
14	Service Building	2551	15	
15	Industrial Building	7898	19	
16	Other	1016	N/A	
17	Single Family Residential	1572	N/A	
18	Single Family Residential	1601	N/A	
19	Other	682	N/A	
20	Other	319	N/A	
21	Religious Building	35717	103	
22	Retail Store	1852	9	
23	Other	2475	6	
24	Other	136	N/A	
25	Multi-Family Residential	1234	6	
26	Other	1035	N/A	
27	Multi-Family Residential	1924	14	
28	Commercial Building	11250	56	
29	Commercial Building	10391	52	
30	Restaurant	1665	17	
31	Office Building	12140	30	
32	Office Building	4398	11	
33	Office Building	4231	11	
34	Retail Store	5051	25	
35	Commercial Building	2973	7	
36	Single Family Residential	1686	N/A	
37	Single Family Residential	2000	N/A	
38	Single Family Residential	1148	N/A	
39	Other	541	N/A	
40	Single Family Residential	744	N/A	
41	Single Family Residential	1522	N/A	
42	Other	424	N/A	
43	Other	687	N/A	
44	Single Family Residential	1482	N/A	
45	Single Family Residential	1553	N/A	
46	Other	931	N/A	
47	Single Family Residential	1022	N/A	
48	Other	718	N/A	
49	Single Family Residential	1163	N/A	
50	Other	719	N/A	

51	Other	873	N/A
52	Single Family Residential	1277	N/A
53	Industrial Building	2471	N/A
54	Industrial Building	6700	N/A
55	Industrial Building	640	N/A
56	Industrial Building	1370	3
57	Single Family Residential	719	N/A
58	Single Family Residential	1432	N/A
59	Other	314	N/A
60	Other	237	N/A
61	Religious Building	7414	65
62	Other	205	N/A
63	Multi-Family Residential	1945	8
64	Multi-Family Residential	2944	4
65	Office Building	4924	12
66	Restaurant	3087	31
67	Restaurant	4452	45
68	Retail Store	5367	26
69	Retail Store	2981	15
70	Industrial Building	796	2
71	Restaurant	3424	44
72	Single Family Residential	2057	N/A
73	Restaurant	6114	74
74	Service Building	2128	5
75	Other	4833	48
76	Service Building	551	N/A
77	Multi-Family Residential	10932	77
78	Single Family Residential	1483	N/A
79	Multi-Family Residential	3637	4
80	Single Family Residential	1611	N/A
81	Other	880	N/A
82	Other	361	N/A
83	Single Family Residential	1018	N/A
84	Single Family Residential	1401	N/A
85	Other	140	N/A
86	Other	437	N/A
87	Other	457	N/A
88	Single Family Residential	1056	N/A
89	Civic Organizations	1625	10
90	Civic Organizations	2363	14
91	Retail Store	909	5
92	Office Building	2650	7
93	Restaurant	5222	52
94	Retail Store	2874	14
95	Restaurant	5283	53
96	Service Building	5534	14
97	Civic Organizations	3209	10
98	Office Building	4136	10
99	Retail Store	2034	10
100	Industrial Building	2752	7
101	Service Building	2032	5
102	Commercial Building	7276	18
103	Commercial Building	4983	12
Totals		302,372	1,176

Average Parking Spots per 200 SQFT (Retail Requires 1 space per 200 sqft) 0.78



Summary of Parking Needed

There are currently 977 parking spaces available in the Uptown District that were mapped and counted as part of this study (from page 9). According to the Zoning Requirements Comparison, which reviewed parking needed based on City Code and the current parking available, there is a need for additional parking in Uptown. The estimated shortfall, based on the zoning comparison, is approximately 199 spaces. The next section addresses some potential Strategies and Recommendations on how to address the Uptown District's observed additional parking needs.

PARKING ZONE	NUMBER OF SPACES
Approximate # of Parking Spots Currently in the Uptown District	977
# Of Parking Spots That Would be Required With Minimum Off-Street Parking Requirements for Uptown Uses	1,176
Potential Parking Shortage	199



05

Strategies & Recommendations

Identified Strategies

This section features strategies the City should consider to manage Uptown parking demand. As the Ankeny 2040 Comprehensive Plan recommends continuation of improvements to Uptown, updating parking is a step towards that action. From here, the City can continue to attract more people with additional parking and update the area. As recommendations are made, the City should ensure that the guidelines and design standards identified in previous planning efforts are included.

Low Cost Strategies

- ★ SW 3rd Street should include a few short-term parking stalls (e.g. 15-minute limit), with ADA spaces at the corners. Many retail businesses along and just off SW 3rd Street have customers that want to get in and out quickly, but this change should be made only in consultation with business owners to confirm interest.
- ★ The City updated the time limit restrictions in the off-street public lots to promote and allow Uptown employees to utilize the off-street lots, freeing up the on-street parking spaces for visitors and patrons. Should the business and resident density increase (e.g., redevelopment, reuse of upper floors), the nearby public parking lots including the AMP parking, Park-n-Ride, and Senior Center should re-evaluate any time restrictions. At a minimum, this review should happen every other year.
- ★ Encourage owners and employers to park not within prime customer areas.
- ★ If business owners notice any less used parking areas within Uptown, this can be mapped and communicated to patrons by illustrating where parking is more likely to be available.

Moderate Cost Strategies

- ★ Add additional bike racks throughout Uptown to encourage multi modal transportation options for patrons. Placement is critical, so that sidewalks are not blocked.

High Cost Strategies

- ★ Accommodate additional parking demand with the recommended improvements on the following page, including requirements for future parking, the provision and regulation of public on-street parking, and the provision and regulation of public off-street parking.
- ★ Establish locations for pay stations.



Parking Improvement Recommendations:

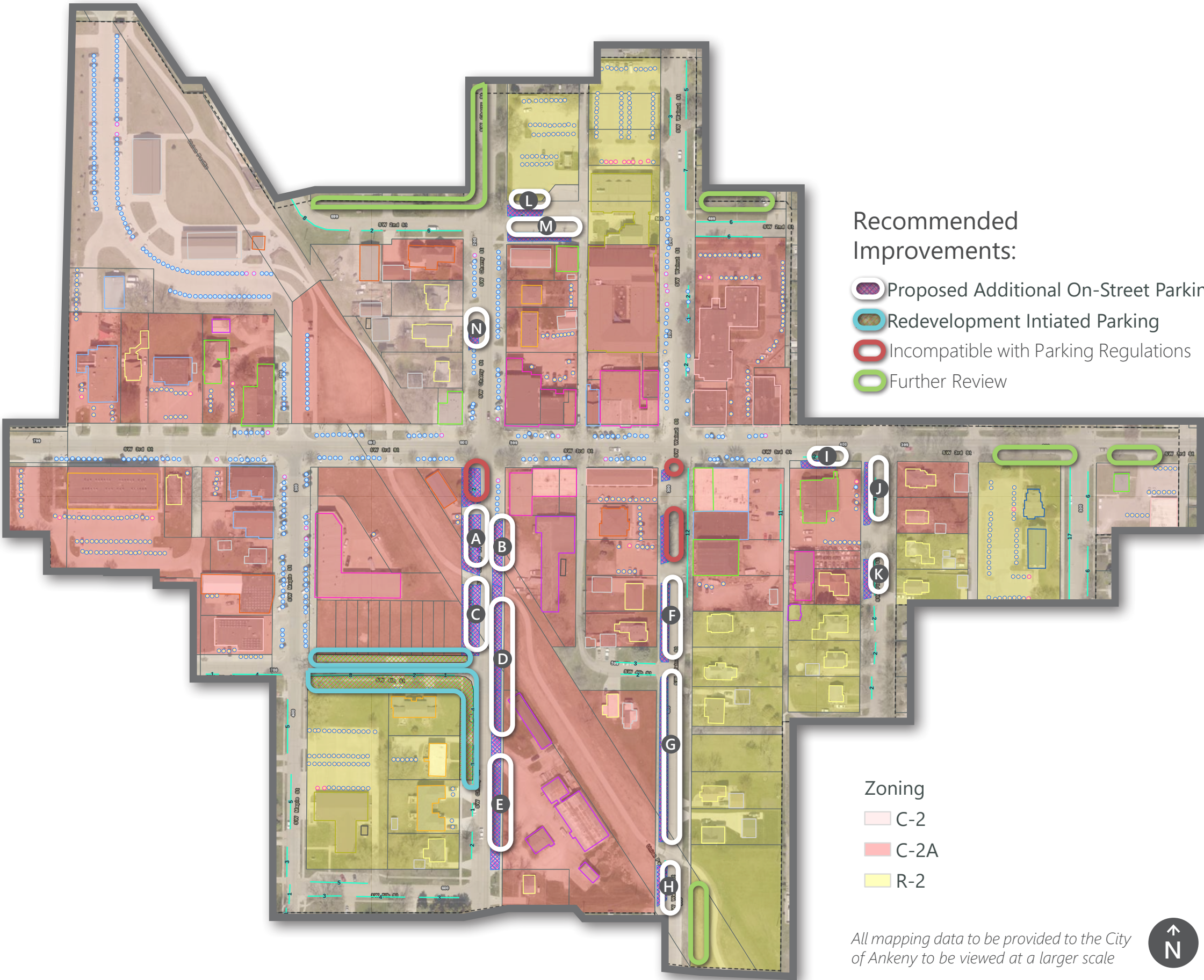
The associated map illustrates recommended parking improvement areas identified through an analysis of existing parking resources, land uses, and feedback from business owners. The recommended improvements equate to an additional 4,495 SY of on-street parking and 1,970 LF of new curb and gutter. Generally speaking, new curb and gutter can be estimated at roughly \$10/LF whereas the planned parking would cost roughly \$60/SY.

For a higher level of readability, the proposed additional on-street parking areas are indicated with a white circle around them, redevelopment initiated parking improvements shown with a blue circle, and existing green space to be further reviewed in green.

Along SW Cherry Street and SW Walnut Street is a key area identified for additional on-street parking. Per Section 69.07 of the City of Ankeny, Iowa Code, parking is prohibited in specific areas that pose a safety conflict such as at or certain distance away from:

- Crosswalks
- Parkways
- Mailboxes
- Sidewalks
- Driveways
- Intersections
- Fire hydrants
- Stop sign or signal
- Safety zone
- Railroad
- Certain buildings and hazardous locations

Areas that were initially considered but fall into those categories have been circled in red. Lastly, the following page includes a table with a breakdown of cost considerations for each area.





Proposed Additional On-Street Parking Areas

The table below breaks down the anticipated costs for each additional on-street parking improvement area labeled on the previous maps.

IMPROVEMENT AREA	ADDITIONAL PAVED PARKING AREA (SY)	PAVING COSTS (\$60/SY)	LF OF CURB & GUTTER	CURB/ GUTTER COSTS (\$10/LF)	EXISTING PARALLEL SPACES TO BE REMOVED	ESTIMATED DIAGONAL SPACES TO BE ADDED	TOTAL ESTIMATED COST
A	401	\$24,060	112	\$1,120	4	10	\$25,180
B	286	\$17,160	106	\$1,060	0	10	\$18,220
C	481	\$28,860	147	\$1,470	6	14	\$30,330
D	637	\$38,220	248	\$2,480	0	23	\$40,700
E	466	\$27,960	166	\$1,660	0	15	\$29,620
F	262	\$15,720	146	\$1,460	6	13	\$17,180
G	537	\$32,220	309	\$3,090	12	29	\$35,310
H	146	\$8,760	83	\$830	4	7	\$9,590
I	110	\$6,600	67	\$670	2	6	\$7,270
J	167	\$10,020	104	\$1,040	4	9	\$11,060
K	112	\$6,720	70	\$700	3	6	\$7,420
L	148	\$8,880	69	\$690	2	6	\$9,570
M	206	\$12,360	109	\$1,090	5	10	\$13,450
N	78	\$4,680	48	\$480	2	4	\$5,160
				Totals	50	162	
20% Contingency							\$52,012
Total Estimated Cost							\$312,072

A 20% contingency has been included to the preliminary cost estimates to account for sidewalk removal/reconstruction, relocation of hydrants and intakes, pavement markings and miscellaneous associated work necessary to complete the project.

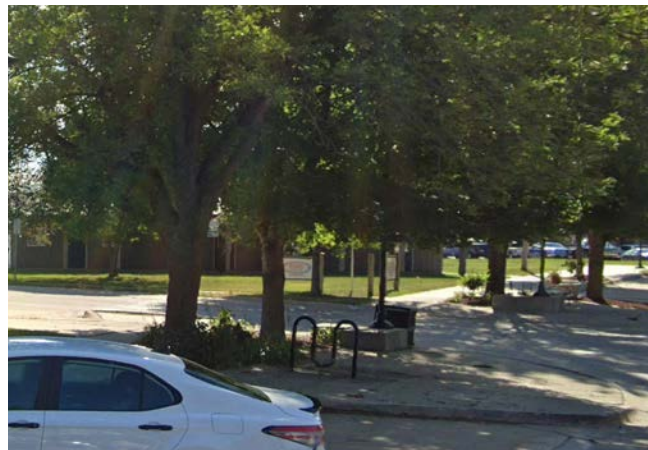
There were a number of factors that came into play when calculating parking needs and new parking opportunities. The numbers on the table above relate to the research that was done to identify the number of parking spaces that would generally be required for each building based on the land use type. These numbers were then cross referenced with the data collected and section 69.07 of the City of Ankeny, Iowa Code to determine the potential shortage of parking stalls. This section and related information is cited on pages 22-23 in relation to the parking improvement recommendations.

Additional Recommendations

Based on the survey results, parking analysis, and previous plans and studies completed for the City of Ankeny, the following information is recommended in addition to the parking considerations.

Pedestrian Buffers

These areas are important for snow storage during the winter and should be incorporated with each on-street parking improvement area when constructed. These areas can provide street trees, planter beds, street furnishings, or other plaza elements. These features help control speeds, and create a place where the street better interacts with the surrounding uses. In most settings, a buffer width of approximately 8 feet is recommended to accommodate additional public facilities including sidewalk, private utilities, and street trees between the roadway and adjacent walks and trails.



Context-Sensitive Design

The on-street parking identified in this study has traditionally been promoted in Ankeny to serve the needs of local residents, provide access to parks and amenities, and to serve as a method of traffic calming to reduce travel speeds. On-street parking could be particularly beneficial near trail access points to encourage better access and pedestrian interaction. Although on-street parking might be desirable in these areas, the key is to incorporate context-sensitive design to consider mobility and safety, especially where pedestrian conflicts could occur.



Landscaping and Lighting

Landscape and lighting elements not only add to the aesthetics along the roadway corridor, but also play a large role in how different modes of travel can safely interact with one another. Well-planned landscape design efforts and lighting can reduce the travel speeds of auto traffic and highlight areas near cross-walks and bus stops that if placed out of context can impede vision and create on-going concerns. Future parking areas should incorporate similar lighting and wayfinding signage for a safe, cohesive, and aesthetically pleasing atmosphere.

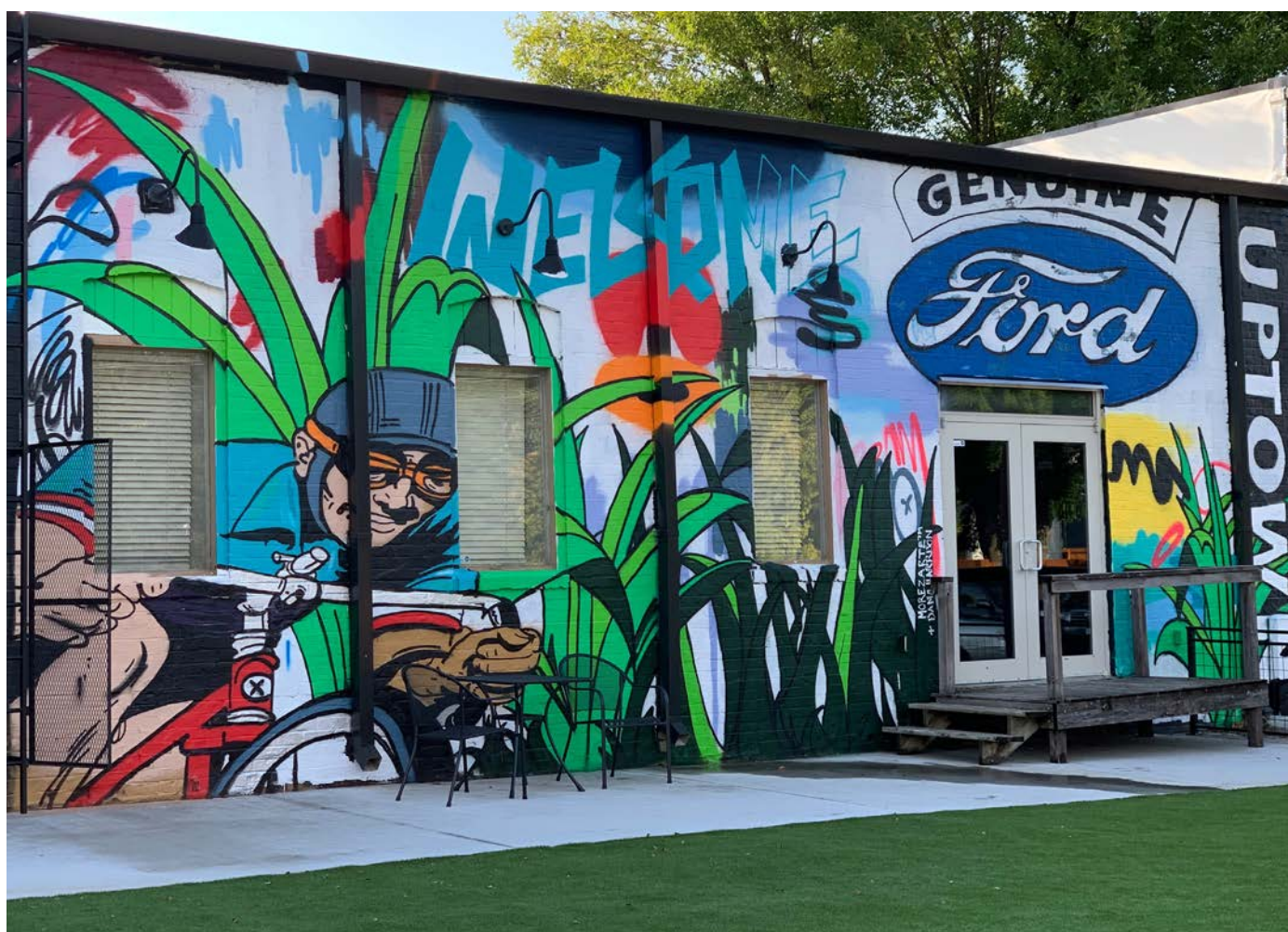


Considering the Cost of “Free Parking”

Many events, parks, and amenities do not charge an admission fee but could charge a parking fee. This funding source could work toward community needs, supporting local businesses, and funding special events, festivals, and sports tournaments nearby. Furthermore, it is critically important to remember the importance of designing spaces for people as opposed to designing only for cars and other motorized vehicles.

Art and Bicycle Tourism

Ankeny has made great strides in promoting public art and multi-use trails throughout the community. As part of the parking upgrades to be made in Uptown Ankeny, further incorporation of public art would promote economic vitality, sense of place, and enhance the overall user experience.



06

Conclusion

Summary of Findings

In conclusion, any location where new parking is desired, it should:

- » Be shared and open to the public.
- » Be managed as part of the larger system.
- » Include signage that makes parking easy to locate and use.
- » Contribute to the Uptown environment by supporting strong pedestrian access and safety.
- » Consider design implications and mobility solutions.
- » Continue to strengthen a walkable, mixed use development.
- » Incorporate wayfinding signage to enhance the sense of place and identify points of interest.
- » Add bike racks to encourage multi-modal transportation options for users.
- » Establish designated bike routes to key destinations and locations.
- » Support efforts with DART on a mobility hub located in Uptown - from The Ankeny Plan 2040.

To meet the growing population needs and serve more transit-oriented developments (TOD's), such as Prairie Trail, DART is proposing a local bus circulation loop system (similar to a bus rapid transit circulation) as part of their 2035 DART Forward plan as a feasible service option in the community connecting the major employment centers. Future local circulation enhancements may connect the N. 36th St corridor to Ankeny Blvd, Uptown, the Prairie Trail area, SE Delaware Ave, and other new and expanding commercial or employment areas in the community. DART has recommended in its CIP program that Mobility Hubs be constructed in the Uptown area of the community, and in the retail area at Delaware Avenue and SE Oralabor Road.

The recommendations of this study support the desires expressed by the business owners and residents involved. The figures below reiterate key findings and parking recommendations.

Study Finds:

199

Parking Spaces

Are Needed

Pages:

22-29

Show How, Where,

& Costs

Areas:

A-N

Can Help Meet

Parking needs

Uptown Ankeny Parking Study