Municipal Council Meeting

Center Block Project

March 3, 2020
PARKING

Is there a Parking Problem Downtown?

Will the proposed Cowboy Project Create a Parking Problem?

Do either of the other projects Create or Respond to a Parking Problem?
Downtown Specific Plan Parking Analysis
## Downtown Specific Plan
### Parking Analysis

### Table 1: Total Parking Demand

<table>
<thead>
<tr>
<th>Demand by Facility</th>
<th>9:00 AM</th>
<th>10:00 AM</th>
<th>11:00 AM</th>
<th>12:00 PM</th>
<th>1:00 PM</th>
<th>2:00 PM</th>
<th>3:00 PM</th>
<th>4:00 PM</th>
<th>5:00 PM</th>
<th>Average&lt;sup&gt;2&lt;/sup&gt;</th>
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<tbody>
<tr>
<td>Total (3,897 spaces)</td>
<td>1,341</td>
<td>1,412</td>
<td>1,534</td>
<td>1,887</td>
<td>1,038</td>
<td>1,627</td>
<td>1,649</td>
<td>1,825</td>
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<td>On-Street (917 spaces)</td>
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<td>Off-Street (2,980 spaces)</td>
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<td>1,388</td>
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Notes:

Appendix B & C in the Downtown Logan Specific Plan
Downtown Logan Specific Plan
Off Street Parking Demand
Figure 3.5
Downtown Logan Specific Plan
On Street Parking Demand
Figure 3.4
2010/2011 Parking Study Summary

- Larger Downtown Area
- Total Available Parking Stalls: 3,897
- Available Off-Street Parking Stalls: 2,980
- Available On-Street Parking Stalls: 917
- Average Demand: 39% (9 am - 5 pm)
- Peak Demand: 48% (lunchtime)
- Peak Demand: 1,887 Full Stalls & 2,010 Vacant Stalls
- Conclusion: Adequate Parking Exists & is Available in the Downtown Through 2050
# 2019 Center Block Parking Analysis

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## 2019 Center Block Parking Analysis

**Center Block Parking Study**  
306 Total Parking Stalls

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2019 Center Block Truck Traffic Study Summary

- Average Daily Truck Traffic: 14 Trucks per day (7 am – 8 pm)
- Busiest Day: Friday – 24 Trucks
- Proposed Site Plan Accommodates Truck Traffic
2019 Center Block Parking Summary

- Available Off-Street Parking Stalls: 306
- Average Demand: 40% (7 am – 8 pm)
- Average Demand: 122 Full Stalls & 183 Vacant Stalls
- Peak Demand: 61% (Friday - Lunchtime) 188 Full Stalls & 118 Vacant Stalls
- On-Street Parking Adjacent to Block: 87 (not included in count)
- Total Stalls Available: 393
- Project Ensures Internal Truck Traffic is not Impeded

**Study Conclusion:** Adequate Off-Street Parking Available on Center Block
2/21/2020 (Friday 7 pm) Snapshot of Parking

County Block
Capacity: 348
Utilization: 71 (20%)

LCSD Lot
Capacity: 64
Utilization: 5 (8%)

Center Block
Capacity: 306
Utilization: 106 (35%)

City Lot 1st West
Capacity: 52
Utilization: 1 (2%)

Theater Block
Capacity: 280
Utilization: 110 (39%)
2/24/2020 (Monday 3 pm) Snapshot of Parking

County Block
Capacity: 348
Utilization: 236 (68%)

100 North (On Street)
Capacity: 53
Utilization: 29 (55%)

Center Block
Capacity: 306
Utilization: 177 (58%)

100 West (On Street)
Capacity: 30
Utilization: 3 (10%)

Center St. Lot
Capacity: 35
Utilization: 18 (51%)

City Lot 1st West
Capacity: 52
Utilization: 5 (2%)

Theater Block (public)
Capacity: 30
Utilization: 17 (57%)
Project Specific Parking Layout
Center Block Project Parking Breakdown

Existing Conditions:
- Existing Parking on Center Block: 306 Stalls
- Emporium Parking Allocation (22% of Bld. Total SF): 66 Stalls
- Total Stalls (minus emporium share) to be accounted for Post Project: 240 Stalls

What we need at a minimum:
- New Residential Project Demand: 199 Stalls
- New Commercial Demand: 22 Stalls
- Results - Proposed Parking Demand Post Project: \((240 + 199 + 22) = 461\) Stalls

How we get there:
- Reconfigured Surface Parking Post Project: 157 Stalls
- Existing Surface Parking Post Project (unchanged): 38 Stalls
- Parking Structure: 287 Stalls
- Total Parking Stalls Post Project: 482 Stalls

New Parking Post Project:
- 21 “Extra” Stalls \((482 - 461) = 21\) Stalls
General Parking Conclusions

- Weekends & Evenings – More than 70% of the existing parking stalls are available both on Center Block and in broader Downtown Area for large events

- Parking Utilization generally correlates with 11 am – 4 pm

- Peak Demands generally correlate with a lunchtime demand

- Average Parking Demand: 40% (7 am – 8 pm)

- Peak Parking Demand: 50% - 60% (Friday - Lunchtime)

- Center Block Peak Demand: 188 Full Stalls & 118 Vacant Stalls

- Downtown Peak Demand: 1,887 Full Stalls & 2,010 Vacant Stalls
Response to Parking Concerns

Are these Stalls Compact?
260’ between Buildings…
Adequate space for full size stalls, drive lanes, parking structure, sidewalks, etc.

Inadequate room for parking as Shown. 100’ between sidewalk and fence. May have to redesign to angled parking.

No 4th or 5th Level on Terrace
No Proven Demand to support additional construction & expense

Private Stalls can’t be used in total stall count. We are purchasing these in so they will be public.

Private Property can’t be used in parking count. Ok will be private parking.
The 20 Ingredients of an Outstanding Downtown

1. Razing sharp focus
2. The Action Plan
3. Critical mass
4. Anchor tenants
5. Consistent hours
6. Living, staying downtown
7. Pioneers with vision
8. Just one block
9. Four hour parking
10. Public restrooms
11. A Programmed Plaza
12. Community gateways
13. Wayfinding system
14. Downtown gateways
15. An intimate setting
16. Blade signs
17. Sidewalk cafe dining
18. Curb appeal
19. Constant activity
20. Give downtown a name

www.rogerbrooksinternational.com

On code to watch the video
8

Just one block
Concentrate on creating one awesome block. Your demonstration project.

14

Downtown gateways
Create a sense of place and sense of arrival. You're here!

17

Sidewalk cafe dining
Beautification, umbrellas, lighting = incredible ambiance.

18

Curb appeal
70% of first-time sales come from curb appeal. Beautification pays!
6. Living, staying downtown
Condos, loft apartments, hotels, and inns.

11. A Programmed Plaza
250 days of activity a year. Retailers will follow - in droves.

19. Constant activity
Activities and entertainment. Bring downtown to life!
How Project Responds to Downtown Specific Plan Goals & Guiding Development Concepts

- **Public Plaza Breaks up Block & Provides significant Public Gathering Spaces**
- **New Downtown Housing**
- **Ground Floor Street Frontage & Parking Terrace**
- **Internal Parking & Street Frontage on Terrace**
- **Pedestrian & Visual Connectivity**
- **Mixed Use Project**
- **Public Plaza Contributes to Family Friendly Downtown**
- **Does not Replace Buildings with Asphalt**
- **Plaza conducive to Outdoor Dining**
- **Ground Floor Street Frontage**

SITE PRESENTATION 1’ = 40’
Review of Alternative Concept
Proposed Reconstruction of the Emporium is flawed:

Proposal shows habitable structure over sidewalk on Main St.

Main Street is a UDOT right of way and the City is unable to permit a habitable structure in the right of way. This structure is not feasible as shown.

Structural Issues
Financial Issues
Proposal demolition of 27,000 sf of floor area for parking lot is flawed.

Proposal shows the Superior Cleaners as remaining without any details (structural, financial, etc).

4 of the 5 buildings to be demolished are historically significant (grade B) and 1 is a grade C.

The removal of historically significant buildings to create a parking lot fronting a street is contrary to the Downtown Plan & the Historic Guidelines, especially without a quantifiable and identifiable need.

Project emphasizes the removal of important commercial space and replacement with asphalt when there is no specified or identifiable public benefit for this parking.
Proposed parking lot is flawed:

Parking lot does not meet LDC design requirements for setbacks and landscaping

Parking stalls are located in an alley that is owned in common by numerous property owners

Design shows parking laid out over sidewalk

Driveway access onto 100 N. requires 2 curb cuts which eliminates 6 on-street stalls

Design blocks access from drive aisles south and west

Correcting these issues reduces the stall count to 60 stalls +/-

Proposal has not provided any evidence, studies, etc., demonstrating a need or demand for additional parking

The proposed parking lot does not benefit entirety of block owner, just NE corner properties that lack parking
Proposed Public Plaza is flawed:

The proposed location of the Public Plaza is not family friendly, not open to pedestrian connectivity, and appears as an afterthought.

The public plaza measures 170' x 100' which is smaller than the City’s Plan of 200’ x 110’

The proposal provides no details on how the public space interacts with surrounding spaces especially Center Street.

Provides no new supporting commercial space in conjunction with the plaza.

Does not support any pedestrian connectivity throughout the block.

Does not provide any details on a splash pad component.

Project demo’s another Grade B building.

The proposed public plaza is inconsistent with the Downtown Specific Plan goals and guidelines.
Proposed Parking Terrace is flawed:

Located 10’ from Eccles Theater and blocks access/entrances to Eccles, Booktable, & other theaters

Location blocks common alleyway several buildings use/share for access & parking

Parking Terrace creates dead end drive aisles in parking lot south & west

No architectural drawings or elevations provided for parking terrace – no way to determine how the project fits into the block

Parking Terrace is located on multiple properties the proponents does not own/control

Has not demonstrated whether the terrace location adjacent to the Eccles meets Fire Code and in fact may not be permitted in the proposed location

The proponent has not demonstrated a parking demand for 425 new stalls
How Project is Inconsistent with Downtown Specific Plan Goals & Guiding Development Concepts

- Not a Mixed Use Project
- Public Plaza does not contribute to a Family Friendly Downtown
- Not Pedestrian Oriented
- No New Downtown Housing
- Replaces Historic Buildings with Asphalt
- Lacks Pedestrian & Visual Connectivity
- Public Plaza does not break up the block
- Plaza is not conducive to Outdoor Dining
Do We Have a Parking Problem Downtown?

- What significant changes have occurred in the downtown from 2011 to 2020 that is generating a new demand for the 2,000+ vacant stalls?

- What significant changes have occurred within the Center Block vicinity warranting the construction of a 450 vehicle parking garage and 84 surface stalls?

- Conclusion: There is not a Downtown nor Center Block parking problem.

- The Cowboy Project is parking neutral.

- The construction of additional parking levels on the proposed terrace on Center Block are not necessary, are expensive and do not provide a return that benefits the Public.
Do We Have a Parking Problem Downtown?

- The alternative proposal to construct an 84 stall parking lot and a 425 stall parking terrace do not benefit the Public. The proponent has not provided any analysis or data suggesting that adding an additional 509 parking stalls to the downtown parking inventory is necessary.

- The proposal to construct 84 stalls benefits George’s projects at 87 – 99 N. Main as he has a parking need of 78 stalls to service his anticipated buildout of 19,500 square feet.

- The proposal to construct 425 stalls benefits George’s projects at the former Well’s Fargo Building as he has a parking need of approximately 152 stalls to service his anticipated buildout of 38,000 square feet.

- There is only a parking problem when the open stall is not available next to a front door. Parking Management Strategies will help alleviate this!

- Shared Parking is feasible downtown because of the diversity of uses, demand times, peak times, etc. and should be encouraged.
Questions?
## Emporium Remodeling Cost

<table>
<thead>
<tr>
<th>Property</th>
<th>Square Footage</th>
<th>Cost at $65/SF</th>
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<td>67 N. Main</td>
<td>8,100</td>
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<td>41,346</td>
<td>$2,687,490</td>
<td>$3,514,410</td>
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<td>41-45 N. Main</td>
<td>28,778</td>
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*Does not include cost to restore roof covering and interior finishes.*
# Center Block
Estimated Financial Structure

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<th>City</th>
<th>Cowboy Partners</th>
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<td>Developer incentive</td>
<td>Investment</td>
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<tr>
<td>RDA fund reserve</td>
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<td>RDA restricted housing fund</td>
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<td>TOTAL INCENTIVE</td>
<td>$4.00-$4.45 million</td>
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<td><strong>Acquisition/contingency</strong></td>
<td>$1.50 million</td>
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<td>* Land investment</td>
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* Long-term ROI on $2.50 million land value to fund ice rink/plaza O&M
## Annual Tax Revenue Increase

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<td>Cache County</td>
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<td>Logan City School District</td>
<td>$107,358</td>
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<td><strong>$150,000</strong></td>
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