

AN ORDINANCE 83177

ACCEPTING THE DOWNTOWN SAN ANTONIO PARKING STUDY INCLUDING THE ESTABLISHMENT OF A FIVE-YEAR ACTION PLAN FOR DOWNTOWN PARKING FACILITIES.

* * * * *

WHEREAS, as major developments occur throughout downtown San Antonio and its periphery, the need or demand for parking increases; and

WHEREAS, over seventy (70) development projects have been proposed or are currently under construction; and

WHEREAS, City Council approved and appropriated funds to conduct a comprehensive parking study (1) to evaluate the proposed development in the Central Business District and determine the impact on the parking supply; (2) identify parking structure location alternatives and to coordinate and consolidate improvement requirements; and

WHEREAS the parking study identified six specific areas to define geographic limits:

- A) The Central City - bordered by College Street (north), Soledad (west), Nueva (south), and Broadway (east).
- B) The Convention Center expansion area bordered by Market Street (north), Bowie (east), Durango (south), and Broadway (west).
- C) The Houston Street corridor: bordered by Travis Street (north), Broadway (east), Houston Street (south) and Flores (west).
- D) Eastside/Sunset Depot Development bordered by East Crockett (north), Southern Pacific Railroad tracks (east), Montana Street (south), and IH-37 (west).
- E) Historic Civic Center: Commerce Street (north). San Antonio River (east), Dolorosa Street (south), and IH-35 (west).
- F) Westside/UTSA bordered by Houston Street (north), Pecos La Trinidad (east), East Durango (south), and Frio Street (west).

WHEREAS, the parking study recommends several potential sites for parking structures and access improvements for possible future implementation; and

WHEREAS, the parking study prioritizes the specific sub-areas needed for parking:

- (1) The Central City, (2) Westside/UTSA, (3) Convention Center Expansion, (4) Eastside/Sunset Depot Development, (5) Houston Street Corridor, and (6) Historic Civic Center.

WHEREAS, Council recognizes the importance and encourages special attention to the design of a parking structure(s) to compliment its surrounding architecture; and

WHEREAS, as a result of the parking study, staff has recommended a five-year action plan for parking structures which will include the planning design and construction phases; and

WHEREAS, the action plan will serve as a guide or blueprint for the review of additional parking requirements in the central business district; and

WHEREAS, as development changes, the study priority areas may also change; and

WHEREAS, each potential parking structure will be evaluated separately to determine the financial feasibility; **NOW THEREFORE:**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

Section 1. The City of San Antonio hereby accepts the DOWNTOWN SAN ANTONIO PARKING STUDY; REVIEW AND CONSOLIDATION OF SUB-AREA STUDY PROJECTS IN THE DOWNTOWN AREA OF SAN ANTONIO, and the staff supplements to the study. A copy of each of the various documents is attached hereto.

Section 2. The attached Downtown Parking Five-Year Action Plan is approved.

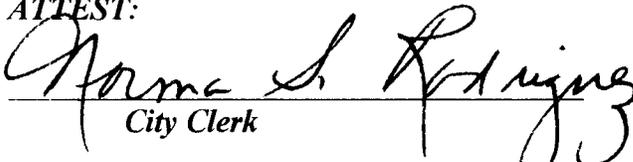
Section 3. The City Manager, or his designee, is authorized to begin negotiations to purchase land near IH-35 and Commerce for a surface parking lot.

Section 4. This ordinance shall be effective on and after the tenth day after its passage.

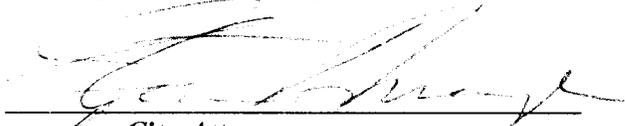
PASSED AND APPROVED this 9th day of November, 1995.


M A Y O R

ATTEST:


City Clerk

APPROVED AS TO FORM


City Attorney

95-47

*DOWNTOWN
BARNDAYS
STUDY*

ITEM NO. 33
DATE: NOV 09 1995

MEETING OF THE CITY COUNCIL
MOTION BY: Verren SECONDED BY: Anita

ORD. NO. 83177 ZONING CASE _____

RESOL. _____ PETITION _____

ALAMODOME
ARTS & CULTURAL AFFAIRS
ASSET MANAGEMENT
AVIATION DEPARTMENT
BUILDING INSPECTIONS
BUILDING INSPECTIONS-HOUSE NUMBERING
CITY ATTORNEY
MUNICIPAL COURT
REAL ESTATE (FASSNIDGE)
REAL ESTATE (WOOD)
REAL ESTATE (HUBBARD)
CITY MANAGER
CODE COMPLIANCE
INTERGOVERNMENTAL RELATIONS
YOUTH INITIATIVES
CITY PUBLIC SERVICE GENERAL MANAGER
CITY PUBLIC SERVICE MAPS & RECORDS
COMMERCIAL RECORDER (PUBLISH)
COMMUNITY INITIATIVES
CONVENTION & VISITORS BUREAU
CONVENTION FACILITIES
ECONOMIC DEVELOPMENT
FINANCE DIRECTOR
ASSESSOR
CONTROLLER
GRANTS
RISK MANAGEMENT
TREASURY
FIRE DEPARTMENT
HOUSING & COMMUNITY DEVELOPMENT
HUMAN RESOURCES DEPARTMENT (PERSONNEL)
INFORMATION SERVICES
INTERNAL REVIEW
INTERNATIONAL AFFAIRS
LIBRARY
MANAGEMENT SERVICES
MARKET SQUARE
METROPOLITAN HEALTH DISTRICT
MUNICIPAL COURTS
ORGANIZATIONAL REVIEW
PARKS & RECREATION
PLANNING DEPARTMENT
DISABILITY ACCESS OFFICE
LAND DEVELOPMENT SERVICES
POLICE DEPARTMENT
POLICE DEPARTMENT GROUND TRANSPORTATION
PUBLIC INFORMATION OFFICE
PUBLIC UTILITIES SUPERVISOR
PUBLIC WORKS DIRECTOR
CAPITAL PROJECTS
CENTRAL MAPPING
ENGINEERING
PARKING DIVISION
REAL ESTATE DIVISION
SOLID WASTE
TRAFFIC ENGINEERING
PURCHASING & GENERAL SERVICES
SAN ANTONIO WATER SYSTEM (SAWS)
CONVENTION CENTER EXPANSION OFC.
MUNICIPAL CODE CORPORATION (PUBLISH)

	ROLLCALL	AYE	NAY
ROGER FLORES DISTRICT 1		✓	
RUTH MC-CLENDON DISTRICT 2		✓	
LYNDA BILLA BURKE DISTRICT 3		✓	
HENRY AVILA DISTRICT 4		absent	
JUAN F. SOLIS III DISTRICT 5		absent	
ROBERT HERRERA DISTRICT 6		✓	
BOB ROSS DISTRICT 7		✓	
ROBERT MARBUT DISTRICT 8		✓	
HOWARD PEAK DISTRICT 9		✓	
JEFF WEBSTER DISTRICT 10		✓	
BILL THORNTON MAYOR		absent	

*THE PAMPHLET
WITH STUDIES*
FILE 95-47

CITY OF SAN ANTONIO
AGENDA ITEM NO. **33**

Interdepartmental Correspondence Sheet

TO: Mayor and City Council

FROM: John L. German, P.E., Director of Public Works

COPIES TO: J. Rolando Bono; Travis Bishop; Becky Waldman; Nora Chavez;
Terry Brechtel; file

SUBJECT: ADOPTION OF FIVE YEAR PLAN FOR DOWNTOWN PARKING

DATE: Nov. 3, 1995

SUMMARY AND RECOMMENDATIONS:

This Ordinance adopts the Five Year Action Plan for Downtown Parking Facilities (1996-2001) as prepared by City staff and authorizes the City Manager to implement the recommendations as set forth in the Downtown Parking Study Report and Five Year Action Plan (attached); authorizes the City Manager or his designee to negotiate for land near IH-35 and Commerce for a surface parking lot; and authorizes the City Manager or his designee to plan for a parking garage in the Central City area during 1996.

It is recommended this Ordinance be approved.

BACKGROUND:

The Downtown Parking Study was presented to City Council on Thursday, November 2, 1995. The Council directed staff to place this item on the next City Council meeting agenda.

The Study was conducted by Consulting Engineers, Inc. under the direction of Tom D'Arcy. Mr. D'Arcy reviewed the results of the study and his recommendations at the "B" Session. A copy of the report was provided at that time.

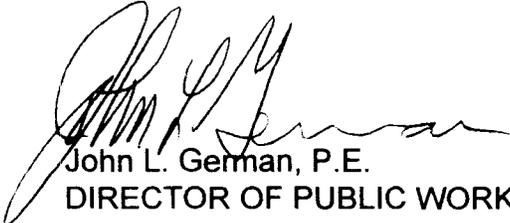
POLICY ANALYSIS:

All contracts and/or agreements necessary for the acquisition/joint venture use of land, the design, and the construction of any parking structure as identified in the study will require City Council approval. Since the Parking Fund was established as a self-sustaining enterprise fund, projects recommended for City Council approval per the Five Year Action Plan must be self-sustaining. Approval of this Ordinance will be consistent with the existing policy to provide parking in the Downtown area at a reasonable cost to the public.

Mayor and City Council
ADOPTION OF FIVE YEAR ACTION PLAN FOR DOWNTOWN PARKING
November 3, 1995
Page 2

FINANCIAL IMPACT:

The implementation of the Five Year Action Plan will require funding between \$25 and \$30.6 million for land acquisition, site improvements, planning, engineering, design and construction of parking facilities to meet the existing and anticipated demand for parking between 1996 and 2001. A financial proforma will be developed for each of the proposed structures to determine the revenue stream and projected profit. Only those projects that are financially feasible will be pursued. Funds will be available in FY 1995-96 to acquire the site at IH-35 and Commerce and begin planning for the Central City garage.


John L. German, P.E.
DIRECTOR OF PUBLIC WORKS

APPROVED:


Alexander E. Briseño
CITY MANAGER

JLG/cma
Attch.

FIVE YEAR ACTION PLAN FOR DOWNTOWN PARKING FACILITIES

Year One (1996)

Action	Option A Cost	Option B Cost
A. Purchase land for future parking structure at IH 35 - Commerce - Buena Vista, and convert to 265 space surface parking lot	\$1,500,000	1,500,000
B. Participate with Alamosa Development in a 1,100 space parking garage at Commerce - Navarro - Market (Groos Bank Site) or	\$12,900,000	
C. Develop a 850 space garage jointly with CPS at St. Marys - Navarro		\$7,445,000
Sub - Total	\$14,400,000	\$8,945,000

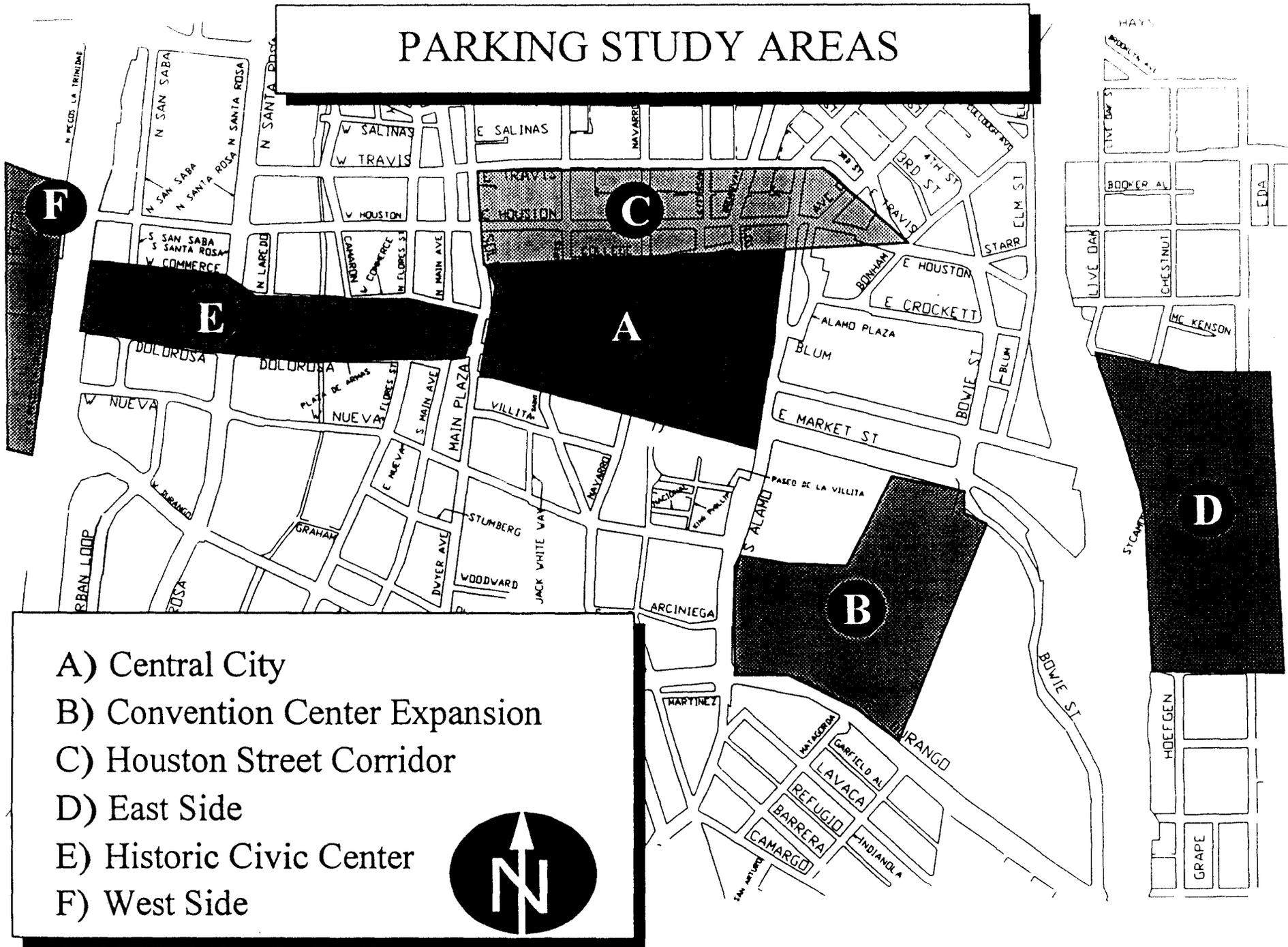
Year Two (1997)

A. Initiate planning for a 700 space garage at Travis - Jefferson	\$6,525,000	\$6,525,000
B. Begin design of a 700 space garage for the Convention Center area	\$5,000,000	\$5,000,000
C. East Side site improvements	\$350,000	\$ 350,000
Sub - Total	\$11,875,000	\$11,875,000

Years Three - Five (1998-2001)

A. Construct two parking garages as planned above in year two		N/A
B. Construct design for a 600 space parking garage at Cattleman's Square	\$4,320,000	\$4,320,000
Sub - Total	\$4,320,000	\$4,320,000
TOTAL COST	\$30,595,000	\$25,140,000

PARKING STUDY AREAS



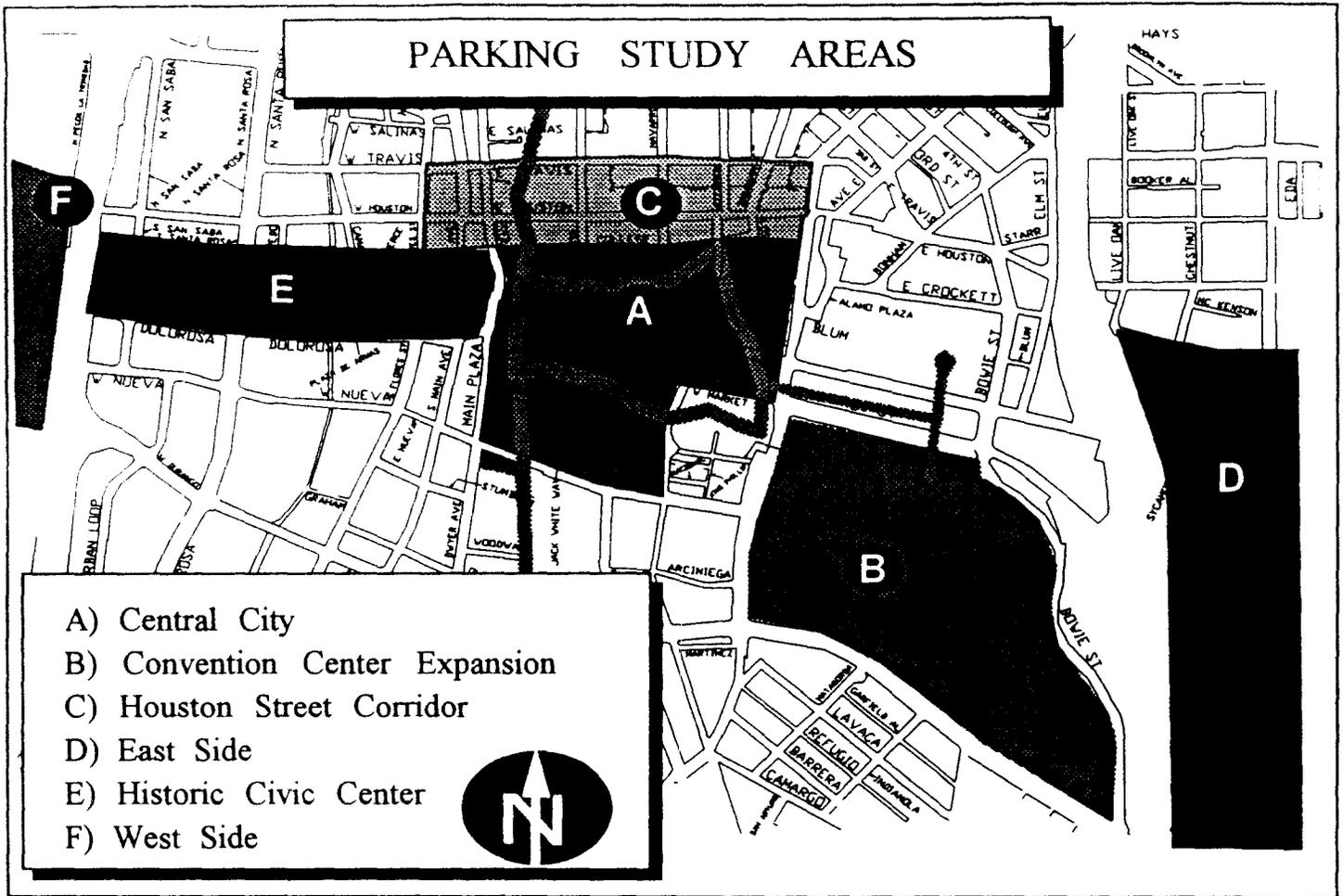
DOWNTOWN SAN ANTONIO PARKING STUDY

*Prepared for
The City of San Antonio, Texas*

**The CONSULTING ENGINEERS GROUP, Inc.
2455 N.E. Loop 410, Suite 125
San Antonio, Texas 78217**

OBJECTIVES

- **Review & define the parking needs of six specific sub-areas of Downtown San Antonio.**
- **Identify parking location alternatives.**
- **Coordinate and consolidate the improvement requirements of each area into a single set of recommendations.**



STUDY AREAS

- The Central City
- Convention Center - HemisFair Park
- Houston Street Corridor
- East Side - Sunset Depot Development
- Historic Civic Center
- West Side - UTSA

DEVELOPMENTS IMPACTING THE STUDY

- **Development of Entertainment Center (South Bank, Presidio Plaza, etc.)**
- **International Center**
- **Convention Center Expansion**
- **Proposed Hotel Development**
- **Residential Development**
- **Downtown campus for UTSA**
- **Sunset Depot Development**
- **Historic Civic Center Master Plan**
- **Over 70 projects planned for the Downtown area**

BACKGROUND DATA

The information for the study was gathered from over 40 interviews with and documentation supplied by:

City Staff

Property Developers

Downtown Residents

Downtown Alliance

Staffs of CPS, VIA, UTSA, & TxDOT

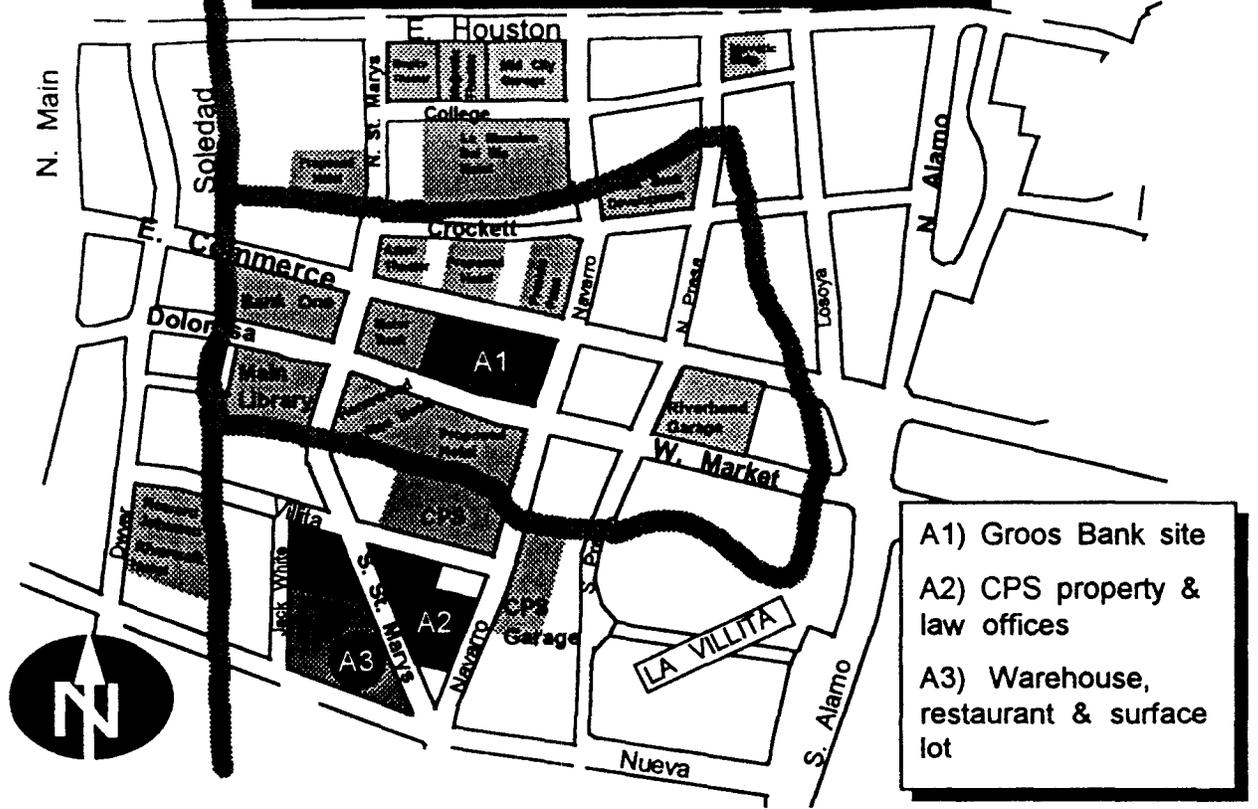
CRITERIA FOR RECOMMENDATIONS

- **When will the need for parking be “on-line”?**
- **What are the cost/revenue factors?**
- **Can the facility serve the parking needs other than the primary generator?**

STUDY AREAS BY PRIORITY

- **Central City**
- **West Side / UTSA**
- **Convention Center Expansion**
- **East Side / Sunset Depot Development**
- **Houston Street Corridor**
- **Historic Civic Center**

Study Area - A (Central City)
Priority #1



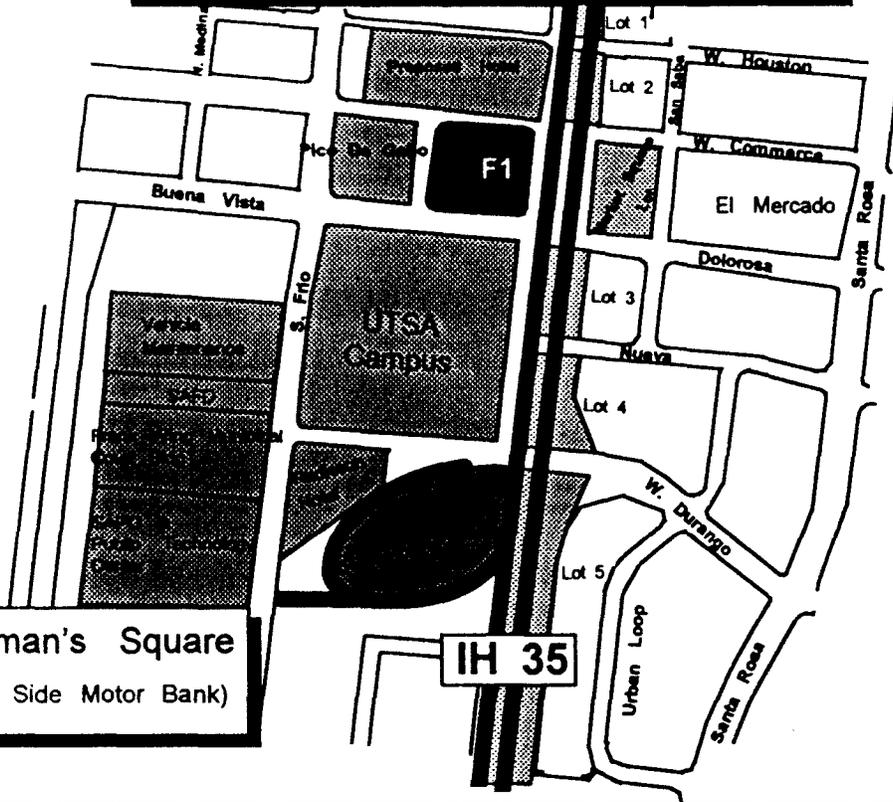
CENTRAL CITY

1,100 additional spaces needed
(250 private, 200 International Center, 650 public)

Contributing factors:

- South Bank Development
- Presidio Plaza
- Homewood Suites Hotel
- International Center
(formerly Main Library site)
- Alamosa Hotel Development

Study Area - F (West Side)
Priority #2



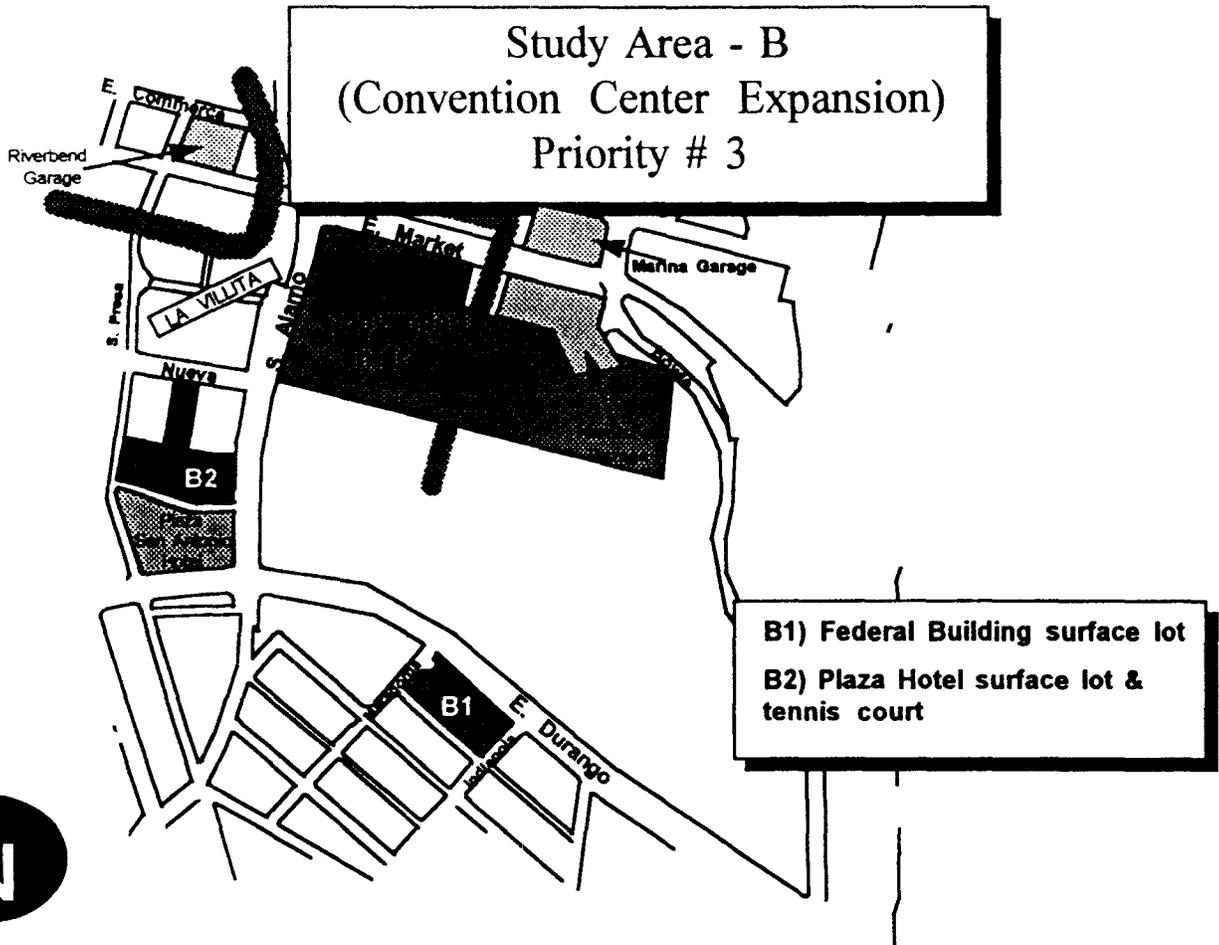
F1) Cattleman's Square
(Formerly West Side Motor Bank)

WEST SIDE

265 additional spaces needed

Contributing factors:

- UTSA Campus
- Proposed Hotel Development (138 rooms)
- Proposed 11,000 sq. ft. restaurant
- Expansion of existing restaurant



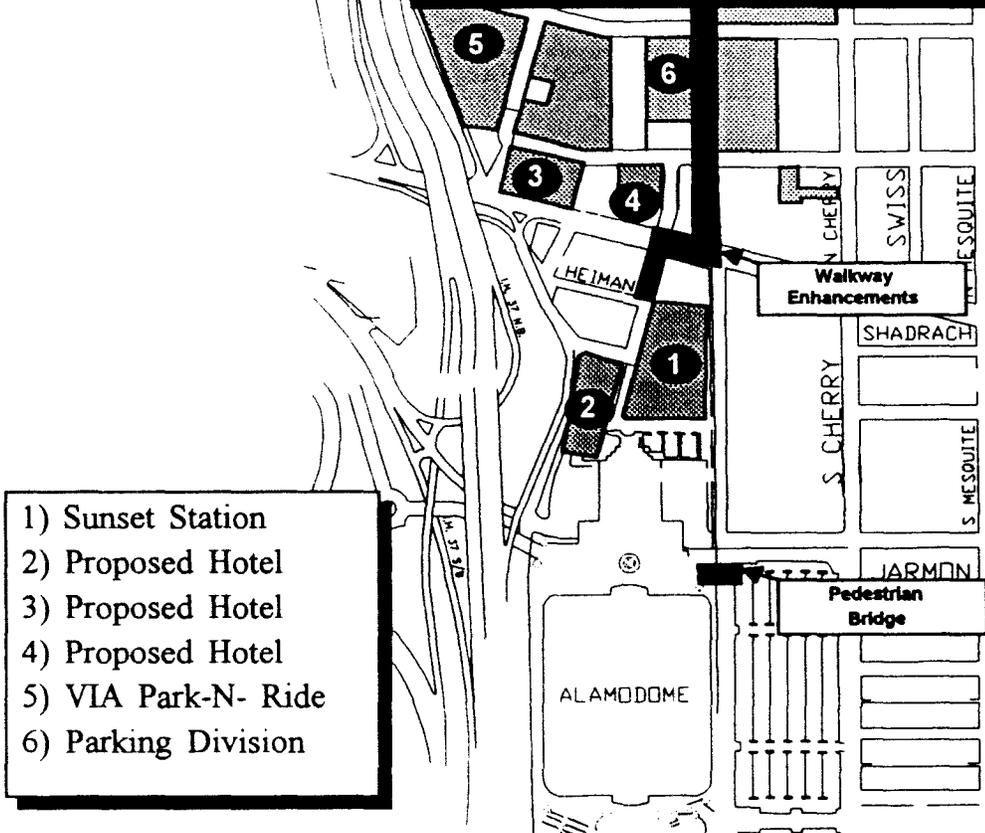
CONVENTION CENTER

Possibly 700 additional spaces

Contributing factors:

- **The Convention Center Expansion**
- **Loss of 472 spaces at HemisFair Garage**
- **Tower of the The Americas /HemisFair Park**
- **Proposed 1,200 room Headquarters Hotel**

**Study Area - D (East Side)
Priority # 4**



- 1) Sunset Station
- 2) Proposed Hotel
- 3) Proposed Hotel
- 4) Proposed Hotel
- 5) VIA Park-N- Ride
- 6) Parking Division

EAST SIDE

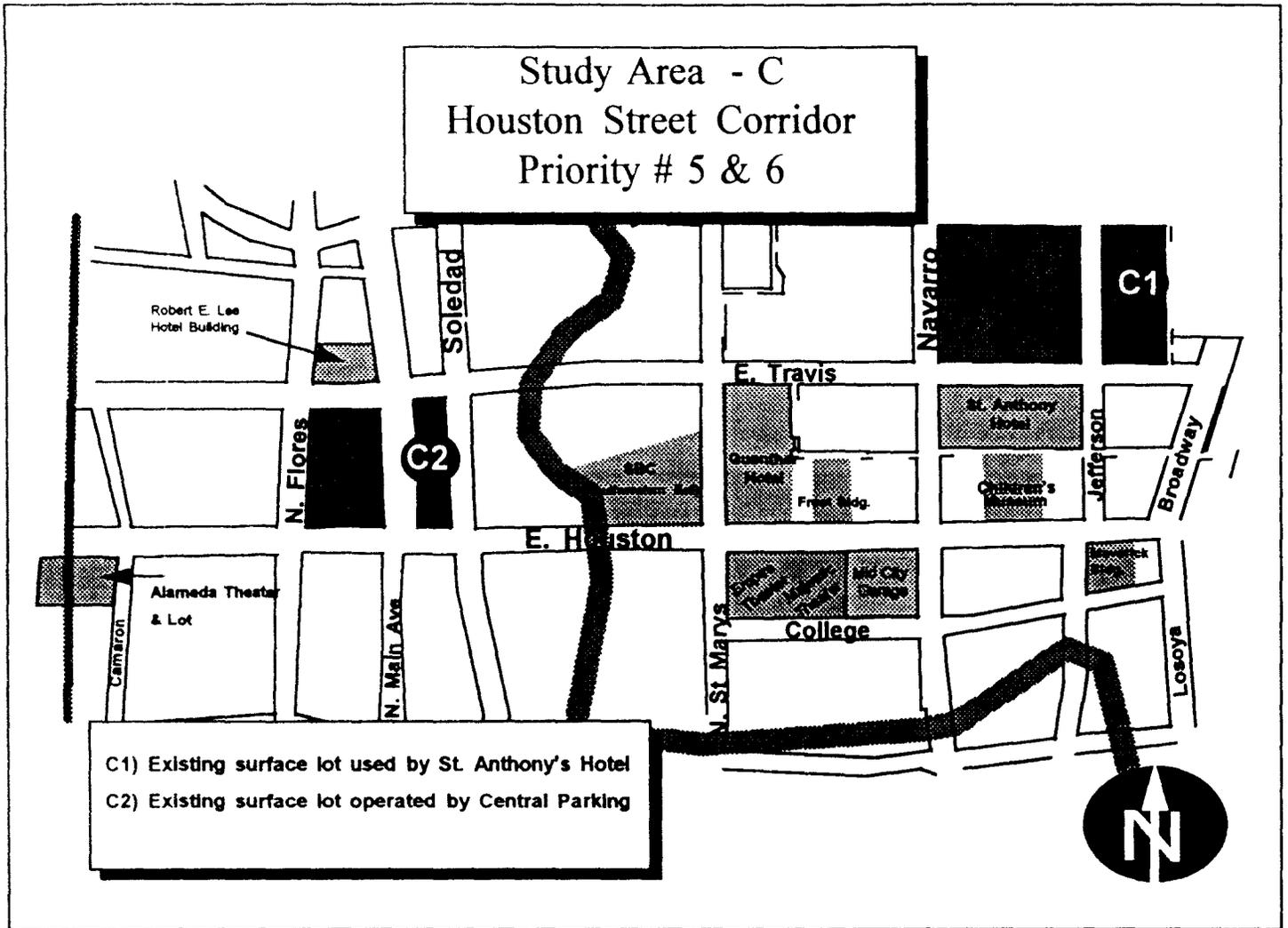
1,000 additional spaces

Contributing factors:

- Proposed Sunset Depot Development
- Proposed Hotel (400 rooms - self contained parking)
- Proposed Hotel (1 @ 130 rooms, 1 @ 450 rooms)
- St. Paul Square

Considerations

- VIA Park - n - Ride Facility (400 spaces)
- Alamodome Lot C (1,150 spaces)
- City's parking supply (900 spaces)



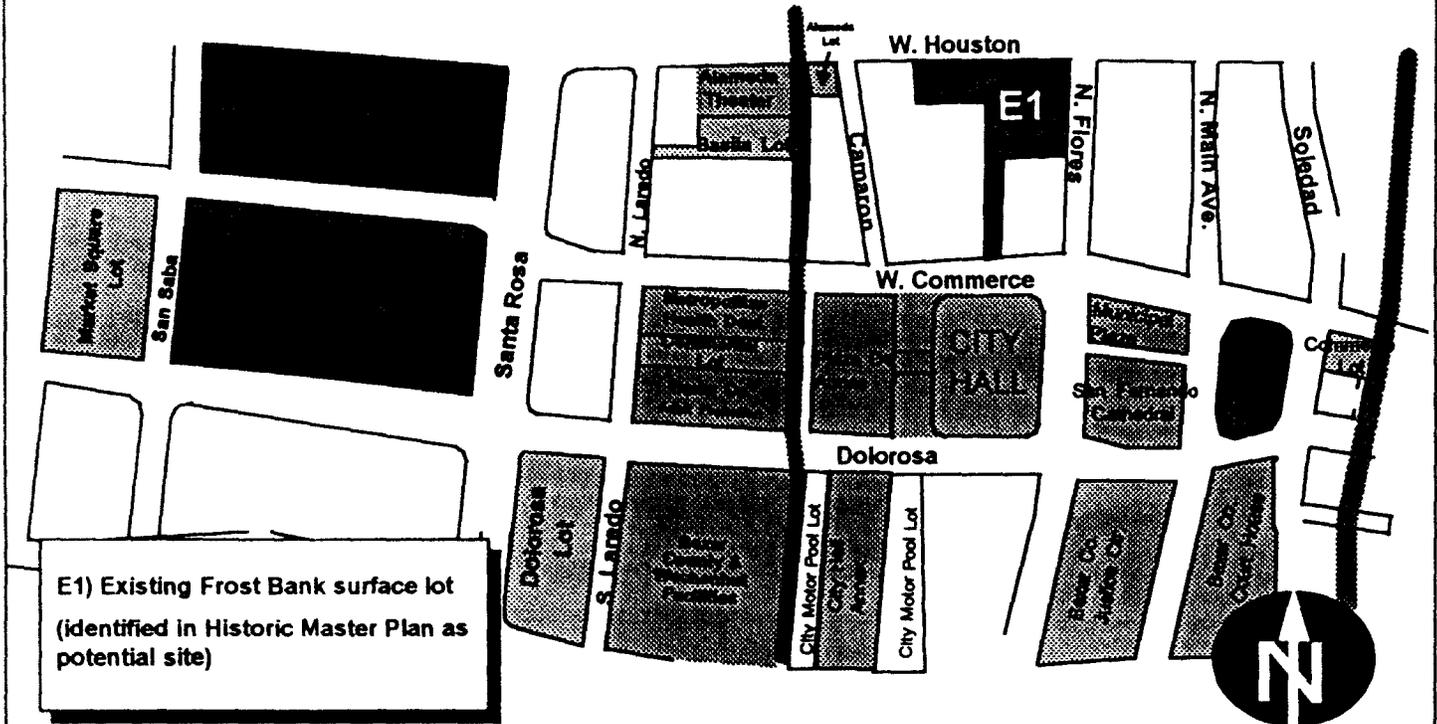
HOUSTON STREET CORRIDOR

1,400 additional spaces
(700 East side & 700 West side)

Contributing factors:

- **Residential Development -**
Maverick Bldg., Majestic Towers, Robert E. Lee Bldg.
- **Commercial Development -**
Empire Theater, Alameda Theater, Children's Museum
- **Municipal Auditorium events**

Study Area - E
 (Historic Civic Center)
 Priority #7



HISTORIC CIVIC CENTER

450 additional spaces

Contributing factors:

- Removal of existing spaces in Master Plan around City Hall, behind Health Department, and by river at Commerce & Soledad
- Alameda Theater development
- Municipal Complex

SUMMARY OF IMPROVEMENT RECOMMENDATIONS BY PRIORITY

	<u>Study Area</u>	<u>Recommendation</u>	<u>Estimated Costs</u>	<u>Demand Timeline</u>
1	Central City	800 space structure	\$6,200,000	1996
2	West Side			
	A.	Surface lot & improvements	\$1,500,000*	1996
	B.	600 space structure	<u>\$4,000,000</u>	1998-2001
			\$5,500,000	
3	Convention Center	700 space structure	\$5,000,000	**
4	East Side	Pedestrian Bridge to Alamodome Lot C	\$300,000	1997
		Enhanced Walkways	\$50,000	1997
4	Houston - East	700 space structure	\$4,500,000	1998-2001
5	Houston - West & Historic Civic Center	700 space structure	\$4,500,000	Future

* Includes land cost and other improvements

** The planning of a parking structure in the Convention Center Area will be largely contingent on the completion of the Convention Center expansion and the proposed hotel development.

STAFF RECOMMENDATIONS

FIVE YEAR ACTION PLAN

FIVE YEAR ACTION PLAN FOR DOWNTOWN PARKING FACILITIES

Year One (1996)

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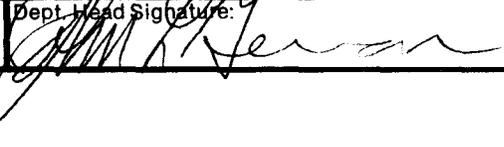
Year Two (1997)

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Sub - Total	\$4,320,000	\$4,320,000
TOTAL COST	\$30,595,000	\$25,140,000

DO NOT TYPE IN THIS SPACE		CITY OF SAN ANTONIO Request For Ordinance/Resolution	For CMO use only	
Approval			Date Considered	
Finance	Budget		Consent <input type="checkbox"/> Individual <input type="checkbox"/>	
Legal	Coordinator		Item No. Ord. No.	

Date: Nov. 3, 1995	Department: Public Works	Contact Person/Phone # Henry Ross 8017
Date Council Consideration Requested: Nov. 9, 1995	Deadline for Action: Nov. 9, 1995	Dept. Head Signature: 

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It is recommended this Ordinance be approved.

Council Memorandum Must Be Attached To Original

Other Depts., Boards, Committees Involved (please specify):

Contract signed by other party
 Yes No

FISCAL DATA (If Applicable)	Budgetary Implications
Fund No. _____ Amt. Expended _____	Funds/Staffing Budgeted Yes <input type="checkbox"/> No <input type="checkbox"/>
Activity No. _____ SID No. _____	Positions Currently Authorized _____
Index Code _____ Project No. _____	Impact on future O & M _____
Object Code _____	If positions added, specify class and no. _____ _____ _____
Comments: _____ _____ _____	

Coordinator — White
 Legal — Green
 Budget — Canary
 Finance — Pink
 Originator — Gold

FIVE YEAR ACTION PLAN FOR DOWNTOWN PARKING FACILITIES

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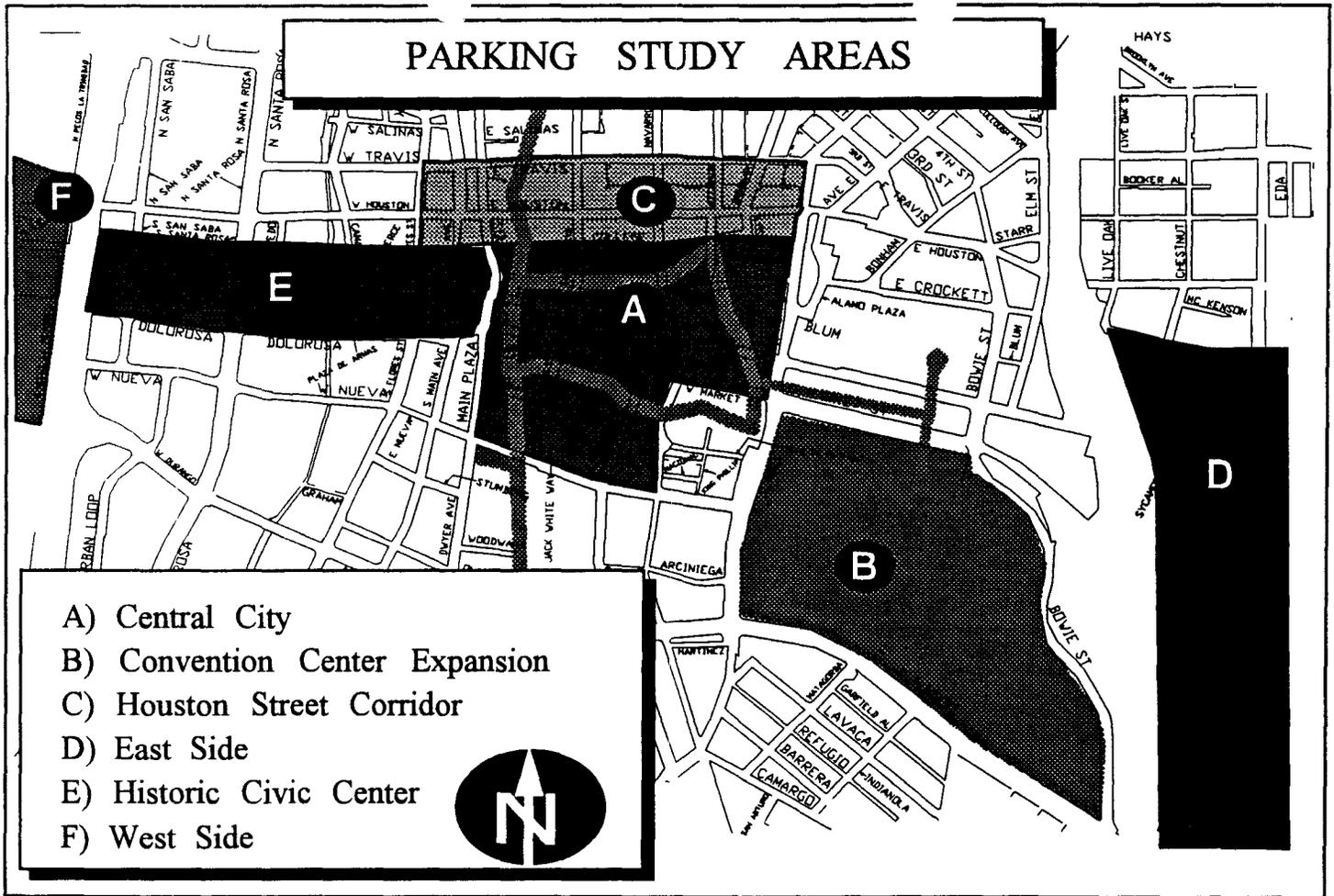
DOWNTOWN SAN ANTONIO PARKING STUDY

*Prepared for
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STUDY AREAS

- **The Central City**
- **Convention Center - HemisFair Park**
- **Houston Street Corridor**
- **East Side - Sunset Depot Development**
- **Historic Civic Center**
- **West Side - UTSA**

DEVELOPMENTS IMPACTING THE STUDY

- **Development of Entertainment Center (South Bank, Presidio Plaza, etc.)**
- **International Center**
- **Convention Center Expansion**
- **Proposed Hotel Development**
- **Residential Development**
- **Downtown campus for UTSA**
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- **Historic Civic Center Master Plan**
- **Over 70 projects planned for the Downtown area**

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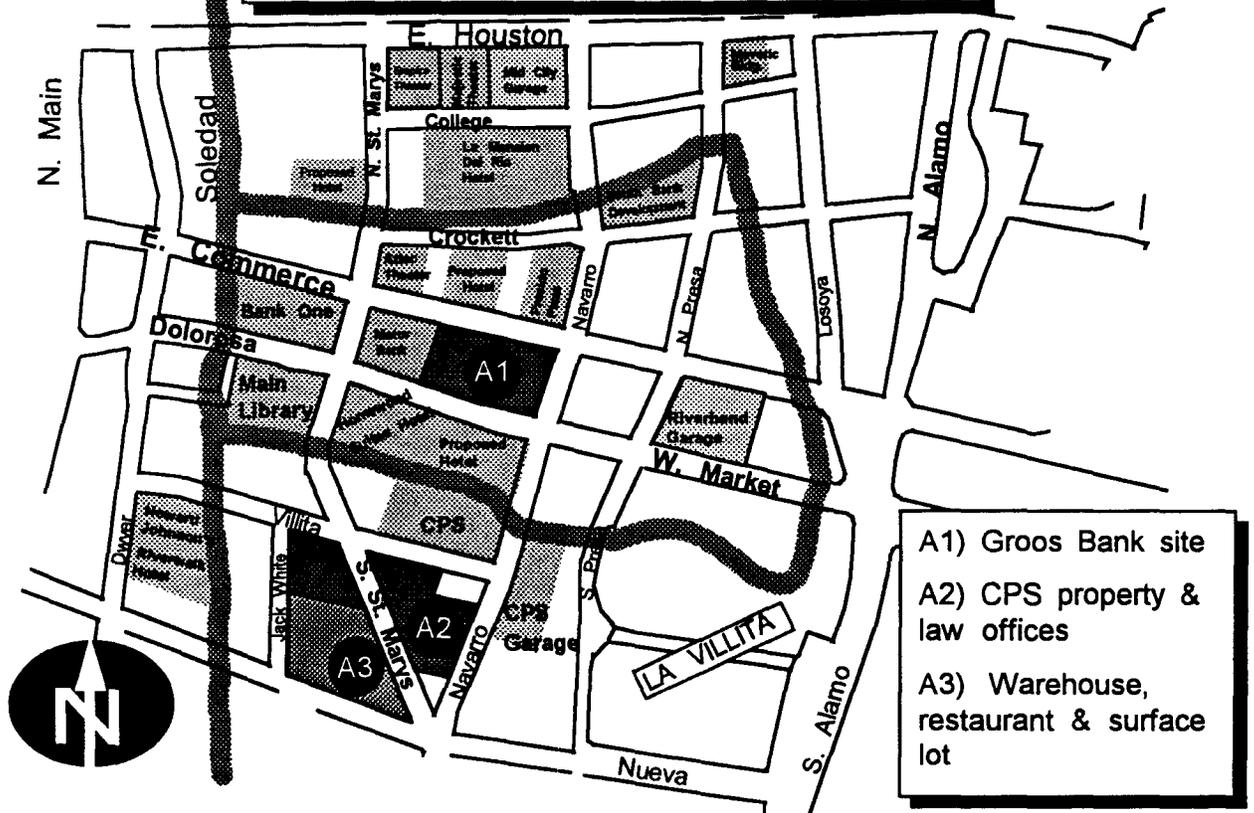
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STUDY AREAS BY PRIORITY

- **Central City**
- **West Side / UTSA**
- **Convention Center Expansion**
- **East Side / Sunset Depot Development**
- **Houston Street Corridor**
- **Historic Civic Center**

Study Area - A (Central City)
Priority #1



CENTRAL CITY

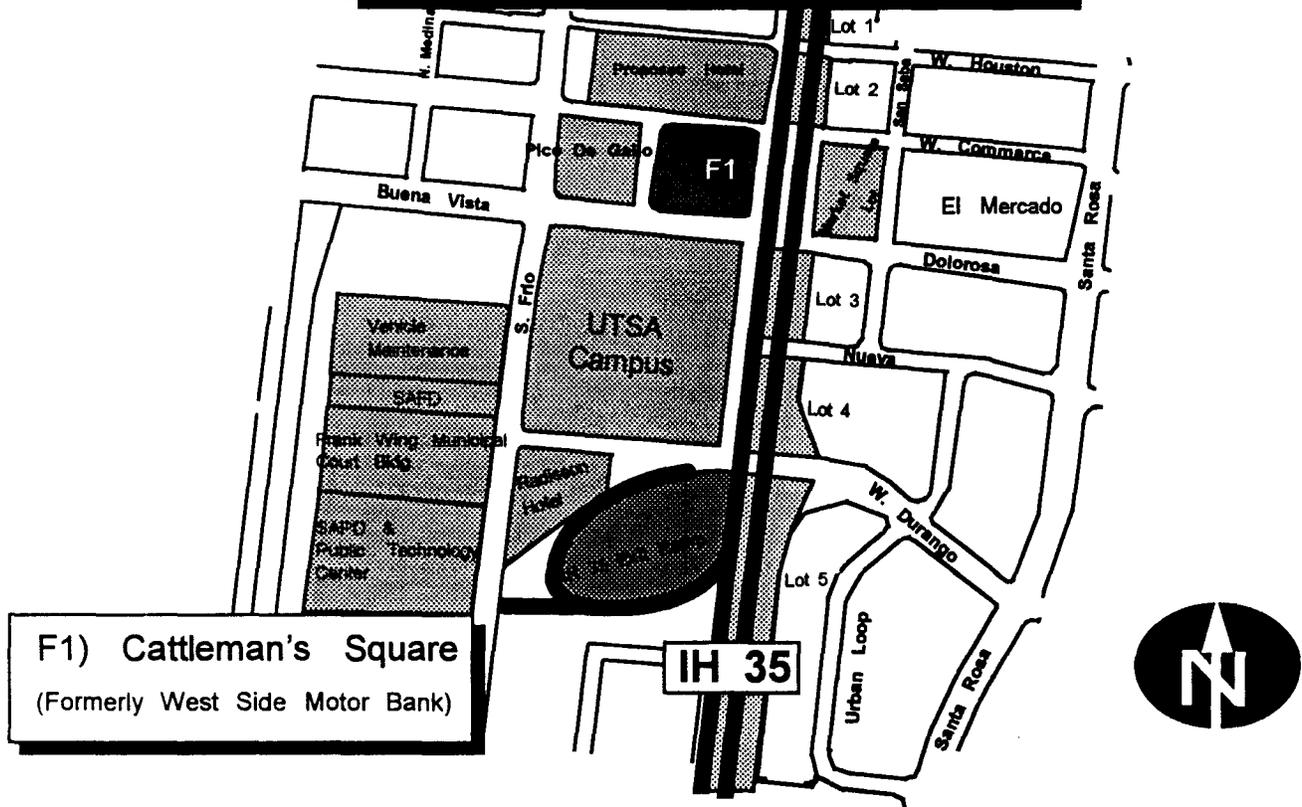
1,100 additional spaces needed

(250 private, 200 International Center, 650 public)

Contributing factors:

- **South Bank Development**
- **Presidio Plaza**
- **Homewood Suites Hotel**
- **International Center**
(formerly Main Library site)
- **Alamosa Hotel Development**

Study Area - F (West Side)
Priority #2



F1) Cattleman's Square
(Formerly West Side Motor Bank)

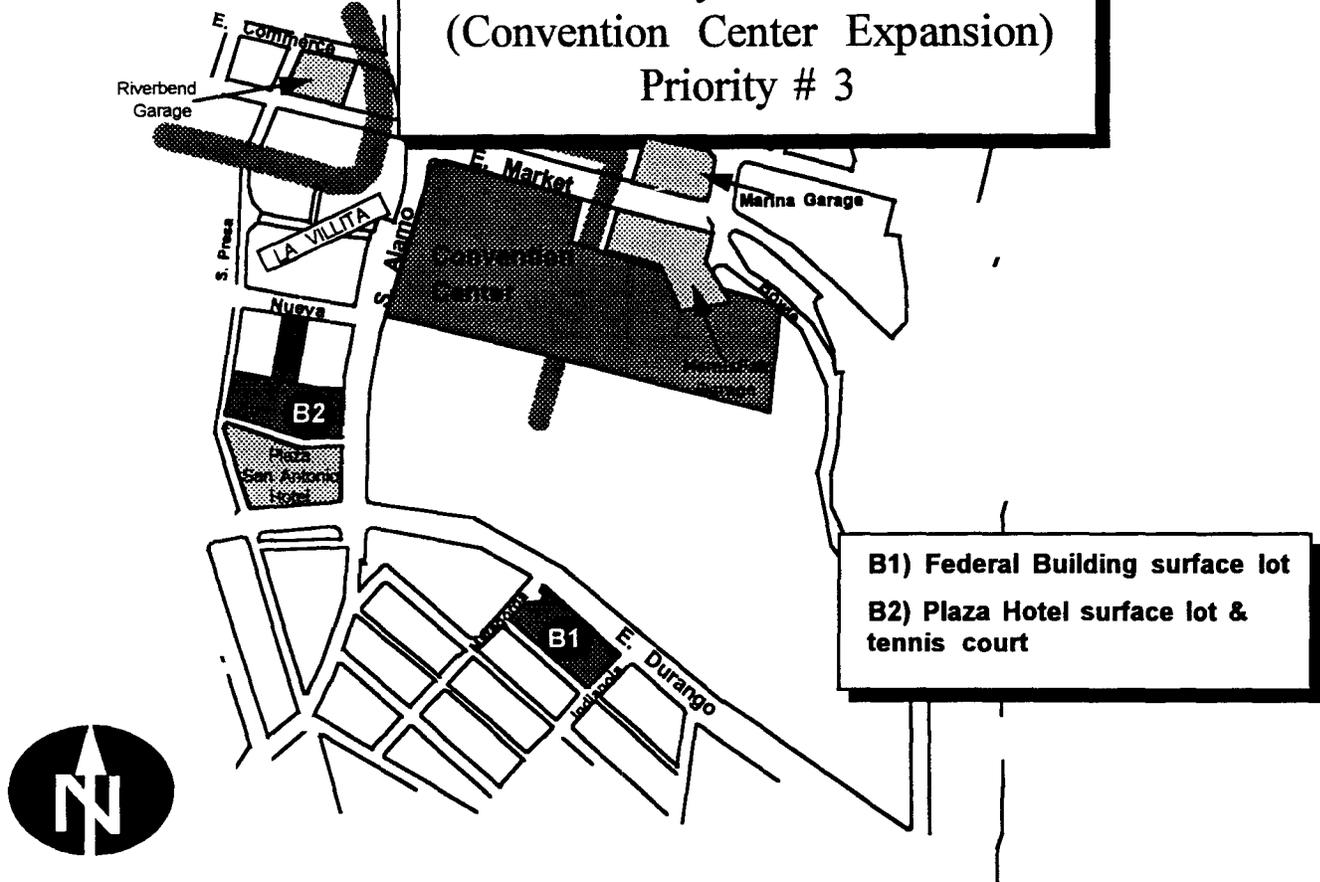
WEST SIDE

265 additional spaces needed

Contributing factors:

- **UTSA Campus**
- **Proposed Hotel Development (138 rooms)**
- **Proposed 11,000 sq. ft. restaurant**
- **Expansion of existing restaurant**

**Study Area - B
(Convention Center Expansion)
Priority # 3**



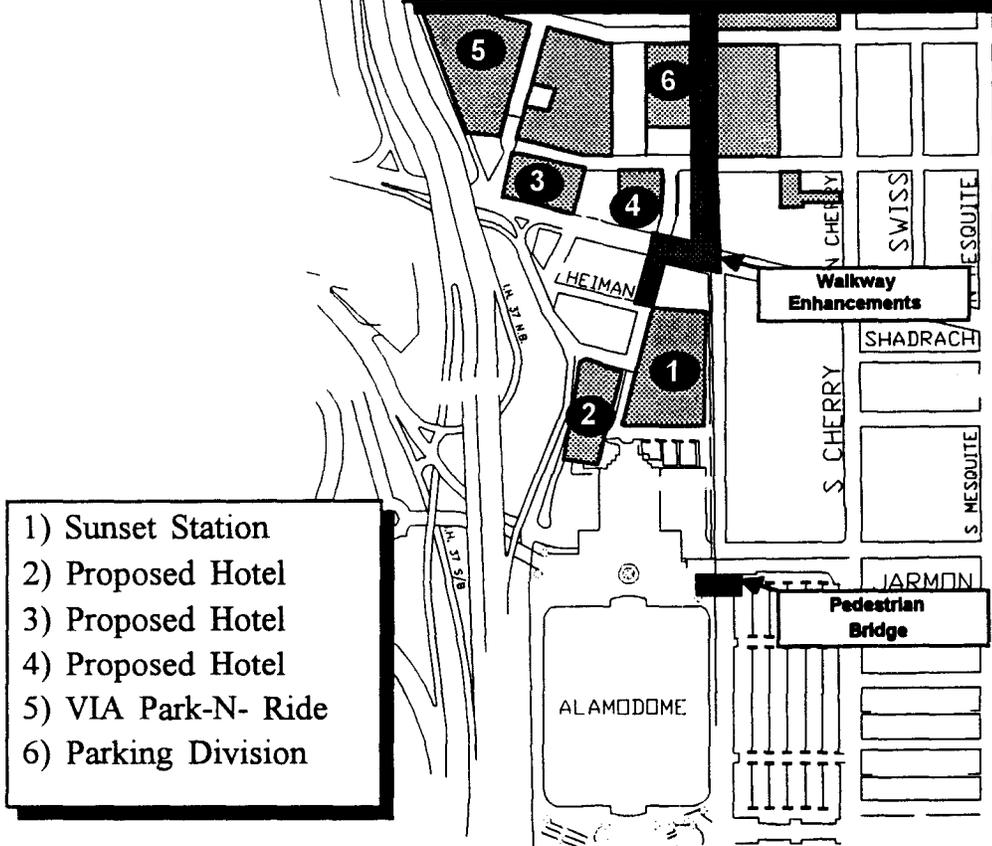
CONVENTION CENTER

Possibly 700 additional spaces

Contributing factors:

- **The Convention Center Expansion**
- **Loss of 472 spaces at HemisFair Garage**
- **Tower of the The Americas /HemisFair Park**
- **Proposed 1,200 room Headquarters Hotel**

**Study Area - D (East Side)
Priority # 4**



- 1) Sunset Station
- 2) Proposed Hotel
- 3) Proposed Hotel
- 4) Proposed Hotel
- 5) VIA Park-N- Ride
- 6) Parking Division

EAST SIDE

1,000 additional spaces

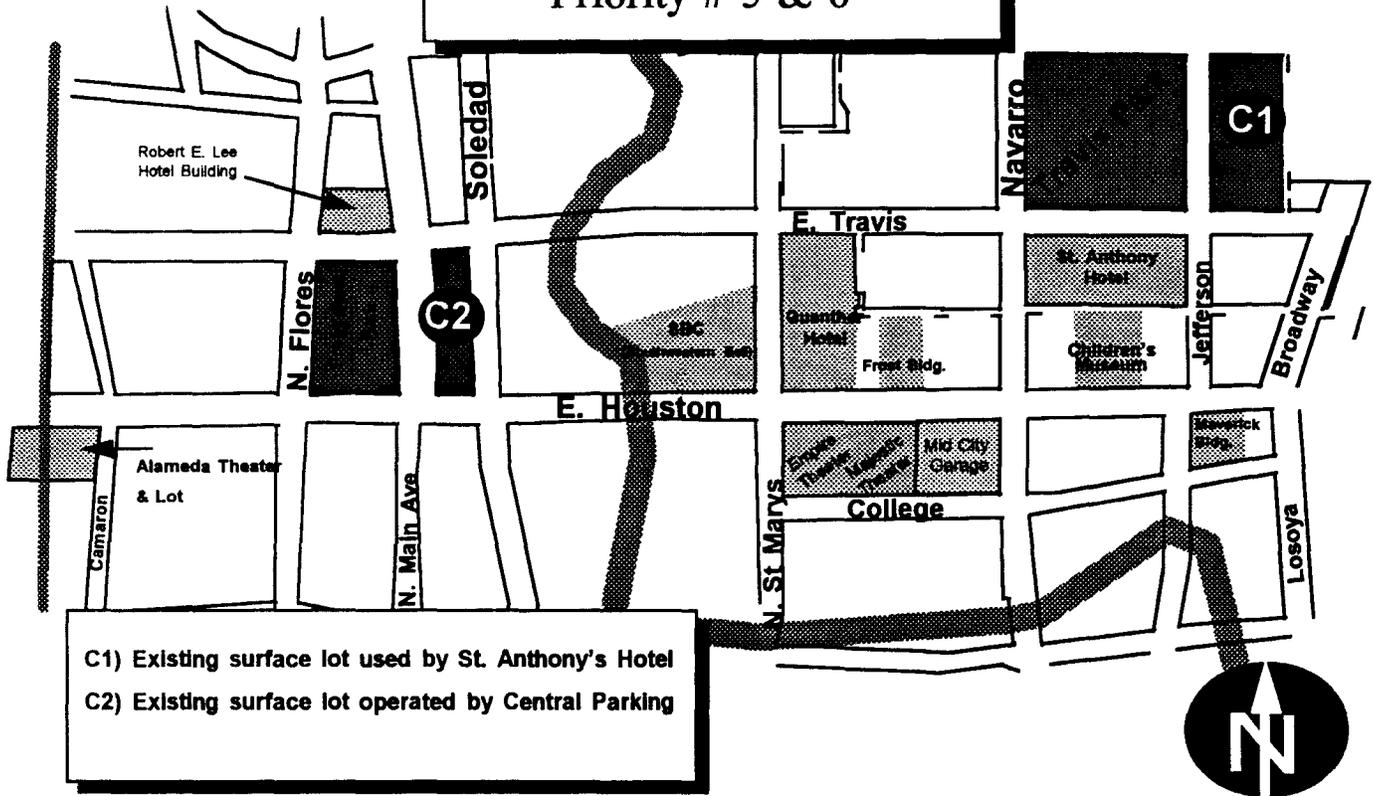
Contributing factors:

- Proposed Sunset Depot Development
- Proposed Hotel (400 rooms - self contained parking)
- Proposed Hotel (1 @ 130 rooms, 1 @ 450 rooms)
- St. Paul Square

Considerations

- VIA Park - n - Ride Facility (400 spaces)
- Alamodome Lot C (1,150 spaces)
- City's parking supply (900 spaces)

Study Area - C
Houston Street Corridor
Priority # 5 & 6



C1) Existing surface lot used by St. Anthony's Hotel
C2) Existing surface lot operated by Central Parking

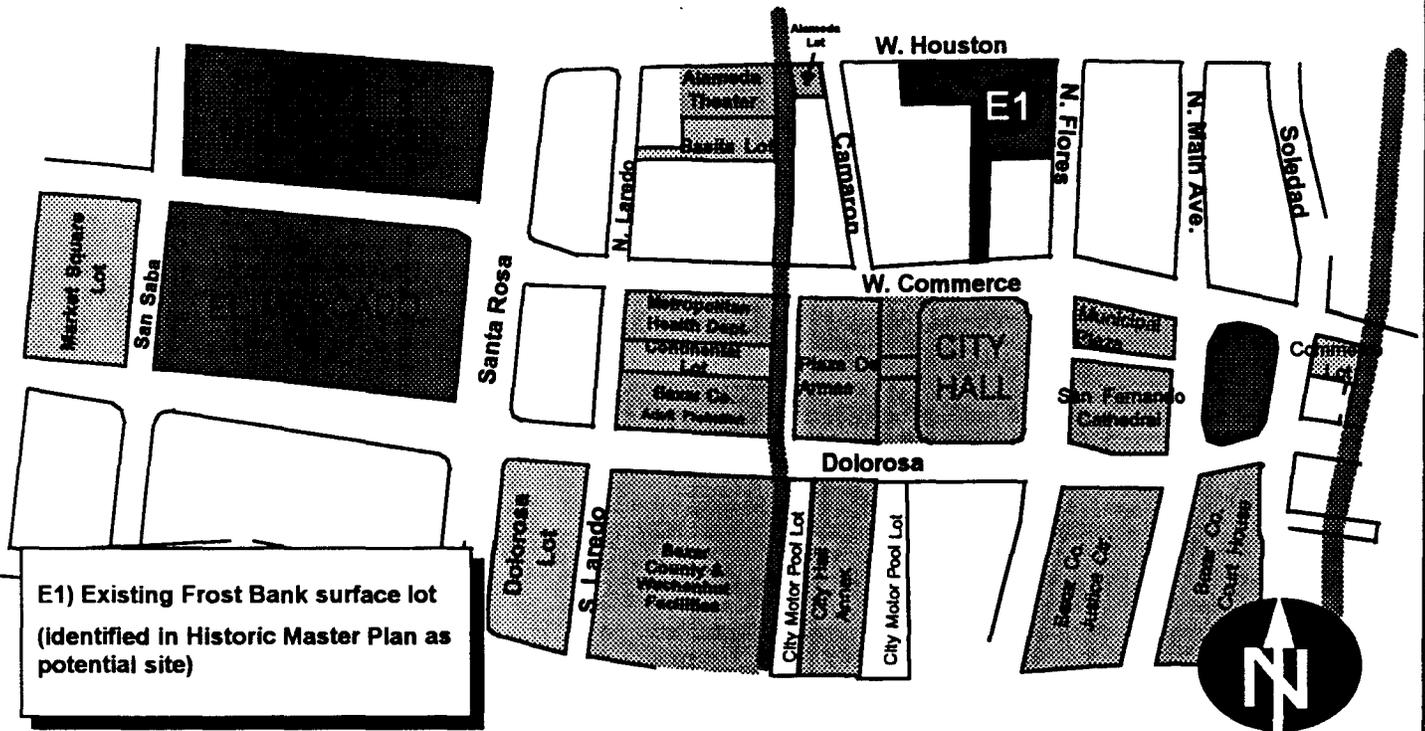
HOUSTON STREET CORRIDOR

1,400 additional spaces
(700 East side & 700 West side)

Contributing factors:

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Maverick Bldg., Majestic Towers, Robert E. Lee Bldg.
- **Commercial Development -**
Empire Theater, Alameda Theater, Children's Museum
- **Municipal Auditorium events**

Study Area - E
 (Historic Civic Center)
 Priority #7



HISTORIC CIVIC CENTER

450 additional spaces

Contributing factors:

- Removal of existing spaces in Master Plan around City Hall, behind Health Department, and by river at Commerce & Soledad
- Alameda Theater development
- Municipal Complex

SUMMARY OF IMPROVEMENT RECOMMENDATIONS BY PRIORITY

	<u>Study Area</u>	<u>Recommendation</u>	<u>Estimated Costs</u>	<u>Demand Timeline</u>
1	Central City	800 space structure	\$6,200,000	1996
2	West Side			
	A.	Surface lot & improvements	\$1,500,000*	1996
	B.	600 space structure	<u>\$4,000,000</u>	1998-2001
			\$5,500,000	
3	Convention Center	700 space structure	\$5,000,000	**
4	East Side	Pedestrian Bridge to Alamodome Lot C	\$300,000	1997
		Enhanced Walkways	\$50,000	1997
4	Houston - East	700 space structure	\$4,500,000	1998-2001
5	Houston - West & Historic Civic Center	700 space structure	\$4,500,000	Future

* Includes land cost and other improvements

** The planning of a parking structure in the Convention Center Area will be largely contingent on the completion of the Convention Center expansion and the proposed hotel development.

**STAFF
RECOMMENDATIONS
FIVE YEAR ACTION PLAN**

FIVE YEAR ACTION PLAN FOR DOWNTOWN PARKING FACILITIES

Year One (1996)

Action	Option A Cost	Option B Cost
A. Purchase land for future parking structure at IH 35 - Commerce - Buena Vista, and convert to 265 space surface parking lot	\$1,500,000	1,500,000
B. Participate with Alamosa Development in a 1,100 space parking garage at Commerce - Navarro - Market (Groos Bank Site) or	\$12,900,000	
C. Develop a 850 space garage jointly with CPS at St. Marys - Navarro		\$7,445,000
Sub - Total	\$14,400,000	\$8,945,000

Year Two (1997)

A. Initiate planning for a 700 space garage at Travis - Jefferson	\$6,525,000	\$6,525,000
B. Begin design of a 700 space garage for the Convention Center area	\$5,000,000	\$5,000,000
C. East Side site improvements	\$350,000	\$ 350,000
Sub - Total	\$11,875,000	\$11,875,000

Years Three - Five (1998-2001)

A. Construct two parking garages as planned above in year two		N/A
B. Construct design for a 600 space parking garage at Cattleman's Square	\$4,320,000	\$4,320,000
Sub - Total	\$4,320,000	\$4,320,000
TOTAL COST	\$30,595,000	\$25,140,000

CITY OF



SAN ANTONIO

DOWNTOWN SAN ANTONIO PARKING STUDY

REVIEW AND CONSOLIDATION OF SUB-AREA

STUDY PROJECTS IN THE DOWNTOWN AREA

OF SAN ANTONIO, TEXAS

Prepared for

The City of San Antonio, Texas

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October 12, 1995

Attachment 1

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EXECUTIVE SUMMARY

This report has been prepared to evaluate existing conditions and measure projected development potentials with respect to the supply of parking space in Downtown San Antonio.

The Downtown area is now experiencing new growth in several sub-areas; and an extensive array of new and rehabilitation construction is planned throughout Downtown in the next five (5) years. The impacts of this growth will be noticeable in many forms and beneficial to the City and its citizens. At the same time, the City must prepare to accept this growth by planning now for the infrastructure improvements necessary to attract and sustain these projects.

A principal feature of the infrastructure support required to promote and assist new growth is the provision of adequate parking for the vehicles of visitors, merchants, customers, residents, employees, and others destined to Downtown, whether for an hour, a day or year-long. Thus the purpose of this study has been to examine six (6) sub-areas of Downtown in terms of the forward planning data now available and in the context of existing parking space supply, needs for additional parking to properly serve new generators and measurement of the traffic operations impacts that will result from added parking space capacity and traffic volume. It should be noted that because projected projects are continually revised, added and subtracted, this report is based upon the best information available at this time.

Each of the six (6) sub-areas has been reviewed separately to define its particular needs. Our work was then focused on three (3) main factors in each sector - - -

- ◆ *Need for Parking Space*
- ◆ *Location Alternatives*
- ◆ *Phasing of Improvements*

1. The East Side: - Alamodome, Sunset Depot and Dal/Mac Hotel, Reyna Hotel, San Flo Hotel

Extensive new development includes a 400-room hotel; the Sunset Depot's entertainment center; rehabilitation of the St. Paul Square buildings; two potential hotels and related support services, together with the planned 440-space Park-n-Ride facility. Net new parking space could be provided by the Park-n-Ride lot with additional needs to be served by improved existing surface parking, including the 2,500 space Alamodome Lot on the West side of Cherry Street.

2. The Convention Center - HemisFair Park Expansion:

Parking needs here result from two (2) distinct actions --- removal of existing parking spaces and addition of new generators. Based on present information, considering the International Center, and replacing lost parking at the site, it appears that a new structure with a minimum capacity of some 400 spaces will be required, probably South of Durango Boulevard and East of Alamo Street. An alternate solution if the International Center does not materialize on this site, is not to build a parking structure and to solve Special Convention parking needs by shuttling from existing City surface lots.

A possible addition to this complex is a Headquarters hotel of 1,200 rooms to be located within the boundaries of the existing Convention Center. If this hotel materializes, additional parking is required for approximately 600-760 cars depending upon the employees parking needs and Hotel function spaces. The possibility also exists that the hotel parking needs could be self contained.

Because of the difficulty in defining the parking requirements of the expanded Convention Center which depends in a large way on the type of shows and conventions attracted to the new facility a course of action of wait and see is recommended regarding providing parking for the Convention Center. If the need to replace the lost arena parking is required, a parking structure can be built at a later date.

3. The Central City: - The Commerce/Market Corridor and South Bank

Development here ranges from recently completed, to under construction, to programmed, to proposed. Satisfaction of the need here must be a prompt and principal focus of the City to promote further development in the core area of the City. At the present time a parking structure of limited capacity of approximately 250 spaces, is planned by private interests for a site located between Commerce and Market West of Navarro. This project, as now planned, will supply less than half of the spaces necessary in this location. The City will need to actively follow all other alternatives in order to provide the 600 to 800 additional spaces required. **Due to the timing of construction in this local area, the need should be considered urgent since projects creating the demand are currently under construction.**

4. Houston Street Corridor: - Alamo Street to Flores Street

This sub-area includes the planned rehabilitation of buildings along a ten-block length of Houston Street, the central spine through the corridor. Among the largest uses of renovated properties are likely to be residential and retail units that have the potential to triple existing parking demand. Capacity for expanded parking in the East end of the corridor is very limited --- a structure will be

required here in the next eighteen to twenty-four (18-24) months, depending upon the speed of numerous planned reconstruction expansion projects. The West end of the corridor now includes large and fairly strategic surface parking lots. Improvement of these lots such as lighting, will likely serve as a temporary supply for the area --- the future development of the lot North of Houston and East of Soledad will reduce this capacity as the creation of the Historic Civic Center, reuse of the Alameda Theatre and other projects increase demand. A second structure will then be required near the Houston/Flores centroid consistent with development but probably not for four to six (4-6) years.

5. The Historic Civic Center Area: - The River to El Mercado, along Commerce Street

While the current program calls for an extensive improvement through the corridor (including the Cathedral and City Hall) there is little mention of parking as a design feature. Some existing parking has been or soon will be removed; other uses will generate further demand, most likely from current parkers displaced or from increases in visitor trips. Parking needs for the Historic Civic Center should be carefully coordinated, as soon as possible, with the needs for the West end and the Houston Street corridor (see above). A single facility, properly located and sized, should serve both sub-areas. In the interim, the parking spaces returned to the City inventory at the Santa Rosa Dolorosa lot, should solve displaced City Hall parkers. A possibility of combining City and County needs on this lot should also be studied.

6. The West Side: - UTSA Campus and Related New Construction

Plans for the construction of a new UTSA Campus and for related development including a hotel, retail and entertainment uses will generate a significant demand for parking. Depending upon the portion of total need supplied by the private sector, the City may need to be responsible eventually for 2,500 parking spaces West of or along I-35, considering Phase II of UTSA plus the expected commercial development. For the first UTSA phase, a strong approach toward the use of existing, alternative parking would utilize 750 spaces currently available under the I-35 roadway, plus 250 spaces in the Durango Loop ramp and off hour availability of the adjacent 267 space Municipal Court lot, especially for low-cost, accessible student parking to satisfy first stage projected demand is recommended. Also to be considered is the off hour use of the Public Technology Center 150 space parking lot. The Commercial Development in this area of 3-4 high volume restaurants and 1-2 hotels would develop a demand for 600-750 spaces. **An excellent site between Commerce and Buena Vista at Leona Street is currently being retained under an option. The City should act promptly to secure this site for development of a surface lot with provisions for expansion to a parking structure with included retail opportunities.** The primary concern in this region is the ability of the deck to financially support itself. A parking deck located on available public land (i.e. Durango Loop, Municipal Court site) would be convenient for students who probably would resent paying a nominal

parking fee and yet it could be too far away from the commercial development to be attractive. Therefore, the City and the University must either reach an agreement on sharing student parking fees and subsidizing the construction costs of a parking garage on the government lot or the commercial interests should reach an agreement with the City to support a structure economically with leasing agreements and construct on the bank lot.

Summarizing the Need:

This review of present and projected needs has been based upon the most current information concerning each facet of the overall development program, some of it provided as recently as October 1st. While the need for parking can be accurately measured in terms of parking spaces, it can only be applied to the precise dimensions of the generators that create the need. At this time there are many projects involved in the planning process that are not yet at the final plan stage. As a result, the definitive need for additional capacity must be periodically reviewed to update:

- The need for space
- Preferred Locations
- Timing and Feasibility
- Shared Parking Facilities
- Responsibility for Development

Given the current level of available information concerning the various projects and improvements planned throughout Downtown, a summary of required parking improvement projects, in order of their priority, would include:

- A. The Central City/River Bend - A total need of some 600-850 spaces, likely to be developed in two units --- 600 spaces public, 250 spaces private. Ideally, a single cooperative more efficient venture is preferred. The need for this structure will be experienced in 1996. Shared parking with CPS is also a possibility. Note use of the Main Library could increase this demand by approximately 200 spaces.
- B. The West Side; primarily the UTSA campus plus nearby construction of hotel, retail, restaurant and other uses; actual need dependent upon timing of new construction and initial use of existing parking. Recommend upgrading security of existing City parking under expressway and secure the 1st Interstate Bank block.
- C. A new structure to serve the Convention Center-HemisFair Park Expansion-(Capacity of approximately 400 spaces with capacity to be expanded). Actual demand is dependent upon location of International Center and future 1,200 room Hotel.

- D. Sunset Development: Construct the VIA Park-n-Ride lot - North of St. Paul Square - (Capacity ± 440 spaces) - upgrade the access to the existing City surface parking North of Commerce Street. Construct bridge over railroad tracks to Alamodome lot. This project could advance depending upon speed of the development.
- E. Houston Street - East; A new structure located near Travis and Jefferson, up to 700 space capacity dependent upon speed of development of the area.
- F. The Historic Civic Center/Houston Street - West; A new structure to combine service to both area; capacity of about 700 spaces and schedule dependent on the scope and speed of adjacent development projects, probably about four years hence.
- G. As an important adjunct to this recommended improvement plan, a comprehensive program of on-going improvements should be made in the layout, safety, accessibility, efficiency and capacity of existing parking facilities of all types within Downtown.

These recommendations should be closely monitored on a regular basis to revise and update the need, location and outline specifications for these identified parking projects and for those that may be added to, or subtracted from the overall program. A flexible, long-term development package should be created that will provide closely-coordinated parking project data to all public and private interests involved and become an integral part of the comprehensive parking management plan for Downtown San Antonio.

PART I

THE ASSIGNMENT

A. **PURPOSE AND DESCRIPTION**

The purpose of this study has been to review the parking needs in six (6) specific sub-areas of Downtown San Antonio and to coordinate and consolidate the improvement requirements of each into a single set of recommendations. While each of the six (6) sub-areas represents particular land uses, schedules and needs for improvements, the sub-areas are linked geographically and/or by an interchangability of patron usage. These factors make possible the preparation of a unified series of project recommendations to cover the entire Downtown Area.

Identification of the six (6) sub-areas will serve to define geographic limits, inclusion of major generators, adjacency of user populations and potentials for shared use of recommended parking facilities. The sub-areas are:

1. The East Side (Sunset Depot , Dal/Mac Hotel, St. Paul Square, and the Park-n-Ride facility).

Extends from the Alamodome to Nolan Street, from I-37 to Cherry Street, containing major new uses North of the Dome that will drastically change this part of Downtown, creating a full-scale entertainment, retail and service center East of the Interstate.

2. Convention Center - HemisFair Park Expansion

Concentrated in the large block bounded by Durango, Alamo, Market and Bowie Streets, including a number of important public use facilities.

3. Central City (The Commerce/Market corridor and South Bank)

The core area of the Downtown through the Commerce/Market corridor, from Alamo Street to the River.

4. Houston Street Corridor

Center spine of the redevelopment/rehabilitation district, extending from one block North to Travis

and the block South to Crockett from Main to Alamo Plaza, including several dozen older buildings targeted for re-use.

5. The Historic Civic Center

The corridor extending Westerly from the River through the San Fernando Cathedral, City Hall, El Mercada and beyond I-35 to connect to the new campus of UTSA, creating a large-scale historic center and visitor destination.

6. The West Side

To be anchored by the new UTSA, the area includes the campus, hotel sites, restaurants and commercial space and the West end of the local planned East-West transit shuttle operating on Commerce and Market Streets between here and the East Side Park-n-Ride facility East of I-37.

7. The Summary Report

As presented, condenses the work of six (6) study units into a single preliminary master plan for parking recommendations and improvements in Downtown.

Each of the specific sub-areas is shown on the accompanying Map A-1 along with the identification of the core area. The flow pattern from sub-area to sub-area is obvious.

B. THE REVIEW PROCESS

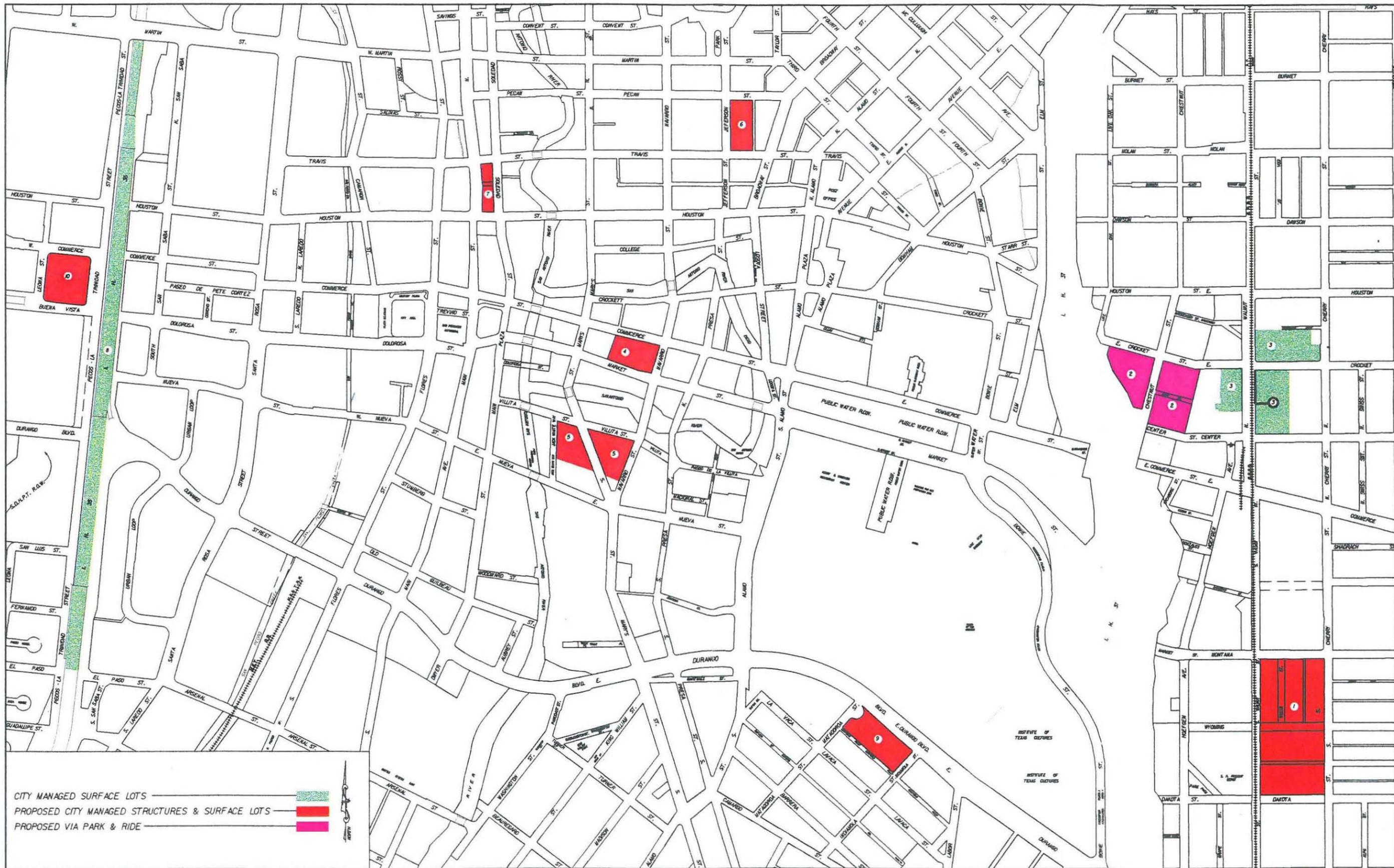
To simplify the reporting of the sub-area measurement and review process a standard format will be used in each case. Components of the sub-area analysis will include the description of the area and its principal land uses and trip generators; the need for parking now and in the future (related to the extent of proposed development); the alternatives for providing parking and recitation of the appropriate recommendations and an indication of traffic operations and related impacts.

This document will evaluate recommended improvements on street traffic operations along with elements of a Parking Management Plan for Downtown. This latter item becomes a critical planning tool for clearing-house oversight of the various redevelopment/new construction programs because the Downtown area is, itself, constricted by Interstate Highways, centered along the Bend of the River, served by a street network offering little opportunity for expansion and providing only limited site opportunities for new parking. These factors, plus the wide range of independent public and private development proposals, will require careful attention to the following factors:

- ◆ Coordination of project formats, schedules, transportation needs and joint-use potentials.
- ◆ Application of Parking Management strategies and cooperation agreements to reduce parking/traffic impacts.
- ◆ Adoption of guidelines and design standards for physical improvements.
- ◆ Encouragement of local travel alternatives to and through Downtown including feasible incentive proposals.

This report will set forth an initial plan for parking improvements --- The City must continue to monitor carefully all of the features of this plan that will affect its implementation and, hence, the development environment throughout Downtown.

The information within this report has been gained through over forty (40) meetings and interviews with City Staff, land and property developers, City and Downtown Associations, local residents associations, State of Texas staff, VIA staff, property owners, CPS staff, international managers, building managers, general contractors, parking operators, architects, consultants and others. We have been willing and eager to talk to any parties that have input in our work for this study at any time, and place. The ever changing status of the various projects planned for this dynamic City has caused us to continually recast our recommendations. Thus this report represents a given time frame with the continual need to re-appraise our recommendations as changes occur. Henry Ross and Robert Galindo have been particularly helpful and most cooperative in our efforts.



1.) ALAMO DOME SURFACE LOT
 2.) VIA PARK AND RIDE LOT
 3.) CITY SURFACE LOTS

4.) GROSS BANK SITE
 5.) CITY PUBLIC SERVICE SITE
 6.) TRAVIS PARK SITE

7.) WEST HOUSTON SITE
 8.) I-35 SURFACE PARKING
 9.) CONVENTION SITE
 10.) CATTLEMAN SQUARE

PART II

BACKGROUND DATA

Numerous background sources were utilized to define the various potential Downtown improvement projects and to measure their impacts on the Downtown. From the sources relevant to each sub-area, background information was obtained for each to create the project descriptions and to measure the consequences of their implementation. A listing of pertinent data sources is included in Appendix A.

The analysis phase of the background investigations often involves the tempering of plan projections to reflect the reality of development for both scale and timing. This is a vital concern when preparing estimates of facility size, location, use and revenue production. The other major concern faced here is the cost of providing space in terms of the need for parking and the timing of its completion. Parking space must be ready to serve new users when the need occurs, but premature constructions --- ahead of actual demand for space --- can create serious financial problems and limit further construction as part of any comprehensive improvement plan.

A principal feature of this total study should be the creation of a coordinated public/private partnership to create a balanced parking system. The City, as the primary supplier of Downtown parking, must always be aware of projects that will require additional parking space and how such space will fit into a total program that may eventually add 5,000 to 6,000 new spaces in Downtown. The role of the City must be one of continual observation of the progress of development projects, the appropriate adjustment of detailed planning programs and the ultimate provision of parking as the catalyst to create new activity throughout Downtown.

Background data has been reviewed and confirmed where possible, to properly equate development project needs with parking improvement recommendations. The material that follows is believed to be timely, but we must again emphasize the need for careful monitoring of this entire subject as changes occur rapidly. Among the specific elements of Downtown growth and development that serve as catalyst for the parking improvement projects to be described below are:

- The International Center - A center housing international affairs and organizations located South of the Convention Center and the other public uses centered here.
- Expansion of the Convention Center by approximately 100 percent, greatly increasing its importance for national exhibitions and trade shows.

- Development of an Entertainment Center along the South Bank of the Riverwalk between Presa and St. Mary's Streets; the area will include Hard Rock Cafe, Planet Hollywood, a dozen other restaurants and bar establishments, a 900 seat banquet facility and related uses.
- Development of a new Downtown campus for the University of Texas at San Antonio.
- Recent completion of a new main public library, involving the possible reuse of the existing building.
- Another 60-70 development projects of all types and sizes announced for the Downtown area and now in some stage of project planning, design or development.

The combination of these projects will have a dramatic impact on the scale of Downtown activity of every type. At this time there does not appear to be any reason to assume that a majority of these projects will not continue into the construction phase prior to the year 2000. Evidence of the overall growth potential is shown in the population projection figures prepared and summarized as follows for the San Antonio Metropolitan Statistical Area:

<u>POPULATION GROWTH - 1990 TO 2020</u>		
	<u>MSA</u>	
	<u>VIA Intermodal Terminal</u>	<u>Texas Water Development Board</u>
<u>Year</u>	<u>Project Estimates</u>	<u>Bexar County Population Estimates</u>
1990	1,302,100	---
1994	1,416,100	---
2000	1,550,600	1,422,600
2010	1,804,200	1,705,000
2020	2,082,400	2,034,000

The two projections are very close and confirm each other. Much of this new growth will occur in the fringe areas of the City, but the principal business and tourist center will remain Downtown. A similar estimate of hotel room availability in the Downtown area reflects the expansion of this activity --- from 6,500 rooms currently to an average estimate of 10,250 by 2020. A second preliminary hotel survey conducted for the City, projects an additional 1,000 rooms entering the market by 1996, plus 1,000 rooms more by 1998, 1,400 more by 2,002, and 900 more in 2005. Obviously, the addition of almost 4,000 hotel rooms in a concentrated area such as Downtown indicates the extent of activity to be added in an area currently short of parking space and served by a street system with little capability of expansion in terms of added lanes.

Developing a basis for projecting the growth of Downtown activity is essential to defining the need for additional parking to support existing and future land uses and to measuring the impact of related traffic flow patterns on vehicular and pedestrian travel, access to facilities and impacts on other features in Downtown.

This report is directed to calculating parking needs, analyzing circulation patterns and measuring resultant impacts for each six (6) sub-areas of Downtown. Each is reported separately in PART III, below.

PART III

THE SUB-AREAS FINDINGS AND RECOMMENDATIONS

The six (6) sub-areas of Downtown are described below and are identified on the following Map III-A.

PROJECT NUMBER ONE

THE EAST SIDE

(Sunset Depot, the Dal/Mac Hotel, St. Paul Square, Reyna Hotel).

A. **Project Descriptions**

Based upon information provided, the East Side projects represent the largest and most complex single development effort in Downtown and one of the first intended to move ahead. The total project will create the largest single impact on parking and traffic operations in Downtown. As such, it deserves initial analysis in the overall study effort.

The various projects that comprise the East Side Complex are centered North of the Alamodome, just East of the Interstate 37 right-of-way. In summary, the individual uses are:

◆ **The Alamodome**

The existing focal point of the East Side is the Alamodome, a domed sports stadium/trade show and exhibit area that provides the activity center to generate patrons for the other uses planned for adjacent properties. The Alamodome contains:

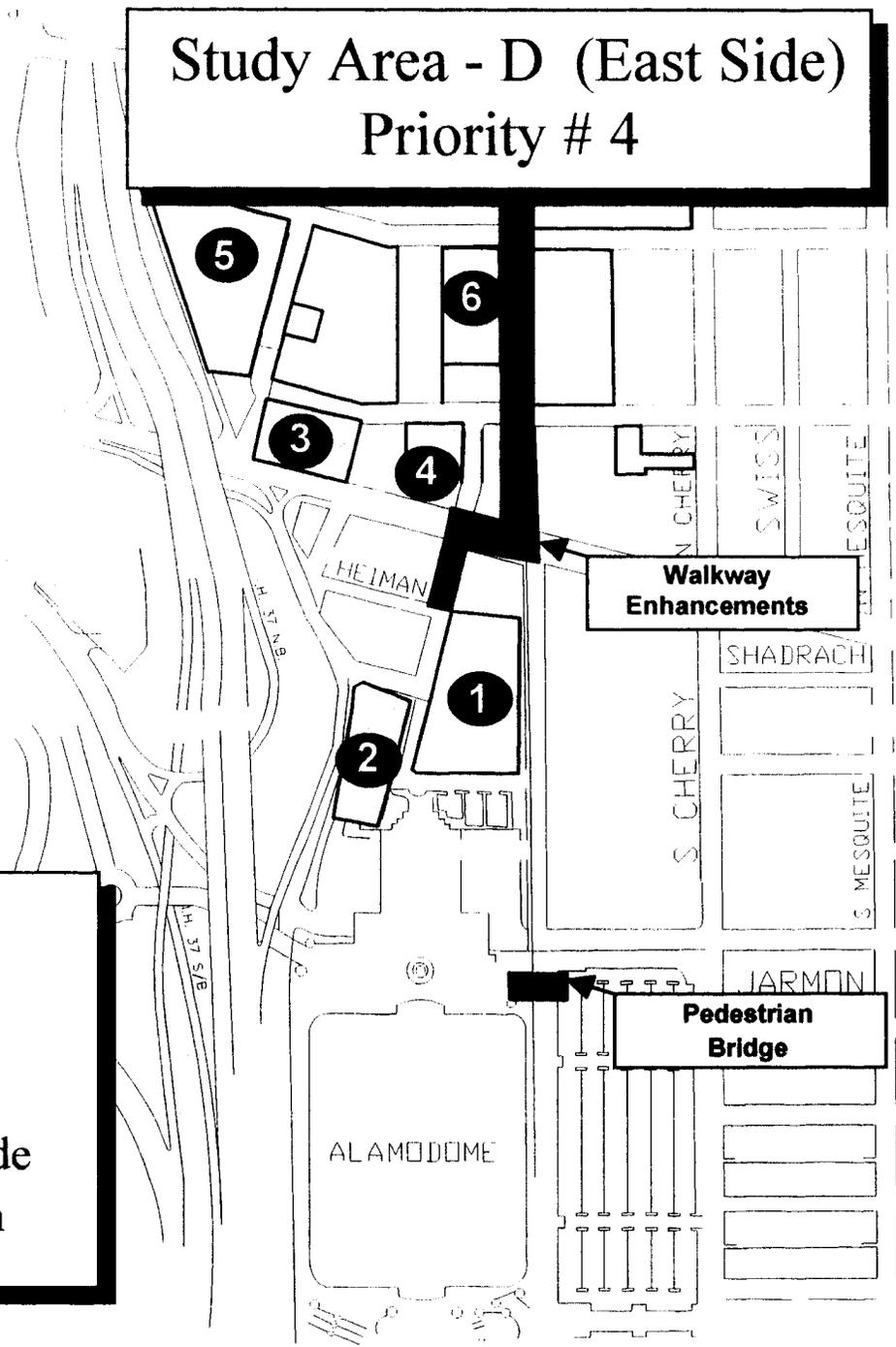
- Seating for groups of 10,000 to 77,200
- Stadium configuration seating for 65,000
- 160,000 sq. ft. of exhibit floor space
- 30,648 sq. ft. of conference room space
- Seating patterns for football, hockey, basketball

◆ **Alamodome Hotel (Dal-Mac/DePalma)**

- 400 Rooms/400 Parking Spaces in an adjacent dedicated garage
- Standard and specialty restaurants with a total of 200 seats
- Bar and Lounge with a total of 210 seats

Study Area - D (East Side) Priority # 4

- 1) Sunset Station
- 2) Proposed Hotel
- 3) Proposed Hotel
- 4) Proposed Hotel
- 5) VIA Park-N- Ride
- 6) Parking Division

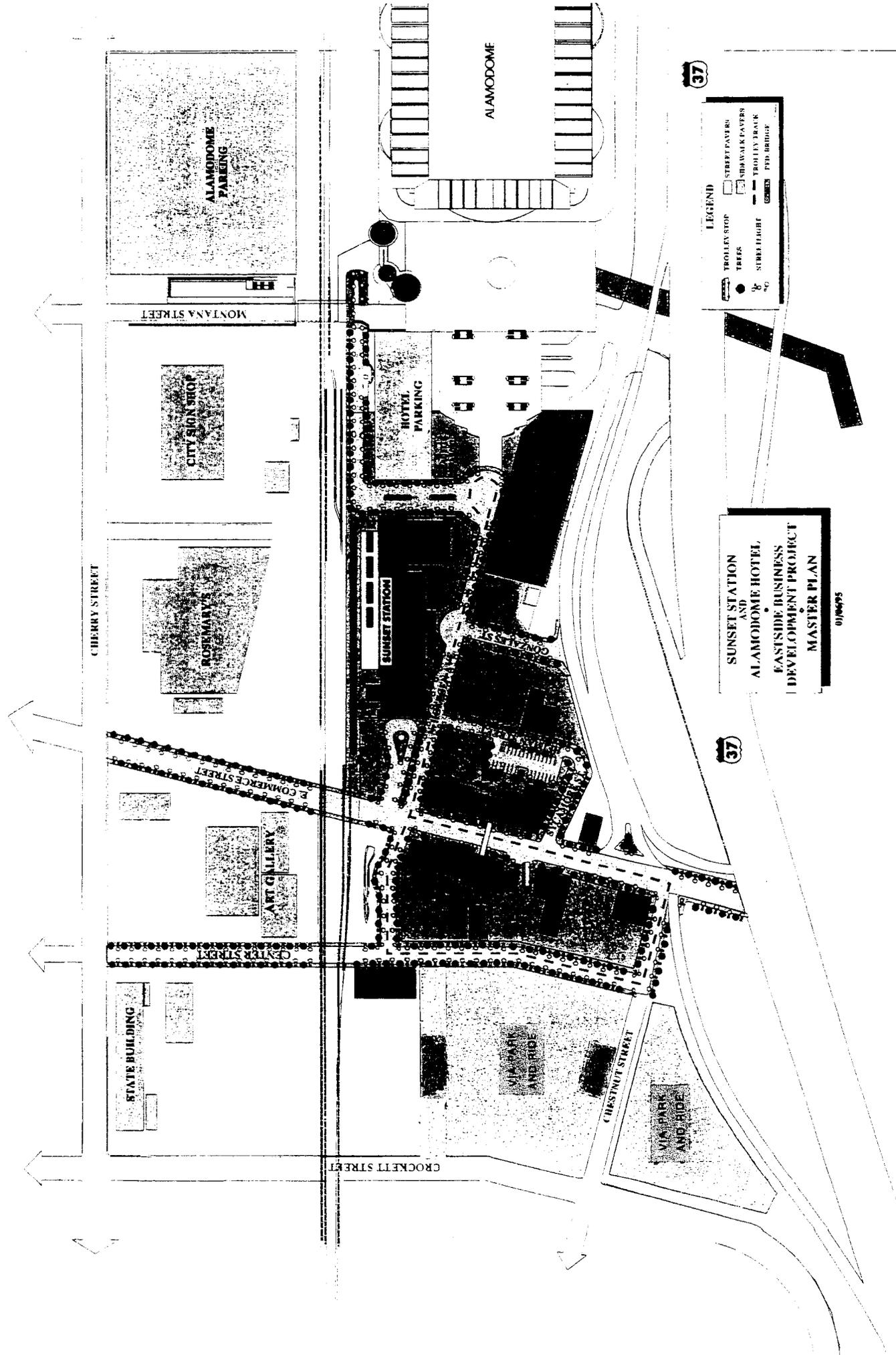


LEGEND

- TROLLEY STOP
- TREES
- STREET LIGHT
- STREET PAVEMENT
- SPRAWK PAVEMENT
- TROLLEY TRACK
- FED BRIDGE

**SUNSET STATION
AND
ALAMODOME HOTEL
EASTSIDE BUSINESS
DEVELOPMENT PROJECT
MASTER PLAN**

01/06/95



- Ballroom seating 1,000; meeting rooms totalling 8,780 square feet
- Pool, health club, game room, etc.

◆ Sunset Depot

A large mixed-use entertainment/retail center utilizing the former Southern Pacific Railroad depot and freight buildings, developed in a manner similar to the Church Street Station complex in Orlando, Florida.

Sunset Depot Development Team reports that the expected site development will involve:

● Total building area	70,000 sq. ft.
● Entertainment/Dining area	65,000 sq. ft.
● Number of Employees	500
● Annual Attendance	1,700,000
● Average Daily Attendance *	4,700
● Parking Space Requirements	See Below

*Peak period attendance will significantly exceed this number. The projected attendance figures are considered to be conservative by the Sunset Depot Developers when compared to actual numbers at Church Street Station in Orlando, Florida, on a comparable area basis. Basing attendance figures, however, upon the Church Street Station may be optimistic considering the competition of the River Walk.

◆ St. Paul Square

The Square is a collection of old and historic buildings located on either side of Commerce Street between I-37 and Hoefgen Avenue, and South of Commerce Street along Sycamore, Heimann and Gonzales Streets. Some of the Buildings in the Square have been renovated and occupied by uses that will be replaced as the area becomes a major retail and entertainment district adjacent to Sunset Depot; other buildings will be improved by private investors or by the developers of Sunset Depot to conform to the development theme for the area. It would seem that the development of the St. Paul Square buildings should proceed with the development of the Sunset Depot in order to make the overall area appear lively and exciting as well as safe.

◆ Reyna Hotel

175 room hotel located North of Commerce up to Center Street. No plans have been provided to determine site usage.

◆ The Park-n-Ride Facility

Sunset Depot will occupy the present railroad depot serving Amtrack trains. It will then be necessary to relocate the Amtrack facilities. A staged relocation is planned with the first stage occupying a temporary building before moving into a new station near Montana Street and the tracks, two blocks North of the present building. To the North VIA plans to construct a Park-n-Ride facility for about 440 vehicles that will serve the relocated station and, more importantly, an East-West transit shuttle through Downtown to the West Side area. This facility may also be available for special event parking for Alamodome functions and to serve the needs of Sunset Depot. The ability to secure a site large enough to build a surface lot will determine whether a structure is required.

◆ Other Development

In this same area other improvements are planned, including

- A rail trolley car link has been proposed between Sunset Depot and the Hotel on the South, and a major parking structure North of Center Street for joint use by Sunset Depot patrons. The trolley car link would also pass through St. Paul Square on Commerce Street as part of its return route to the Station.
- Another hotel, and possibly two, located North of Commerce Street.

◆ VIA

Much of the development South of Commerce Street is to be constructed on land owned by VIA. However, the local agencies remain committed to providing the support services necessary to permit the construction of the planned improvements.

With those various interests identified it was then necessary to develop a schedule of events that would affect the parking and traffic circulation needs of the East Side area.

The following five projects:

- Sunset Depot
- Dal/Mac Hotel
- Intermodal Terminal
- Park-n-Ride Lot
- Reyna Hotel

were the front-line improvements and were assumed to be proceeding on a generally parallel course. The Park-n-Ride lot is the one independent activity, that can be initiated as soon as the East-West transit shuttle system is operable, perhaps in advance of the other projects. However, its use and location would indicate a strong connection to the overall East Side redevelopment program.

The initiation of work to transform the old rail station into the expanded, multi-use Sunset Depot will require the simultaneous development of one of the alternate solutions for station relocation. It is expected that work on the proposed Dal/Mac Hotel would begin at about the same time. It now appears that actual work on these facilities could be under way late in 1996. This schedule means that construction activity would then disrupt traffic operations and reduce the modest existing parking space supply South of Commerce Street between I-37 and the rail tracks.

During the time of construction --- probably 18 to 24 months overall --- the principal project impact will be on traffic circulation to and from the Alamodome, via Hoefgen Street, and the reduced accessibility to the Alamodome from Commerce Street. By the time these major projects are completed, the garage serving the Dal/Mac Hotel will be complete, the access to the Alamodome parking should be complete and the Park-n-Ride system should be operating successfully. One concern that should be addressed is the maintenance of emergency access to the Alamodome from Commerce Street.

While the Hotel and Sunset Depot projects represent large-scale trip generation potentials coming on line more or less simultaneously, each will have its own parking supply and other localized transportation improvement projects may be developed as well. This schedule will also permit the City and the State to proceed with improvements to the local street system and the I-37/Commerce Street interchange, respectively.

B. Transportation Analysis

The next step in this study process involves the measurement of the street transportation and parking improvements needed to serve the East Side development.

1. Trip Generation:

The new projects will generate a massive daily trip volume in an area where virtually no daily generation occurs. Sites of the Da/Mac Hotel and Garage are now vacant, the present rail station generates only a few trips several times a day for Amtrack trains and the South side of St. Paul Square is sparsely populated. If the development proposals are carried out as proposed this area could generate as many as 10,000 to 12,000 trips on peak days, exclusive of events inside the Alamodome. This represents an increase of twenty to thirty times the existing trip volume. An increase of this dimension will necessitate considerable concern on the part of every party involved in the development program.

In general terms, the peak period trip generation rates are broken down as follows for a peak day (one of highest ten days of the year in terms of overall activity):

TABLE III-A
PEAK PERIOD
TRIP GENERATION RATES
FOR SUNSET DEPOT/DALMAC HOTEL

HOTEL -

400 Rooms @ 3. trips/day	=	1,200
350 Employees @ .45 trip each	=	158
440 Bar/Lounge Seats 1/5 Capacity @ 2.5	=	220
135 Visitors (Guest/Business @ 2.trips/ea)	=	<u>270</u>
		<u>1,848</u>
Round to 1,800 Trips		

ST. PAUL SQUARE - (Area South of Commerce Street)

Visitors - (12 hrs.) 30 x 12 x 2 trips/visitor	=	720
(During a 12-hour day - one visitor per hour per establishment)		
Manager/Employees/Service - 100 x 2.	=	<u>200</u>
920 Trips		

SUNSET DEPOT -

65,000 S.F. @ 1 per 20 s.f.	=	
3250 x 4 = 13,000 ÷ 2	=	<u>6,500</u>
(Based on occupant turnover of 4 in 12-hour period)		

TOTAL PEAK PERIOD		
VEHICLE TRIP GENERATION	=	9,220

Round to 9,200 Trips

TOTAL VEHICLE GENERATION		
TO AREA = 9,200 ÷ 2 to equal	=	4,610
TOTAL VEHICLE GENERATION PER DAY.		

Average day generation would fall into a range of about 60 to 65 percent, or about 3,000 vehicles daily. This is a conservative estimate, much lower than the numbers suggested by the project developers. Based on a 12-hour day and generally even trip distribution, the average day generation rate would equal 250 to 300 vehicles per hour.

Because it is not practical from an economic or physical standpoint to construct off-street parking improvements for peak-day usage, the average daily numbers will be utilized in the analysis to follow. This will, however, create a spill over parking problem during the peak activity days that will affect parking facility usage in the CBD and available parking (curb and lot) East of Cherry Street.

- a. A conservative estimate of average daily trip generation for the proposed Dal/Mac Hotel is expected to range from 700 to 900 per average day; equal to about 400-450 vehicles. About one-half of these will belong to Hotel guests; the other half will belong to restaurant and conference room patrons, employees and general business visitors. The Hotel will provide its own parking in a 400 space garage adjacent to the Hotel. All parking for the Hotel will be by valet, through an underground passage to the garage. The capacity of this garage is considered fully adequate to supply all normal parking needs.
- b. Visitor parking for St. Paul Square, South of Commerce Street, will first use small lots along Gonzales Street but the capacity here is limited and access will be constricted. Therefore, the majority of this group not walking from the core area West of I-37 will have to seek parking North of Commerce Street. Some day-time space may be available in the Park-n-Ride lot and in lots along the rail tracks. While adequate space will be available nearby, the major problem for this group will be the need to share parking space with the large crowd generated by Sunset Depot in the same small area along Hoefgen Street. Since Sunset Depot will be the primary generator, its parking spaces should also be available to satisfy the related needs to St. Paul Square.
- c. Estimation of trip production and parking space demand for Sunset Depot is related to a far larger activity with many more diverse generator characteristics. The total project will include some 65,000 square feet of restaurant, bar and entertainment space in a building complex lying between Hoefgen Street and the rail tracks, with no available parking space. Hours will be from mid-afternoon to early morning with peak periods from dinner time to midnight. As noted above, it is not feasible to develop parking for peak conditions. Rather, it is barely practical to fit parking to average conditions.

d. Due to the long hours of operation, Sunset Depot will be turning over its patrons about three to four (3-4) times --- roughly every three to four hours or so. The 65,000 square feet could generate up to 9,000 person trips per day. At an average vehicle occupancy ratio of 1 to 2, this would produce a maximum of about 4,500 vehicles per day, if every patron arrived by private vehicle. Normal day activity levels considering the pedestrian nature of San Antonio would generate about 2,300 vehicles per day under the same circumstances (See Table III-A, above).

If the facility experiences a patron turn over rate of three (highly conservative), the parking space need at any one time would be in the range of 800 spaces.

2. Parking Space Requirements

Next attention was directed to calculating the actual demand for parking spaces to be provided for Sunset Depot --- generated traffic. A basic estimate of demand would be as follows for normal-day activity levels include:

● Dal/Mac Hotel	---	Self-Contained
● St. Paul Square	---	100
● Sunset Depot	---	800
● <u>Reyna Hotel</u>	---	<u>100</u>
Total One-Time Generated Demand		1,000 Spaces

In considering the provision of parking space for this number of vehicles, first attention must be directed to the present and planned space supply in the area. The City now provides approximately 1,000 spaces in the area North of Center Street in several lots and an additional 450 spaces would be available as part of the Park-n-Ride facility plus an approximated 2,000 spaces at the Alamodome. While not ideally located, these more remote spaces will serve the needs of peak period-overflow activity at Sunset Depot. Not all of the present inventory is well suited to regular use by visitors to Sunset Depot, Reyna Hotel and St. Paul Square; some are too far removed and pedestrian access is poor and very hazardous along the railroad tracks. Other locations are not readily accessible to motorists unfamiliar with the area. However, half of these North side spaces should be counted as readily available for Station and Square visitors under normal circumstances.

As a result of the existing space availability, the additional space need for Sunset Depot under normal operating levels is in the range of 400 to 500 spaces depending upon availability of existing spaces. This number of spaces would be available in one of several locations.

Examination of alternative sites led to the conclusion that the most efficient and cost-effective alternative would be the use of the 1,675 space Alamodome Lot alongside the West side of Cherry Street plus the proposed VIA Park and Ride lot. This lot would provide more than adequate parking for the largest volumes to be generated by the entire Sunset Depot complex except on those occasions when a major event is also scheduled in the Dome. At these peak event times the total parking need can only be met through use of all available space in an area three or four blocks distance. This can be accomplished by improved access to the City lots North of Commerce. A well lit paved and fenced sidewalk along side the railroad tracks must be promptly constructed to make these lots more accessible as well as to correct a serious safety problem. This is a normal condition in serving peak special event parking requirements.

The use of the Alamodome lot would require the construction of a ramped pedestrian bridge over the rail tracks at Montana and the reconstruction of Cherry Street which is already programmed. The cost of the pedestrian bridges is far less costly than a parking structure, no new land area is required and the proximity to Sunset Depot is closer than a new or enlarged structure located North of Center Street. An underpass below the tracks currently exists for access to the Alamodome. If a convenient path to Sunset Depot utilizing this underpass could be developed considering the Bus Terminal and hotel parking structure interferes this access route could also be considered. The use of the Alamodome lots also represent an important source of revenue to the City, with a minimum investment, on facilities currently only used for Alamodome events. Another important factor for consideration here is the added safety provided by a properly controlled overhead walkway across the tracks as opposed to the present practice of pedestrian movement along the Amtrack tracks.

Consideration could also be made for access below the tracks employing the existing rather poorly planned Alamodome access. This would have to be improved and the potential conflict with the Dal Mac garage resolved.

With improvements to the access to City lots North on Commerce, construction of the Park and Ride lot and the construction of the bridge to the Alamodome lots, we feel the initial needs of the Sunset Development are met. When special Alamodome events, such as a Cowboy's football game, parking will become a problem, as it is a problem now. However, the infrequency of these types of events does not prompt building a parking structure. However, as the Sunset area develops and attendance increases, the need for a parking structure over the VIA lot or City lots should be re-evaluated. Note because of a possibility of a reduced site size, a structure may be required for the VIA Park-n-Ride and perhaps a shared cost arrangement with the Reyna Hotel could be arranged. Until a site plan is provided for the Reyna Hotel, it is difficult to determine actual demand. Another consideration would be valet parking to the nearby City lot.

3. The Light Rail Line:

The Sunset Depot developers have also previously included plans for a local service light rail transit line extending from the Dal/Mac Hotel to Center Street, along Hoefgen Street. A return trip would be made on Chestnut Street to Commerce Street to Hoefgen. This proposal originated when the parking space supply for the Station development was planned to be largely located North of Center Street. In view of the availability of parking in the Dome lot, at least for normal-day activities we now have serious concerns about this proposal and its serious negative impact on traffic operations in the area, particularly Hoefgen Street.

These concerns are summarized as follows:

- Distance; Trip length from Center Street to the Sunset Depot pavilion is about three blocks --- less than a quarter-mile. This is less than the distance normally walked by patrons from parking facilities to major downtown special event destinations. To serve the various destination patterns likely to develop along the route, the transit vehicle would need to stop at Commerce Street and Heiman Street, lengthening trip time. Allowing for service on a 5 to 7 minute headway (for a one-way, single track system) which is minimal, the average patron could walk the distance in less time than use of the rail system will require. Since total distance of travel is minimal, the rail system would not appear justified on this basis.
- Congestion; Operation of the rail line will create significant congestion on the streets on which it operates. As the Downtown area continues to expand and generate additional traffic, the need for added street capacity will increase significantly. This is particularly true in areas such as St. Paul Square and the Dome, when traffic is generated by local destinations as well as by an improved access point created by the I-37 interchange improvements. To add the movements of the trolley car across and along Commerce Street in a high traffic volume situation would not appear to be warranted. Following development of the entire East Side complex, as currently planned, traffic volumes on Commerce Street East of I-37 could reach or exceed 25,000 vehicles per 24-hours. This will be the primary access to and from the East Side, the CBD interchange location for I-37 and the service route for the Station, Hotel and St. Paul Square. The interference of trolley movements through the intersections of Hoefgen/Commerce and Chestnut/Commerce and movement along Commerce Street in the dense development environment planned for this street would be significant. Trolley movements will create a strong potential for congestion, delay and accident exposure. Since Hoefgen Street is an access route for emergency equipment response to the Dome area, congestion here should be avoided. Any

advantage provided from an entertainment standpoint will be lost many times over in the loss of street capacity, congestion and safety.

- Access; Street access to Sunset Depot and the Dal Mac Hotel will be constricted, at best, by Trolley operations. Location of the trolley on Hoefgen Street will virtually close the street to vehicular traffic. Movement to/from the Hotel and the parking lots along Heiman Street will be limited to Sycamore Street. This will, at best, be an inconvenient route of travel. It will be time-consuming, inefficient and possess a high degree of accident exposure. The impact would be particularly severe on the Hotel for access by guests and other users arriving after 5 or 6:00 P.M. when the trolley operation effectively closes down Hoefgen Street for normal two-way traffic operations. The Hotel has proposed a driver exit from the I-37 access road which would alleviate some of this congestion, if the project can be constructed.

C. SUMMARY

Review of the potential development projects on the East Side clearly illustrates the dramatic change in store for this area. The extent of this change in terms of the trip generation and traffic and parking impacts, is increased substantially because the area is now sparsely developed in relation to future conditions.

The proposed improvements will add economic stimulus to Downtown and lead to expansion of Alamodome usage. In our opinion, the City should obviously encourage and assist such development wherever possible, particularly since these projects fit well into the comprehensive development pattern for Downtown and there is a potential for joint use of the parking spaces already available.

Our findings and recommendations concerning the parking and traffic improvement program to support the East Side projects are as follows:

● Parking:

- The Hotel will provide its own structure at a capacity to satisfy its needs in all but unusual peak activity situations.
- Sunset Depot and the South half of St. Paul Square including the Reyna Hotel will require the availability of some 1,000 spaces to meet normal seasonal demand. More than half of this need will be available from existing spaces or projects such as the Via Park-n-Ride to be developed prior to Sunset Depot in the area along Center Street. Peak

activity levels created by high volume tourist loads or major events at the Alamodome could generate a parking demand double or triple this number; the economics of parking, however, are such that convenient adjacent parking can not be provided for peak volumes.

- The remaining spaces necessary to support normal levels of activity at Sunset Depot could be made available with improved access to existing area City lots and in the Alamodome Lot, East of the Alamodome and West of Cherry Street. Construction of a pedestrian bridge over the rail track at Montana Street would cost far less than a parking structure and be far more convenient for normal customer access. The bridge could be made attractive perhaps mirroring the St. Paul Square bridge and gentle ramps would make the walk easier. The City could operate this facility which would require ticketing and cashiering equipment. This might be an ideal "Pay on Foot" operation which would minimize later costs. The "Pay on Foot" system has been extensively employed in Europe and is being introduced in this country. Labor is dramatically reduced since the parking patrons pay their fees at central automotive cashier stations prior to retrieving their vehicles. Note the recommendation not to build a parking structure is based upon the construction and availability of the VIA Park and Ride lot for Sunset Square visitors. If the VIA lot is not built then serious consideration must be made to build a parking structure of 400-500 space capacity.
- Traffic:
 - The Hotel and Sunset Depot will enjoy, at best, limited access capacity in and through the local area. Primary access via Commerce Street will require maximizing the available capacity of the pavement from West of I-37 to the East of Cherry Street. Parking and loading restrictions will require vigilant enforcement and large-scale improvements will be required in intersection widening and signalization and in railroad crossing control.
 - Hoefgen Street will serve as a means of access to the Hotel and for emergency vehicle response to the Alamodome area. The existing pavement must be preserved and improved as a major access route. This will mean retention of two-way traffic flow even in periods of peak activity in the area. This, in turn, will likely mean the use of police officers to control traffic flow through this area when volumes exceed normal levels.
 - As a result of the above statements, we find that the construction and operation of a localized light rail transit system through the area would seriously impact traffic flow and vehicle and pedestrian safety. Because of the restricted geographic confines in which

such a system would operate and its many negative features, we find no reason to support its development.

- We would also encourage the City to work closely with the Texas Department of Transportation to move forward the reconstruction of the I-37/Commerce Street interchange. Better and more efficient access to Downtown and St. Paul Square and relief of congestion occurring at major Alamodome events are basic objectives. The long-range success of the East Side development may be seriously affected by these improvements.
- More efficient and attractive pedestrian access from Downtown and the River Walk to/from the East Side will benefit development on both sides of I-37. Improvement of pedestrian access would also serve to reduce somewhat the reliance on vehicular travel between the two areas. Plans for this improvement should also be considered as an alternative to the construction of additional parking East of I-37.

PROJECT NUMBER TWO**CONVENTION CENTER - HEMISFAIR PARK EXPANSION**

(The Super-block bordered by Market, Bowie, Durango and Alamo)

A. Project Description

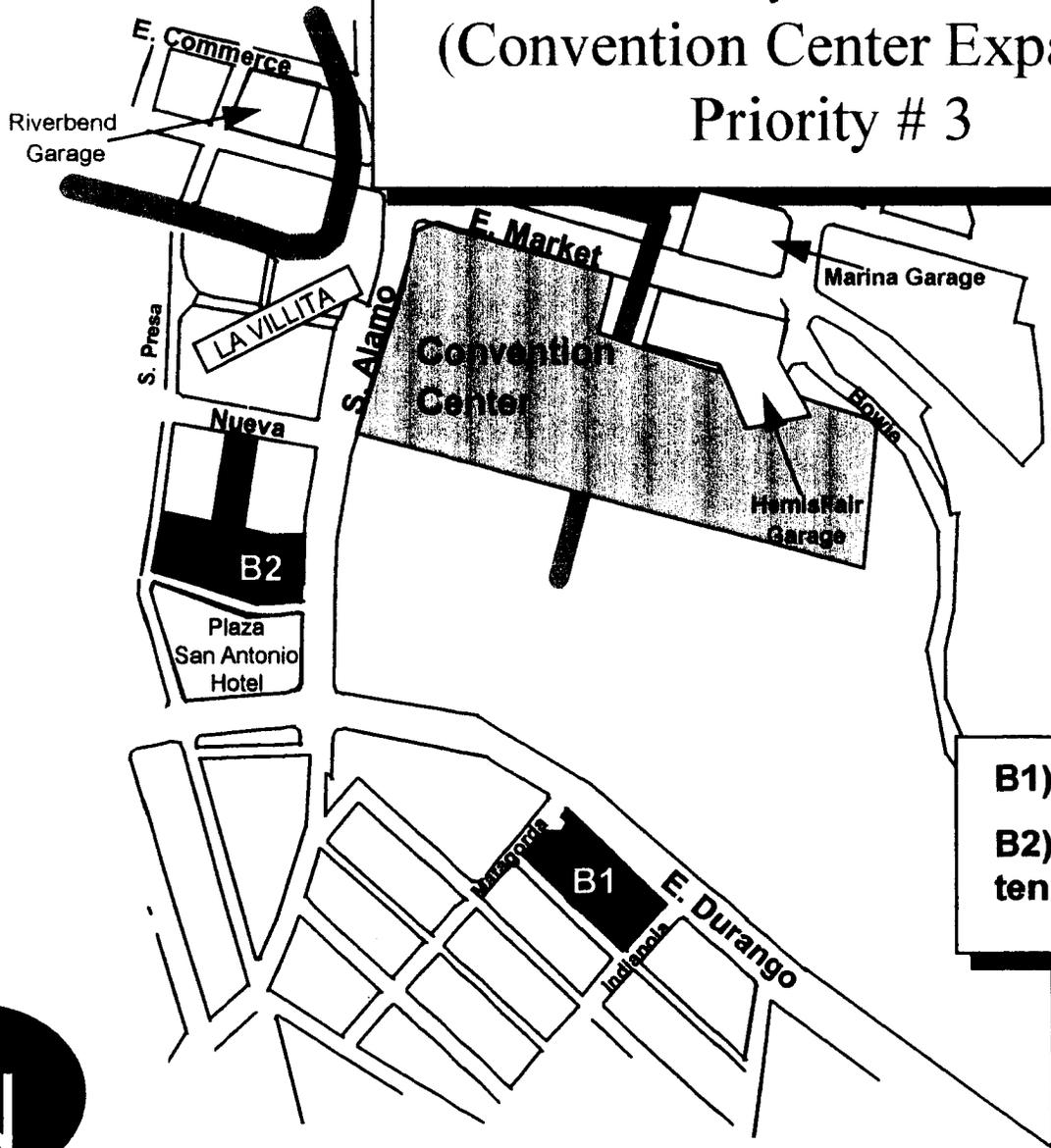
In this area much new construction is planned including expansion of the Convention Center, restoration of Historic buildings and the possibility of an International Center. HemisFair Park will continue to be the focal point of Federal Government activity in San Antonio, as well as the Convention Center and other users. Based upon information received from the Convention Center Expansion office, the Convention Center will be expanded from its current size of 451,500 s.f. to a total size of approximately 1,238,500 s.f. The proposed International Center will provide office spaces for international affairs organizations to coordinate their efforts to increase international commerce, tourism, cultural affairs and conventions. The new proposed building will house the City of San Antonio's International Affairs Department, the North American Development Bank, the Trade Commission of Mexico, various Mexican State Trade Offices, the Mexican Cultural Institute, gallery areas, meeting facilities and an exhibit area. The total building space is anticipated to equal some 53,000 gross square feet of floor area.

The proposed location of the International Center building will be in a prominent position on East Durango Boulevard, at Alamo Street, just West of the Federal Courthouse and Federal Office Building. Part of the site area includes a parking lot of 139 spaces (the Durango Lot) and lies next to another lot (the Playground Lot) although some 51 parking spaces are to remain in this latter facility. Based upon normal building square foot space use/parking space requirements of 1:300, the new Center will require some 175 parking spaces. A more detailed analysis of space needs, based upon specific values for each of a number of functions, is set forth below.

Note an alternate site is also being considered for the International Center, the reuse of the old Downtown Library Building. It should be noted that the Library site which has no parking would place additional demands on the Central City structure.

In addition to the International Center, improvements are planned for a number of historic residence buildings located adjacent to the site. These may be converted to elements of the German Heritage Park and to function as museum units for various cultural exhibits, retail and/or restaurant space. Also included in the project are a series of "casas", which are tourist and marketing offices for the individual Mexican states, that will occupy space in the International Center. In all, some four of these "casas" spaces are to be included. Although their individual

Study Area - B
(Convention Center Expansion)
Priority # 3



B1) Federal Building surface lot
B2) Plaza Hotel surface lot & tennis court



unit parking space demand is not significant, the total requirement is in the range of 30-33 spaces in an area where the parking space supply will be critically short.

Other parking space generators are located to the North and Northeast of the International Center site on a large tract of land bounded by Bowie Street, Market Street and Alamo Street. These include:

- Universidad Nacional Autonoma De Mexico (UNAM)
- The Tower of The Americas/HemisFair Park
- The Institute of Texan Cultures
- Texas A & M University at San Antonio
- The Convention Center and Expansion
- Small Shops and Vendors in HemisFair Park
- Federal Buildings

The site is also immediately West, across Interstate Highway 37, of the 65,000 seat Alamodome and the multi-use development complex now planned for the eight-block area just North of the Dome.

Parking space in the local area to be impacted by the Convention Center expansion and by the International Center is now in short supply, particularly during the summer tourist season and when activities are underway at the Alamodome and/or the Convention Center. Planned development in several areas of Downtown San Antonio, notably the East side (Alamodome), the Market Street/Commerce Street corridor, South Bank, Houston Street and projects near the Alamo, will significantly increase the demand for parking space throughout Downtown, while eliminating existing parking spaces from the current inventory.

The objective of this analysis is to define the need for parking generated by the Convention Center expansion and by International Center and its neighbors and to recommend a plan of action to most appropriately provide that parking.

The performance of this task has taken on new meaning as a result of the bombing of the Federal Building in Oklahoma City. It is now apparent that parking spaces --- both existing and proposed

--- may be removed from direct proximity to Federal Buildings and similar facilities of all types unless access is strictly secured for Federal vehicles. In effect, this means that open - access public parking, normally located adjacent to such buildings, may likely be restricted for some distance in all directions. The result of this condition would be two fold:

- Part of the existing nearby parking space inventory may be lost due to access restrictions.
- Locations for potential improvement projects may be located farther from the site of such generators and their parking needs combined with those of other projects in more remote locations.

This latter condition has not been considered in assessing both the need for parking space and the evaluation of alternative sites for its location, but the subject should perhaps be reviewed in depth before this analysis is concluded.

B. Transportation Analysis

1. Parking Space Demand

Initial attention was directed to defining the parking space needs in the Northeast corner of the block in which the site is located --- except for the Federal Buildings, the Universities, the Convention Center and the Tower. The number will be composed of two components:

- Spaces to serve new construction
- Spaces to replace those existing spaces lost to new construction

The total space count thus produced becomes the target for calculating capacity in a new facility to be constructed near the International Center.

The specific parking space requirements for the International Center have been developed by the City as part of its planning for expansion of the Convention Center. The projections are based on field surveys of actual parking generation and a forecast of activities for the International Center prepared by its staff. This basic estimate is as follows:

- | | |
|--|-----------|
| ● For the NAD Bank | 25 spaces |
| ● City of San Antonio - International Affairs Department | 15 spaces |
| ● City of San Antonio - City Executive Offices | 1 space |
| ● Trade Commission of Mexico | 5 spaces |

- Free Trade Alliance 7 spaces
- Mexican Cultural Institute 7 spaces
- Casas 30 spaces
- Casas - Visitor Parking 10 spaces
- Special Convention & International Center Event Parking Requirements
(unknown frequency) 100 spaces

MINIMUM TOTAL INDICATED SPACE NEED
FOR CONVENTION EXPANSION AND
THE INTERNATIONAL CENTER 200 SPACES

Since this is the number indicated by City staff, it is used here as an initial basis for calculating space needs. However, it should be noted that in most instances a new office/governmental facility building of 53,000 square feet of floor area would require approximately 175 parking spaces for its own use. Add to this, the demand from the other generators and the indicated special event parking and the demand is conservatively estimated at about 275 spaces which is noted as higher than the number identified by Staff.

This number represents "new" spaces, added to satisfy the new development in the area. To this number consideration should be made for the existing spaces lost to construction of new facilities. These include the following:

Lost Space:

- Durango Lot - currently providing parking for various agencies 139 Spaces
(Note the Park Rangers may be relocated into the Tower Garage reducing the lost space by 39) therefore may need to only replace 100 spaces
- Part of the HemisFair Garage - needed for Convention Center Expansion 472 spaces
(to be reviewed for expansion of the Convention Center)
- Loss in the Playground Lot 16 Spaces

TOTAL INDICATED SPACE LOSS 627 SPACES

Addition of the "new spaces needed" component plus a portion of the "existing spaces lost" component indicates a potential total need for at least 400 spaces, should the International Center be constructed. Although some elements of this indicated need may include some elasticity, the forecast for growth in the Convention Center sub-area of Downtown is so strong that it would

appear highly imprudent to provide a smaller capacity in a new facility meant to serve the area for at least fifty years.

A part of to the previously mentioned "existing spaces lost" component, is the reduction in the size of the HemisFair Parking Garage by approximately 472 spaces. After careful evaluation of the current uses of the parking garage, plus the future increase in demand generated by the Convention Center expansion, replacement parking should not be undertaken at this time, yet should be thoroughly evaluated to determine the effects of the expansion project.

Several factors associated with the: a) current use of the garage; b) future demand related to the Convention Center expansion; and c) increase in the parking supply East of IH-37 are the key elements of the recommendation to postpone replacing the lost spaces of the HemisFair Parking Garage.

First, the current garage utilization has declined due to the number of factors. Specifically, Spurs parking has reduced due to utilization of Alamodome area parking and because event parking associated with Arena usages has been eliminated. Second, the parking demand facilitated by current Convention Center use is generally non-automobile intensive. Although there are several local shows annually, the majority of the current and future use associated with the expansion should remain national and regional in nature, thereby not generating high parking demand. Finally, the proposed parking supply increase on the East side near the Alamodome should more than adequately meet the current and future special events needs of the East side, thereby further reducing demand on the HemisFair Parking Garage by Dome events.

2. Replacement Parking

Replacement parking should be provided for much of this need prior to the opening of the new International Center. A part of the demand can be met through use of part of the existing "Playground Lot" (35 spaces) and from a City lease for parking spaces in the Plaza San Antonio Hotel lot on the West side of Alamo Street (40 spaces). This, however, may be unrealistic because of the possible sale of the Plaza Hotel which is being considered for expansion and improvement. Thus, 75 of the required parking spaces could be accounted for in existing lots. As such, a parking facility with the capacity of approximately 300-400 spaces appears to be justified. However, should the International Center not be located in HemisFair Park, the need for a new parking facility all but disappears depending upon future utilization of the expanded Convention Center.

In view of the existing demand for parking and the near-term prospects for new development in this area and lost spaces in the site, it would appear logical to consider a minimum capacity of

about 350 vehicles. In addition, depending upon future demand created by the Convention Center expansion or future area developments, the garage should be expandable up to 800 spaces. Another consideration regarding demand created by the expanded Convention Center is the possibility of a shuttle system operating between the Alamodome lot and the Convention Center thus minimizing parking requirements adjacent to the Convention Center.

Also to be considered is the possibility of a large (1,200 room) Headquarters Hotel in close proximity to the Convention Center. In view of the anticipated occupancy of this hotel, a parking demand of a minimum size of 760 spaces is recommended considering employees and visitors.

It is also important to note that this prospective facility is but one of several likely to be required in strategic locations throughout Downtown San Antonio in the next few years. Although each facility has its own series of parking generators within a geographic sub-area of Downtown, the individual components of the system should be considered as parts of a total improvement program that will serve total Downtown needs into the 21st Century.

3. Definition of Parking Facility Requirements

Before proceeding to the investigation of alternative locations for a new parking facility at the HemisFair Park site, the type and size of the facility must be defined. Based upon information reviewed from a number of sources, the following general parameters have been established:

- Hours of operation: from early morning to midnight
- Type of parking: employee (including split shift and late hours), visitor (short-stay and long-term), business meeting attendees, governmental agencies and a cultural/educational function component.
- Area Designation: All day reserved parking, designated visitor and event parking, general public parking.
- Access Control: May be by selected entry, access control systems or security staff.
- Facility Format: Self park, user friendly, 24-hour security.
- Parking Rates: Currently most of the employee parking has been free while visitors have paid event parking rates.

The required space capacity will obviously require construction of a multi-level structure since available land areas are in such short supply. To be considered efficient, a minimum site area of 120 feet by 300 feet will be required with access to one or more streets with adequate traffic capacity to accommodate entry and exit traffic flow patterns. A further consideration is the impact of a parking facility on adjacent properties, the street systems and on the convenience presented to the user.

4. Site Alternatives

Attention was next directed to the examination of potential sites in or near the HemisFair Park site where such a structure could feasibly be developed, given the restraints noted above. Primary focus was centered on the size of the site area, vehicular and pedestrian access patterns, service features and other impacts.

It was quickly determined that no such site exists within the immediate environs of the proposed International Center in the area North of Durango Boulevard and East of Alamo Street. Therefore, the search for a site extended outward to other locations, primarily to the South of Durango Boulevard since existing development precludes any significant site West of Alamo Street. Several of the alternative sites appearing most practical are described as follows:

◆ School District Site/Southeast corner of Durango and Alamo:

This is a large tract immediately opposite the proposed International Center Building site that offers both excellent proximity to the entire Center complex and excellent access patterns. The site would easily accommodate a structure of up to 800 spaces. This is the preferred location. The property is owned by the San Antonio Independent School District.

◆ Existing Parking Lot/Southwest corner of Durango and Indianola:

This existing lot is opposite the Federal office building and about one and one-half blocks East of the International Center. It is used for parking by employees and visitors of the Federal Building. Site dimensions are adequate to accommodate the proposed garage and an additional building as well. Access can be controlled by utilizing Indianola Street as a signalized entrance/exit feature. Pedestrian movement across Durango may pose a safety hazard in rush hours but a ramped sky bridge across Durango to the Federal Building could eliminate this problem. The design would have to be reviewed by the Historic Design Review Commission. The site is level, clear and screened from adjacent residential areas.

A recently developing alternative site is the possible sale and expansion of the Plaza Hotel across the street from the site. If the Hotel expands as discussed, their parking is lost and the demand is increased, therefore, a new parking structure would be required. Perhaps the City could combine the International Center needs with the Hotel needs in a cooperativeness, less costly venture and jointly build a parking structure. This structure could also be jointly used by La Villita visitors and perhaps the church parishioners if their lot is used for the structure.

B. Recommended Site and Facility Configuration

HemisFair Park development and possible International Center will promptly require new parking spaces to serve the various uses to be included and to replace existing parking lost to the project. The new spaces cannot be located adjacent to the Center, therefore the site should be located in conformance with the following criteria:

- Close to the site for pedestrian access, particularly at night
- To minimize traffic congestion on major streets and to maximize the efficiency of vehicular and pedestrian access and internal garage circulation.

Facility should be built to a capacity of at least 400 spaces to serve the generators in the Convention Center area (International Center), the facility should permit expansion to at least 800 spaces, if necessary.

- Be capable of a design "fit" with the other components of the Federal Building complex along Durango Boulevard; the aesthetic design of the proposed facility is an important consideration in its further planning.

One site among the alternative locations clearly meets these criteria. This is the existing parking lot in the Southwest corner of Durango Boulevard and Indianola Street. A structure should be constructed here according to the following guidelines:

- Provide a minimum initial capacity of 400 spaces, expandable to 800 spaces. This capacity provides for spaces lost under the ramp to the second level.
- All vehicular entry/exit movements to be made via Indianola Street; this may include widening of the Indianola Street pavement between Durango and Garfield Street, a half block to the South, and signalization of the Durango/Indianola intersection. This intersection can provide for protected left-turn movements and has adequate capacity to handle garage traffic without negative impact.
- For pedestrian comfort and safety, a ramped skybridge overcrossing of Durango, between the Garage and the opposite Federal office buildings and other public use facilities should be considered. Pending review by the Historic Design Review Commission.
- The structure should be screened from adjacent residences and other buildings by suitable plant materials.

- SAWS Site and Commerce and Bowie site for Headquarters Hotel Parking Structure

Design of the structure should proceed to ensure replacement of eliminated surface parking and proper service to the Convention Center expansion facility upon its completion. The design effort should be able to produce a structure that meets all development criteria, is attractive, cost-effective and user friendly. However, during construction the existing parking operations may have to be relocated to another location and a shuttle service provided for current users. Planning for this action will require coordination among all affected parties.

As discussed previously, if the International Center is located elsewhere, the need for this structure is not so immediate. The total size of the enlarged Convention Center when compared to other similar structures could seem to require the eventual construction of a parking facility and demand should be monitored based upon the type of Convention Center use.

The Headquarters Hotel should it materialize, will require parking for at least 760 spaces. Available sites for such a structure could be the existing SAWS area or the area South of Commerce and East of Bowie Streets. The future realignment of Bowie should consider the needs of such a structure.

PROJECT NUMBER THREE

THE CENTRAL CITY

(The Commerce/Market Corridor and South Bank)

A. Project Description:

The improvement considered in the Central City Area has been planned thus far by Alamosa Development Corporation, a private developer proposing to construct a garage in connection with one or more hotel projects on a garage site located between Commerce and Market Streets at Navarro Street.

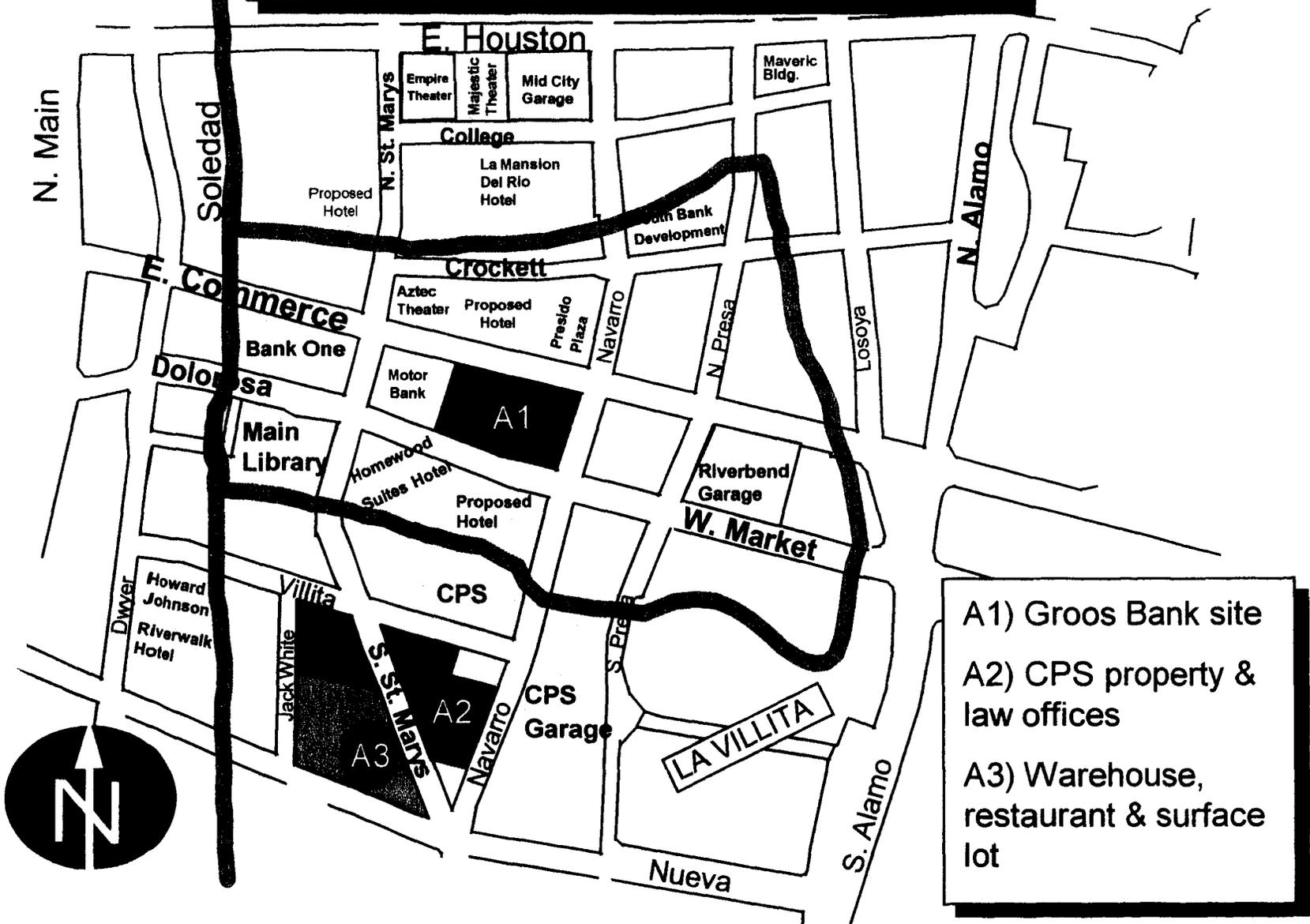
A review of the Report prepared for Alamosa, to establish feasibility for a parking facility in the core area of Downtown San Antonio is based upon the following factors:

- Location of the Facility and Location Alternatives
- Type, Size and Service Characteristics
- Demand and Revenue Projections

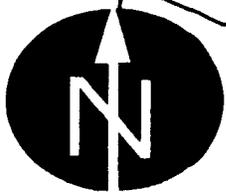
Because this project is potentially a major component of any downtown parking improvement program, it is particularly important to evaluate its near-term and long-range contribution to solving the parking problems encountered in this area. The existing and short-term unmet need for parking in this area make this the most critically needed improvement in the Central Business District. The current and anticipated shortage of spaces in this area affects the economic vitality of the South Bank entertainment district as well as a number of commercially property developments.

This particular project is now considered to be privately developed and financed. The implication of this is that the financial underwriting of the facility may be more restrictive than would the development pattern utilized by a public agency.

Study Area - A (Central City) Priority #1



- A1) Groos Bank site
- A2) CPS property & law offices
- A3) Warehouse, restaurant & surface lot



The review process has involved the following criteria:

1. Location:

The site is owned by the projects' developer, limiting the analysis of site alternatives. However, our review of this project along with our review of other sites and conditions in the core area indicated that this is, by far, the most feasible location for a large, multi-story parking facility. The only nearby alternative site is a smaller, triangular tract located South of the River adjacent to the CPS complex and an adjacent one story structure across St. Mary's Street. For many reasons including distance from primary generators, cost and services features this alternative is a very poor substitute for the Alamosa site. To make this site identifiable, an extensive signing system would be required along with improvement of Navarro Street to make this a more attractive pedestrian walkway to the Riverwalk.

The Alamosa site is now used for surface parking and offers excellent access to the CBD core area. Part of the site includes a small bank building with an underground parking level for 70 vehicles. The lower level might be expanded as part of a development project utilizing this site.

The subject property provides a number of distinct advantages:

- Location midway between the South Bank and the River, site of a planned 440 room major hotel complex.
- Location between the major East-West thoroughfares through Downtown (Commerce Street/Market Street) with direct access from I-35 and I-37.
- A site partially cleared, now used for parking, and partially improved with a modest building, creating an opportunity for prompt conversion to a parking facility.
- Service potential to adjacent office, commercial, entertainment and hotel properties that will enhance the use and value of these properties' and strengthen the area.
- Ownership in the single entity responsible for adjacent development that will provide for development, financing and operation of the parking facility as a private enterprise.

Since there are no other sites as desirable in the area of influence, the subject property is obviously the prime choice for a parking facility. A facility here will enjoy all of the benefits of an ideal location. Further if a parking structure is not built in this Central City area of sufficient size severe parking problems can be expected to occur as early as 1996. Because of the very serious nature of the parking situation in this critical area of Downtown, it is strongly recommended that the City promptly explore all options for joint development of a properly-sized garage facility on this site with the principals of Alamosa Development.

2. Type, Size and Service Characteristics

The garage initially proposed here was planned to be a self-park facility with retail and service areas on the ground floor and four levels of parking with a total of 660 spaces. Access would be via an external driveway along the Western edge of the site adjacent to BankOne. Design of this project would utilize the full site area, except for the driveway on the Western edge, and will also provide space on the ground level for rental car, taxi and limo parking to serve the proposed hotel across Market Street. To expand the grade level floor area for retail and service use, the garage cashier plaza would be located at the top of the ramp from grade level to second floor.

Several user groups would share the parking spaces. Hotel guests, including ballroom and restaurant patrons, would have the option of valet parking or self parking. Spaces would also be contracted on a monthly basis to local area office and retail workers --- including some reserved spaces designated for 24-hour occupancy. Transient users would include visitors to the South Bank entertainment district (Hard Rock Cafe, Planet Hollywood, etc.) and to nearby offices, businesses and other generators. Because of South Bank, the transient patrons are expected to use all available spaces most nights of the year.

A garage functional plan has been drawn to achieve maximum flexibility of the structure at a favorable, competitive cost for both construction and operation. To date, the developer has chosen to plan the facility for the needs of his projects plus an overage of parking spaces for a limited number users that is certain to relate to a maximum occupancy during all hours and seasons. He would intend to expand this structure only to serve the needs of his additional development in the immediate area. This proposed garage would be an important addition to Downtown but provide only a limited number of spaces for general use. More recent information indicates that the developer may be planning to add another structure on the garage site and reduce the number of garage spaces. In effect, the garage would then serve only the needs of the developer's own buildings and provide no space for other users.

This latter scenario would not assist the City in supplying parking spaces for the general needs of the Core Area. Thus the capacity required to serve this vital area would have to be provided elsewhere — on another site and by a different development source.

3. Use and Revenue Projections

A series of use projections were prepared for the earlier garage by space allocation and time of day. Because of the limited size of the facility and its proximity to major generators, it is expected to be at or near capacity for 18 hours a day for more than 300 days each year. Total annual average space capacity should exceed 75 percent.

The user mix relates to garage revenue in that a series of rate structures will be in place for various space assignment formulae. As a result, the garage as proposed is predicted to be profitable from the outset, assuring the developer of adequate income to operate the facility.

As the near-by area continues to develop with new or expanded generators, the garage will experience longer periods of capacity usage and greater revenue production. While desirable from the standpoint of the developer, these factors cannot easily be translated into additional garage capacity. For now, the garage originally planned appears highly feasible and urgently needed.

Obviously, the reduction in capacity would have serious consequences in terms of providing parking to support development in the Core Area. The basic fact is that any space reduction in the proposed capacity of 660 would exert a disproportionate pressure for the early construction of another facility in this area. Since the original space need estimate prepared by the City was in the range of 1,000 spaces, a second structure in the Core Area would need to approach this capacity if no public spaces were to be provided in the Alamosa facility.

B. Critique of the Project

In the context of this study and the overall need for parking in Downtown, the original project appeared to be undersized. Earlier studies prepared by the City indicate a need for at least 1,000 spaces in this location. Analysis of need in the most recent study of the project defined a need for at least 850 to 950 spaces. This demand is based upon requirements of Hotel Guests (225 spaces), Hotel Guests functions (160 spaces), Homewood Suites Hotel (70 spaces), BankOne (150 spaces), Pat Maloney Law Offices (80 spaces), Planet Hollywood (500 seats), Presido Restaurants (500 seats), Presido Banquet Space (800 seats). Note locating the International Center in the old Library Building could also create an additional demand of 175 to 250 spaces considering added Library Building retail space. Plus the fact that 140 spaces are taken from existing parking inventory at the

Gross site and 200 spaces on the Hotel site. Thus, it is apparent that the structure as earlier proposed is undersized by almost one-third to one-half.

The difference in planned capacity rests in the extremely conservative approach of private enterprise investment which must assure timely repayment of the debt, assuming variations in user activity and/or revenue. At the same time, the list of adjacent generators requiring major blocks of parking space would seem to guarantee the operational and financial success of the larger project throughout the foreseeable future. The type and extent of new development and redevelopment in the local area is well documented and, even at a half-completed status, more than sufficient to support the larger garage facility.

Were we to define similar parameters for a publically-sponsored project in this location, we would undoubtedly recommend a capacity approaching 800-1,000 spaces depending upon providing for approximately 200 spaces for the main Library site. If the situation develops here that a smaller structure (less than 660 spaces) is provided only for the needs of on-site uses, then the additional capacity to provide a total of 1,000 spaces must be considered or a viable alternative and steps taken to proceed with the planning of such a facility. With construction underway on the majority of the traffic generators listed above if prompt actions aren't taken to provide sufficient when the Presido development opens in 1996 serious parking problems will doubtlessly occur. The larger facility will be required within the next twelve (12) months or so and the magnitude of the need and the facility require prompt attention.

An additional site for consideration is the surface lot currently being used by CPS plus clearing the block West of St. Mary's of a one story warehouse structure. Combining these two parcels would allow a structure of sufficient size to both serve expanding CPS parking demand. The structure would bridge over St. Mary's with sufficient clearance for truck traffic which is not difficult to achieve. This would also require upgrading Navarro Street to the Riverwalk entertainment and dining zone to make pedestrian traffic safe and convenient. The sidewalks on Navarro are wide enough to support planters and additional lighting to make foot traffic to the Riverwalk attractive. Access to the Riverwalk from the Navarro Street bridge, with the completion of the proposed Hotel could also be a pleasant path. Sufficient signage on Commerce and Market would be necessary to direct parkers to the garage until its location becomes familiar.

It is suggested that attractive distinctive City "Parking Path" or trail blaze signs be developed and placed on key streets to direct parkers to City Parking facilities. Note these "Parking Path" or trail blaze signs could also be employed throughout the CBD to direct parkers to available City facilities such as the new City library parking structure. Note such proper signage also reduces downtown street traffic and congestion by quickly making available parking sites known and thus taking cars off the street quicker instead of searching for available parking.

PROJECT NUMBER FOUR

THE HOUSTON STREET CORRIDOR

A. Project Definition

This project extends along the length of Houston Street, from Alamo Plaza to Flores Street and in the block along the North and South sides of the street. The target here is the rehabilitation of numerous older buildings as the focus of a major redevelopment effort.

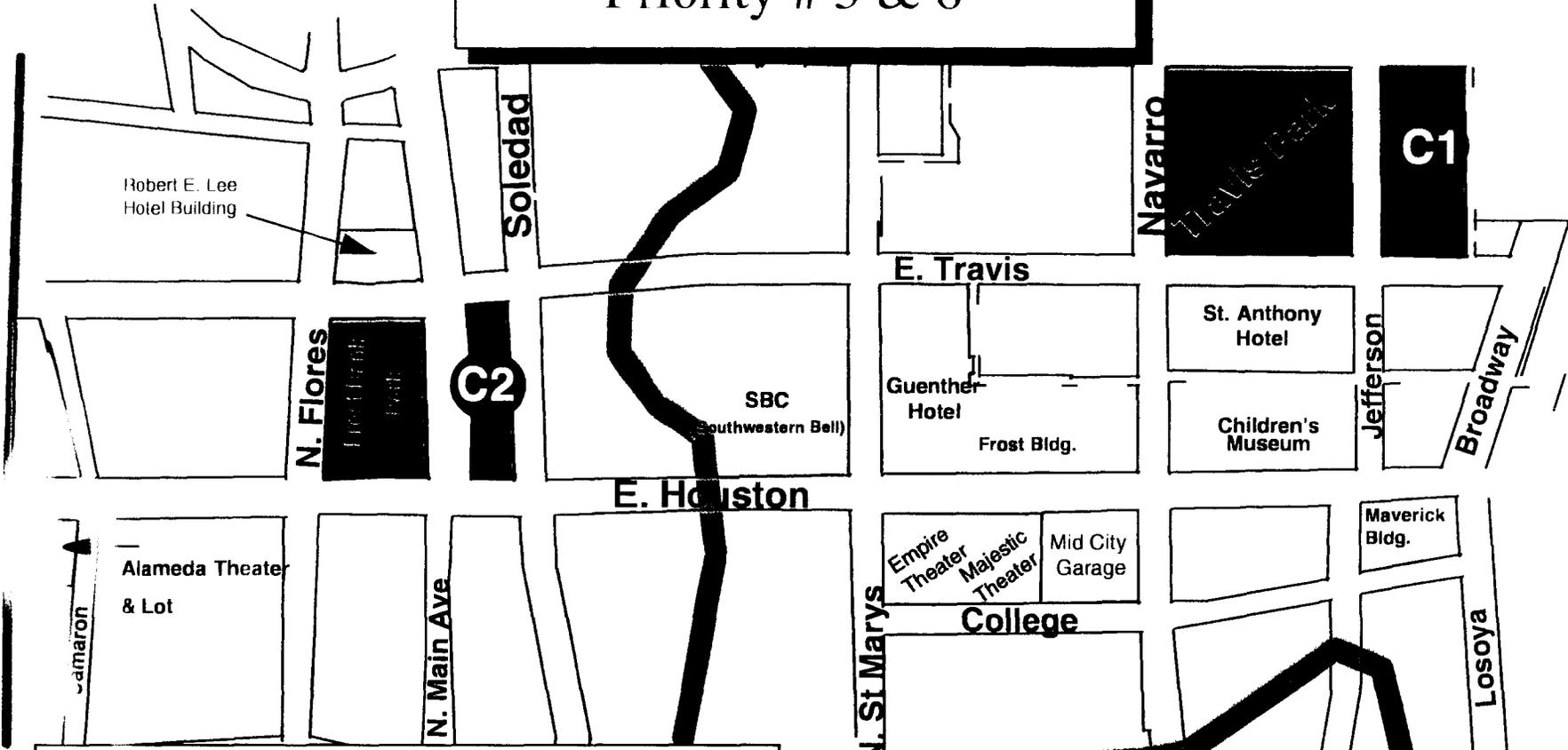
The street is currently a mixture of upscale hotels, various retailers and theaters as well as vacant store fronts. A number of architecturally significant older buildings line the street, providing a rare opportunity to develop new uses that become a major Downtown attraction. Among these buildings are the Texas Theatre, Kress, South Texas Building, Joseph's and the Gunter Hotel.

The future of the entire area is very bright with many renovation and development projects in the planning or construction stage. Several dozen such projects are listed by the City in a comprehensive tabulation of improvements, ranging from individual store units to total building rehabilitation. Some of these projects are private sector investments, others are publically funded and some are likely to be jointly developed.

Among the planned or under-construction projects in the Houston Street corridor are:

- Four Fat Hogs - Retail, Restaurant - Pincus Building, Houston & Losoya Streets
- Witte Western Museum - Museum - Neisner Bldg., Houston/Broadway
- Buckhorn Saloon/Hall of Horns - Retail, Restaurant - Kress Building, Houston Street
- Children's Museum - Hands-on Children Museum - Houston Street
- Empire Theater - Theater Renovation - Houston & St. Mary's Streets
- Alameda Theater - Renovation - W. Houston Street
- Majestic Towers - Apartments - Majestic Theater Building, Houston Street completed

Study Area - C
Houston Street Corridor
Priority # 5 & 6



C1) Existing surface lot used by St. Anthony's Hotel
C2) Existing surface lot operated by Central Parking

- Maverick Hotel - Maverick Building, Houston and Navarro Streets

In addition to the demand for parking created by the planned retail/entertainment development, a substantial parking demand will be created by current and planned residential development. A recent survey conducted by the Downtown Residents Association identifies 1,113 mailing addresses in the Downtown area, but this data is not a complete inventory. These residences are estimated to represent 2,000 people and their surveys result in an estimate of 800 vehicles currently owned by Downtown residents.

Of 15 multi-family residences or buildings identified in the survey, only four have on-site parking with the remainder parking in surface lots or City-owned parking structures. It is estimated that some 400 residents now park their cars in these surface lots and parking structures. There is no curb parking in the Houston Street corridor and the possible addition of hundreds of new residential units will significantly increase demand. Residents are already noting increased pressure on space use in the parking structures along Houston Street.

The San Antonio Housing Trust Foundation funded a Demand Assessment for Downtown Housing conducted by the Cambridge Advisory Group. This extensive survey measured downtown housing demand by interviewing representative members of the downtown work force, renters in general throughout San Antonio and the general public. A total of 946 interviews were taken and the Cambridge Group feels their interviews represent a 95% confidence level. Based upon the results of this survey, a total potential demand for housing in the center city (an area larger than Downtown) is estimated to be 30,000 units. Of this total 9,450 units are desired by current Downtown workers. This group is typically young and prefers a location in renovated historic buildings. Those desiring to live downtown consider safety (97%) as their most important feature, the second most important factor (90%) is the availability of close and convenient parking. The study also concludes that converting class B office buildings to Rental Apartments would be a profitable action.

Also interesting is their finding that two residential buildings within the Houston Street corridor have extremely high occupancy rates:

- ◆ The Majestic-Brady Apartments have a total of 97 units and only one is reported as vacant.
- ◆ The Riverside Apartments contain 25 units and only one is reported as vacant.

The Cambridge report lists some 1,661 existing downtown housing units while the Downtown Residents Association now estimates the total to be approximately 2,000.

The 30,000 unit indicated demand covers an area considerably larger than Downtown. However, conservatively at least ten percent (10%), or 3,000 units, are sought in the core area; the primary focus being the Houston Street corridor. Evidence of the demand for residential living in the core area is shown in the City's tabulation of redevelopment projects, many located along Houston Street. Typical of this renovation effort is the Robert E. Lee Building, now being converted to 72 units of housing for the elderly. Existing building stock is capable of producing up to 4,000 residential units Downtown in the next four to six (4-6) years. Based on current demand the market should readily absorb at least 3,000 of these units.

In addition to a strong residential component, commercial use in the Houston corridor offers a stronger potential for generation of additional parking space demand. Among projects on the City's project list are: the Princess Building, Kress Building, Joseph's, Charles Court, the Alameda Theatre, Empire Theatre and the Children's Museum.

The total square footage of Retail space, in the Houston Street area is estimated by the Downtown Alliance to be 708,320 square feet. This is based upon existing structure space up to the second level. Of this total, an estimated 258,140 is currently occupied leaving approximately 450,000 square feet to be developed. This future development, assuming conversion to retail and commercial uses, could eventually bring an additional 1,000 automobiles into the area. It is interesting to note that the total square footage of existing space for both retail, residential and other uses totals 1,860,730 square feet of which 1,052,300 square feet is currently occupied leaving a total of 808,400 square feet available for future retail, residential or other use development.

B. Parking Needs

A realistic residential growth, equal to about 3,000 units, will produce a demand for about 1,200 new parking spaces at the same ratio of vehicles to dwelling units as exists today. Because the Cambridge study identified likely tenants as younger and willing to pay rents up to \$700 per month, the ratio of parking spaces should be increased to one space of every two residential units, or 1,500 new spaces. A similar estimate for parking to serve the renovated retail/commercial establishments is 1,000 spaces.

Since little excess parking exists in the East end of the corridor, first attention should be directed here. The opportunity exists here for the combination of parking needs --- residential at night and retail/commercial during the day --- in joint use structures. This alternative will significantly reduce the costs and impacts of parking throughout the corridor. Particular advantages include the cost of land acquisition (and loss of tax revenue) and the construction and operating costs of garage development. The alternative of placing retail or commercial space on the ground floor provides

both additional revenue and the continuity of retail frontage along major block faces. There is a strong precedence for this in San Antonio.

Total corridor demand from several sources:

- existing shortages
- residential needs
- retail/commercial needs
- overflow needs from the core area and Civic Center

produces a total estimated need, based upon current information, of about 3,000 total spaces. Assuming a 40 to 50 percent reduction for joint use occupancy, the need for new constructed spaces would be in the range of 1,500 spaces. To best serve the existing need and the development potential, as well as to fit the construction into a reasonable time frame, two separate structures are recommended, each with a capacity of about 750 vehicles. The priority project would be located in the East end of the corridor; a second structure will likely be needed in about four (4) years at the West end.

C. Improvement Plan

The new parking structures would have to be designed to properly serve the specific user mix and to fit aesthetically into the neighborhood, providing attractive City street scapes. An additional important consideration is the evaluation of proposed garage operations on adjacent street traffic patterns since Houston Street provides a limited capacity and turn movements will hinder through traffic operations. In meetings held with the Downtown Residents Association, their interests in street traffic and their recognition of increased demand for parking created by the Riverwalk development has been discussed. They also expressed interest in the development of medium priced housing downtown since rehabilitation is an expensive housing solution.

The preferred location for the East end facility would be in the vicinity of Travis and Jefferson, to provide adequate distribution of service and to minimize traffic impacts on Houston Street. Selection of a location will require careful analysis of property and access considerations, with emphasis on street traffic operations during A.M. and P.M. rush hours.

The West end site may be found in the existing parking lot at Houston and Main. Redevelopment projects encircle the site and the lot to the East, bordering the River is the last major parcel fronting The River and a likely target for large-scale uses requiring parking. This West end location would also serve the parking needs of those displaced from the Civic Center (see Project Number Five, below) and accommodate the growth in visitor parking from the new uses in the Alameda Theatre

and adjacent buildings. This West end location would produce a less severe impact on traffic operations than would the facility in the East end.

A potential East end site would be the block on Jefferson Street facing Travis Park. No significant structures exist on this site and this location facing Travis Park might be an ideal location for a combination parking-residential structure as previously discussed.

These projects are necessary to properly support the extensive redevelopment program focusing on Houston Street and the Civic Center. Each must be considered as to timing, capacity, type and time of use, street traffic impacts, aesthetic concerns and potentials for joint use or outside funding. The interim alternative use of the Main/Houston lot will defer the major expenditure here for several years; the actual need must be related to the extent and speed of redevelopment.

Not all of the listed development projects will proceed; other yet unidentified projects will surely be added. We strongly recommend that the City adopt a review procedure to monitor and initiate a comprehensive improvement program for the Houston Street corridor projects. This effort would have several basic components to measure the timing of need, including:

- Track project proposals to define scope, schedules and parking space needs and to permit evaluation and programming of associated street improvement requirements and traffic management strategies.
- As projects are ready to move to actual construction, evaluate collective user needs and format geographic parameters to define capacities, joint-use possibilities, schedules and revenue production, versus costs of construction/operation.
- Prepare necessary planning and support documents to permit design and construction of garage improvements as these are required.
- Sufficient parking could be located at the lower levels, with some commercial space facing the park with residential apartment on the upper level above the parking allowing fine views of Travis Park and the City. Ideally this project could be a City and Developer jointly developed project.

This portion of the overall Downtown parking improvement program is perhaps the least glamorous but one of the most important in terms of City participation, leadership and maintaining the viability of downtown residency.

PROJECT NUMBER FIVE

THE HISTORIC CIVIC CENTER

A. Project Description:

The Civic Center plan is directed at revitalizing the Historic center of the City - through a corridor extending from the River to "El Mercado". Principal elements of the corridor include the early public buildings of San Fernando Cathedral and the Spanish Governor's Palace and the early plazas that formed the center of the community. The City Hall and Courthouse were added in the 1890's and the area has continued as the civic center of the City and County.

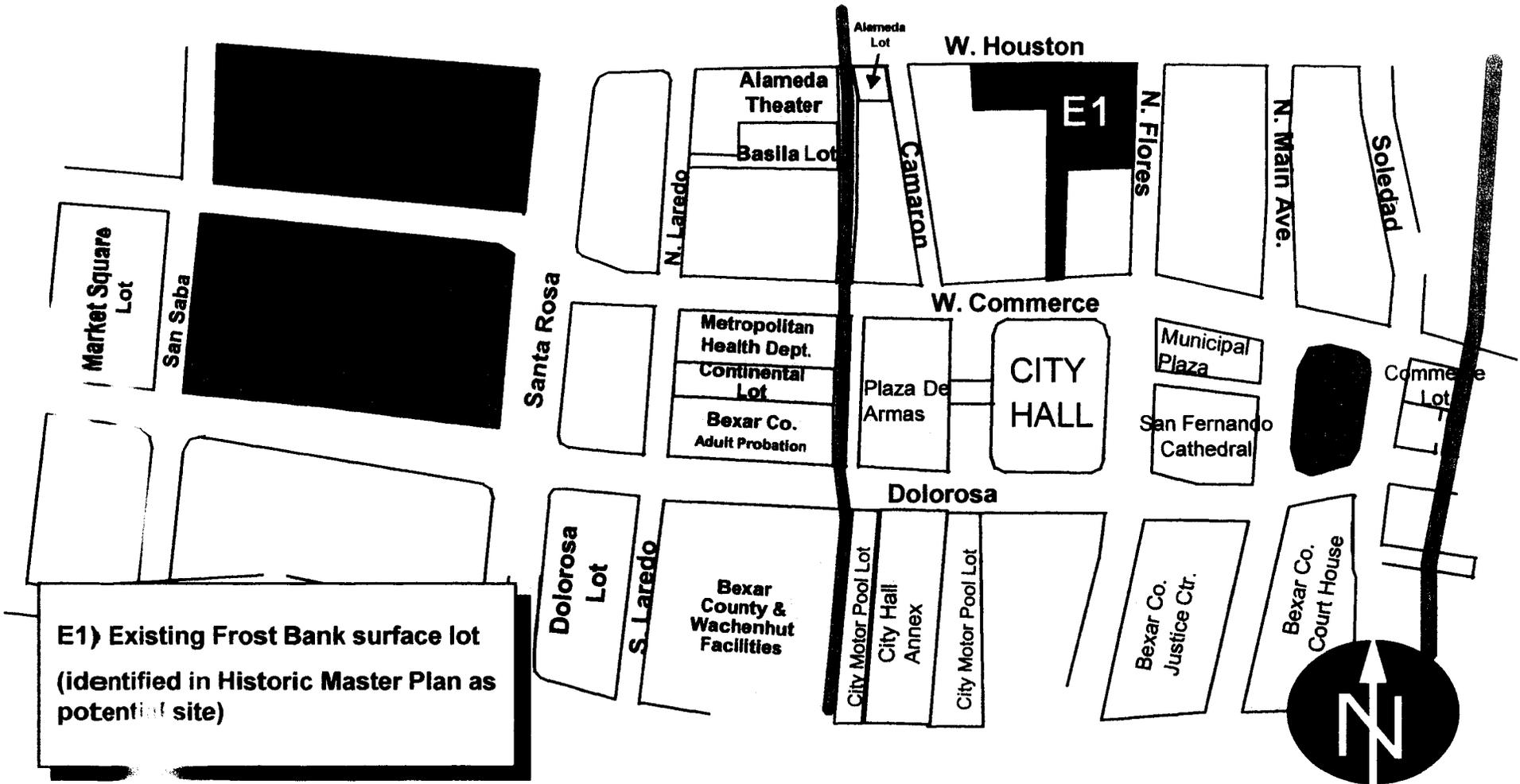
A series of Master Plan recommendations for the improvement of the area and the creation of a Historic Civic Center to retain and preserve the existing building and plazas was prepared in 1993.¹ Some forty (40) recommendations were outlined to improve the streetscapes, plazas, building, natural features and other elements. While the preservation and enhancement of the existing historic structures and features is fully described, the recommendations do not include specifics on the removal and relocation of much of the parking, except for the removal of most of the spaces surrounding City Hall.

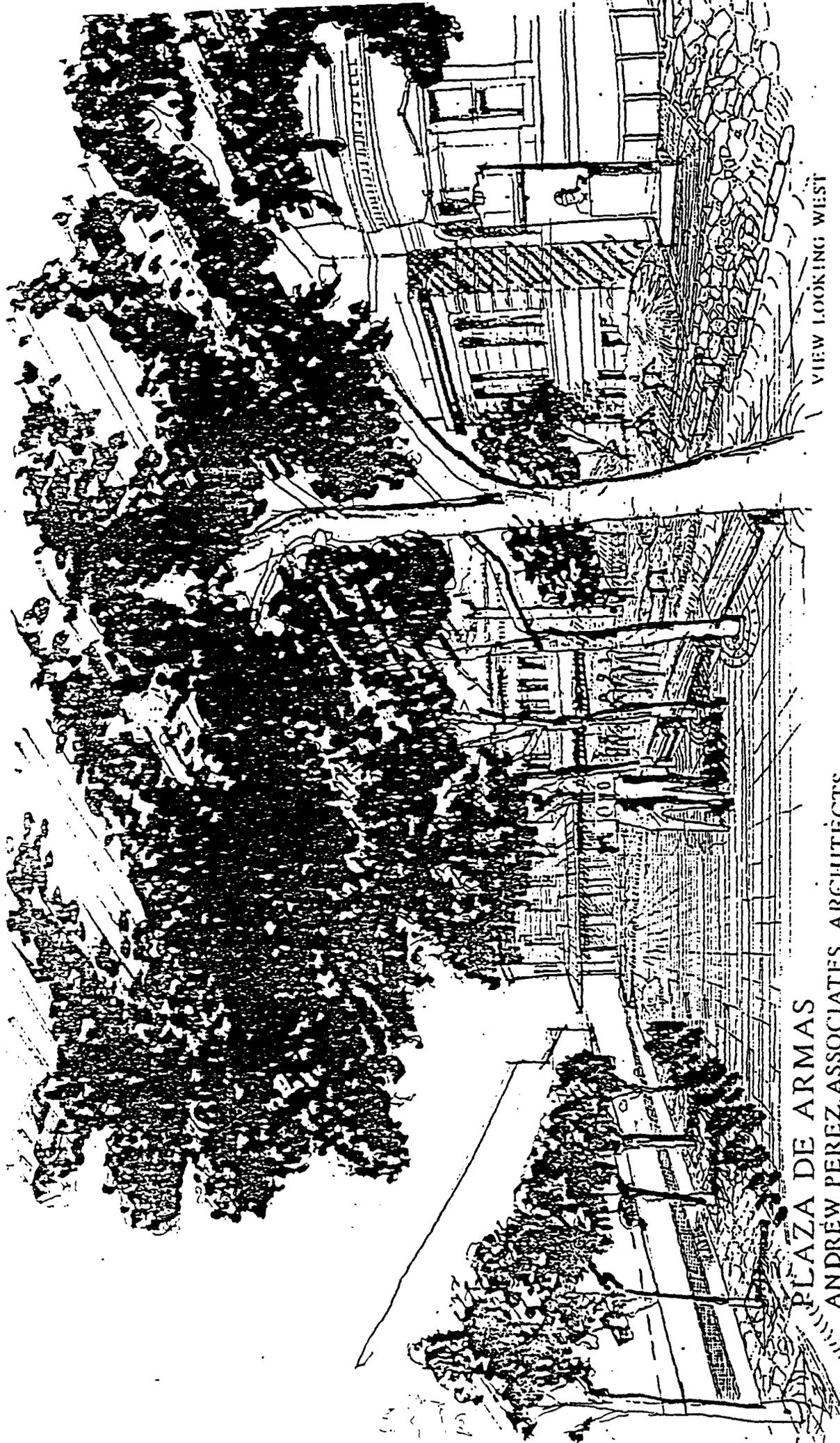
The intent of our mission with respect to the Historic Civic Center was to review the plan proposals and comment upon these aspects affecting parking and traffic operations. First, attention should be directed to replacing existing parking removed to make way for various improvement; next attention should be directed to providing convenient parking close to the Historic Civic Center for visitors likely to be attracted to the area.

The City's primary goal for the Historic Civic Center is to establish a pedestrian way connecting the San Fernando Cathedral, Courthouse, City Hall, El Mercado, several plazas and the San Antonio River in the corridor between Commerce and Dolorosa Streets. Much of the historic area of early San Antonio would be unified in a length of about a dozen blocks, by connecting a series of parks, structures and open spaces extending East-West from the River on the East to Cattleman Square on the West. Shielded by the main East-West one-way street pair (Commerce and Dolorosa), the Civic Center corridor would be subjected to minimal cross traffic interference. The chain of parks and historic buildings will create a pedestrian linkage that could become a significant attraction in the central city.

¹ The Historic Civic Center Master Plan: San Antonio. Perez Associations, McChesney Associates and Keeter Associates, 1993.

Study Area - E
(Historic Civic Center)
Priority #7





PLAZA DE ARMAS

ANDREW PEREZ ASSOCIATES, ARCHITECTS
MICHAEL McCHESNEY ASSOCIATES, ARCHITECTS

VIEW LOOKING WEST

Initial steps in the development of the Civic Center have included the following projects:

- Improvements to Milam Park
- Planned construction of the UTSA Downtown campus
- Renovations at the Farmer's Market Plaza
- Renovations of New Council Chambers at the Municipal Main Plaza Building
- Renovations at City Hall
- Renovations at Police Headquarters
- Renovations of the Bexar County Courthouse
- Improvements along Trevino Street, Main to Flores

The City has also purchased the existing parking lot at Commerce and Soledad and the Alameda Theatre which will be remodeled as an arts and cultural center. The Continental lot may be included in plans for the Civic Center project and the lot at Santa Rosa and Dolorosa will provide replacement for some of the parking spaces lost to date.

A series of broadly-based planning studies have been completed for the overall area of the Civic Center project and for a number of specific elements throughout the corridor. These preliminary plan charettes depict the re-use or renovation of areas as small as a single lot to an entire block, with each area fitted into the total complex. Objectives of the planning process --- enhancement of views and sight lines to historic buildings; construction of patios and courtyards and creation of a linear travel path through the area will eliminate existing off-street parking as well as existing curb parking including spaces located in alleys and driveways. In effect, the East-West travel path between Commerce and Dolorosa becomes an auto-free zone from the River to Frio Street.

One of the first targets of this effort appears to be the removal of up to 35 existing parking spaces surrounding City Hall. While an important design aspect of the planning program, the functions of City Hall require the availability of convenient parking for both official vehicles and the public. Other short-term improvements are likely throughout the corridor, some of which will eliminate existing parking space. The replacement of the existing spaces is planned to be at spaces acquired by the City in the nearby Continental lot. The Santa Rosa Dolorosa lot could also be considered for a potential structure site.

The principal question is, "How much of the overall redevelopment program (and the concomitant removal of parking spaces) is likely to occur in the next two to three years, four to six years or after year 2000?" The extensive planning report, prepared by James Keeter & Associates, Andrew Perez Associates and Michael McChesney Associates in 1993, is largely silent on the subject of parking. This includes the definition of spaces to be lost, spaces to be required, the location alternatives for the provision of parking, the timing of such improvements or identification of the parties responsible for any parking improvement. Description of project recommendations such as the closing of a series of short North-South streets (Laredo, Leona, San Saba and Calder) are not accompanied by references to parking space loss or relocation.

B. Parking Recommendations

For the purpose of this study, we are recommending the development of parking improvements for the short-term, say 1996-98. This initial effort will require the definition of:

- Existing spaces lost to removal
- Added spaces required to serve new or expanded generators, in accordance with the schedule for completion.

In the absence of more detailed information, we estimate these values at 250 and 200 respectively plus another 200 spaces to serve the expanded residential developments such as the Lee Hotel planned renovation. This need is anticipated to develop over several years and prior to 2000.

The need for a large facility is not yet sufficiently documented to warrant detailed planning or inclusion in any listing of priority improvement projects. Parts of this demand can likely be met by future parking facilities to be constructed in the UTSA area, including space under I-35. Another segment of the need can be met in a facility developed in the western end of the Houston Street corridor.

At this point the evidence supporting the need for a parking structure in the immediate confines of the Civic Center is inconclusive at best. We would recommend that the City further define the schedule for implementing at least the most likely of the Civic Center improvements. Once identified, the type and number of required parking spaces can be determined and allocated to one or another of the major parking improvement projects planned for Downtown. This information can be readily added to the total data base of this study; furthermore modification of the findings and recommendations of this study are anticipated to change over time as more definitive input is obtained regarding the status of the potential projects involved throughout Downtown.

As far as the Civic Center conditions are concerned, the parking space needs are not extensive or time critical. Sound alternatives exist for locating required parking in the Houston Street West end project and/or in the West Side project. These alternatives will likely eliminate any need for construction of a structure to serve the specific parking needs of the Civic Center. The related street traffic implications are an increase in volumes on Commerce and Dolorosa but an improvement in capacity through elimination of curb parking. This is possible because the traffic in front of City Hall does not generate a heavy demand.

Any other impacts can be assessed only after receipt of more extensive information concerning particular improvements.

PROJECT NUMBER SIX

THE WEST SIDE

(UTSA Campus and Adjacent Development)

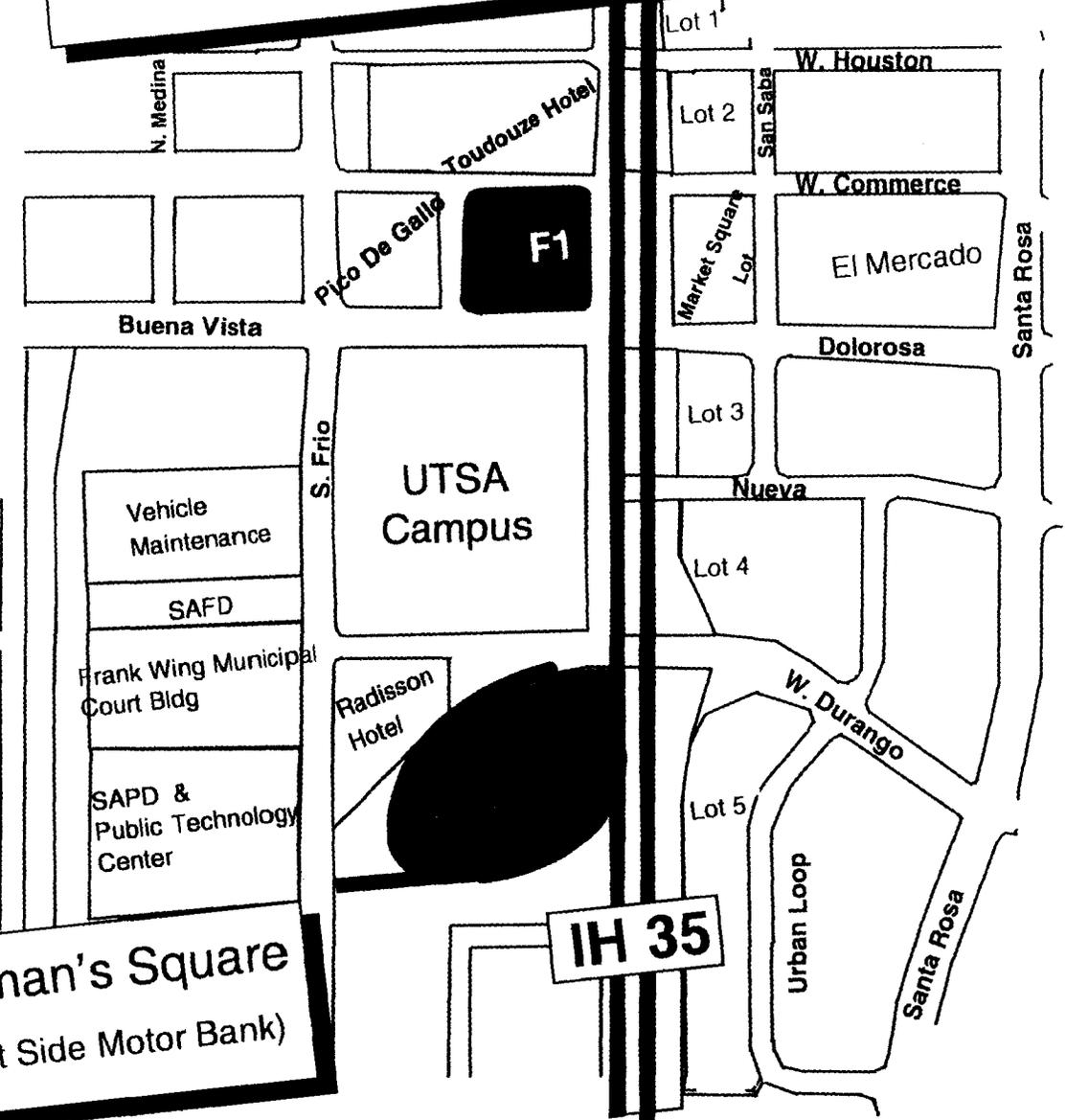
A. Project Definition

This sub-area extends West from Interstate Highway 35 in a corridor roughly bounded by Houston Street on the North and Durango Boulevard on the South, extending West to Medina Street and Cattlemen Square. Much of the area is vacant, other parts contain mostly older buildings, some of them targeted for rehabilitation. The Santa Rosa Children's Hospital and Medical Center are located in the Northeast corner of the sub-area; except for this principal generator there is little current demand for parking on the adjacent blocks.

Large-scale changes are in store for this area because of the eminent construction of the UTSA campus on the site bounded by Buena Vista and Pecos Streets. The schedule calls for ground breaking on August 10th of 1995 and occupancy for classes in August of 1997. Initial capacity of Phase I construction of 114,000 square feet is estimated at 3,500 full-time equivalent students and Phase II would include an additional 140,000 square feet which is expected to increase the FTE to 5,000-7,000 students. A combined faculty-staff component of less than 250 is assumed for the initial student load. As a conservative estimate for planning purposes, we would assume a full time student body of about 6,000 by 1999. Recent interviews of UTSA staff indicate that Phase II will commence before Phase I is completed, thus accelerating the pressure for parking in this area.

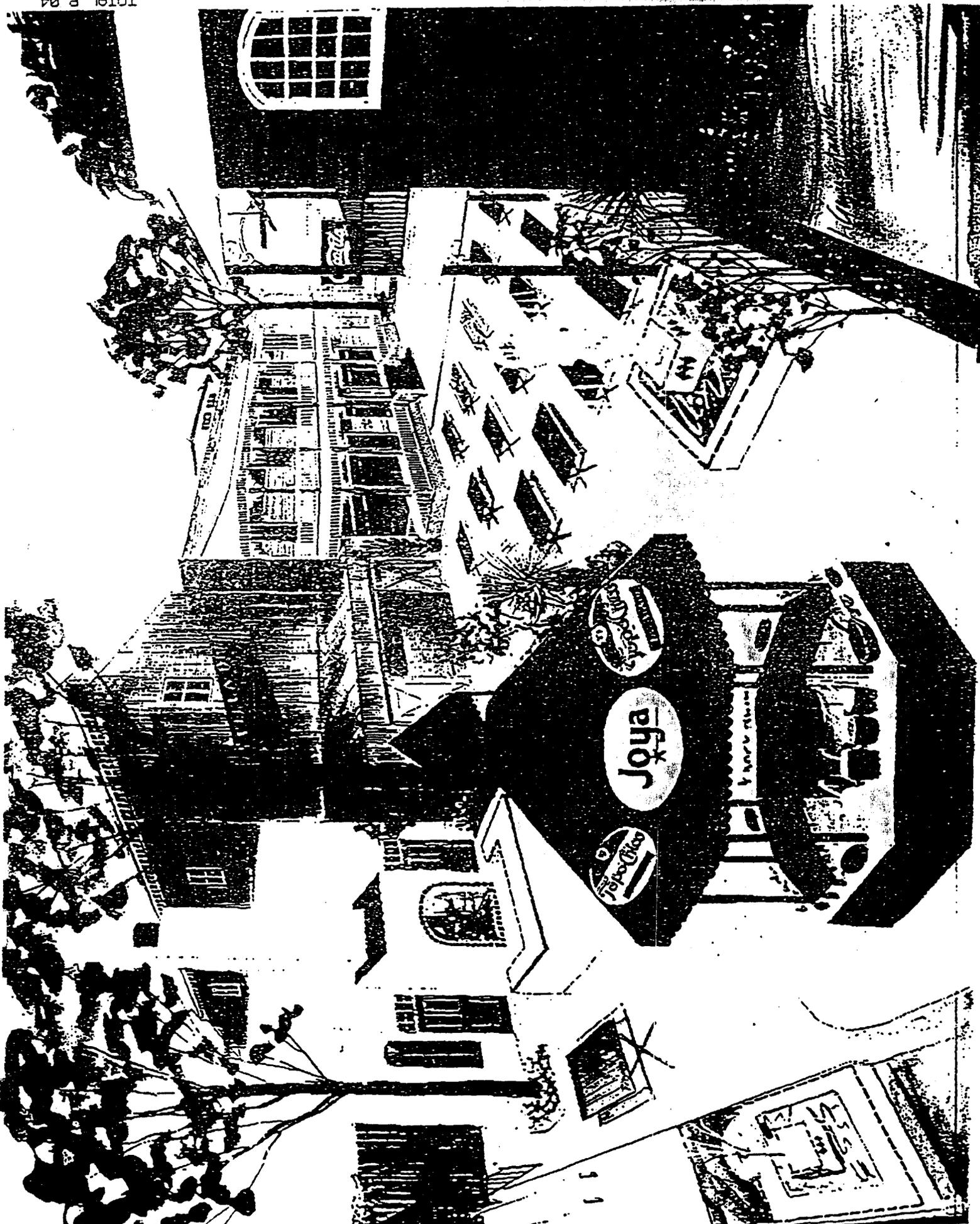
As is often the case, such a significant project brings about further development on nearby sites as developers take advantage of the primary generator. CEG was originally to have been supplied a feasibility study by a developer of the adjacent properties for evaluation, but several months of attempted contact yielded no response from the developer. Therefore, in an effort to at least make a preliminary assessment of the potential parking demand, CEG contacted, the UTSA Downtown Operations Staff, and local property owners, Mr. Charles Toudouze and Mr. Ruben Cortez. Note when the complete feasibility study is finally available, it should be evaluated to affirm or alter the recommendation made here without the benefit of it. By late July the feasibility study was still not available so a meeting was arranged by Henry Ross of the City at which Mr. Toudouze, Mr. Cortez, Mr. Russell Kyse, and Ms. Ysabel D. Trinidad and Mr. Jose Gomez from the UTSA staff were present. The Owners outlined their two projects planned as follows:

Study Area - F (West Side)
Priority #2



F1) Cattleman's Square
(Formerly West Side Motor Bank)





TOTAL P.04

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210 295 1448 F&C BUILDING

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1. The Toudouze Company is planning to construct in Block NCB-299 (a block from the campus), a new 138-room hotel, renovate the existing old Abdo Hotel, renovate the existing Morrow Building and construct a new 11,000 square foot, high volume restaurant. The construction program is expected to be complete within two (2) years.
2. M.T.C., Inc. is planning to construct a 100 seat addition to its Pico de Gallo Restaurant and to develop a new 7,500 square foot restaurant and retail space in a combination of one new and two rehabilitated buildings along Commerce Street. Construction is planned for 1996 with opening planned in 1997.
3. Development of the campus and new commercial ventures nearby is likely to result in further new construction in this sub-area. Within a year additional projects may be announced. Each must be reviewed carefully in terms of its impact on parking and traffic operation --- as a stand-alone generator and as a contributor to the total sub-area complex.

B. Parking Requirements

The parking needs of these known generators were reviewed and measured in terms of parking space to be provided on-site and parking space requirements to be provided by other sources.

Under the I-35 roadway between Nueva and Guadalupe Streets, the City of San Antonio manages approximately 1,300 parking spaces. A total of 1,350 spaces currently exist under the expressway, approximately 600 of which are occupied 70-100% of the time. In addition, UTSA has secured permission from TxDot to use the Durango loop in-field for parking. This lot is expected to yield 250 spaces. In addition, the campus will provide two 100 space lots for faculty, staff and visitors. Note, that the staff level is expected to be low because of the combining of some functions with the UTSA North Campus. The Phase II project construction will probably take 100 of these on-site spaces. This space resultant capacity of approximately 1,200 spaces is related to demand as shown:

● Faculty and Staff, Visitors	=	250
● Maximum One-time accumulation	=	75%
● 75 percent of 250	=	188
● Parking Spaces Available on-site-Phase I	=	200

		<u>1997</u>	<u>1999</u>
● Student Body Population	=	3,500 FTE	6,000 FTE
● Maximum one-time accumulation	=	70%	70%
● 70 percent on-campus population	=	2,450	4,200
● Projected Transit Ridership	=	40%	45%
● 60 percent Vehicle Generation	=	1,470	2,300
● Occupancy per vehicle	=	1.25	1.25
● Total Vehicle Accumulation	=	1,176	1,850

Assuming that the campus total vehicle accumulation in Phase I occurs no more than three (3) times a week for three-hour periods, the 740 spaces under I-35 plus the 250 spaces in the Durango loop lot should prove adequate for student parking --- the 100 to 200 vehicles required to park elsewhere for brief periods should be accommodated on nearby street curbs or in lots West of the campus such as the Frank D. Wing Municipal Court Building which has 267 spaces which could be used for public parking at off court hours. Until the campus brings the second phase on line, the space available under I-35 should prove adequate. It may be possible, pending a review of traffic operations and safety factors that a parking structure could be built in the Durango loop, increasing the capacity here by some 200 to 400 vehicles. The feasibility of this project must be determined by UTSA and TxDOT but pursuant of this option would appear feasible at this time.

It should also be noted that a transit terminal is planned for the campus (up to eight bus routes already converge in the vicinity) therefore the estimated 40 percent ridership factor cited above may prove to be somewhat conservative. To the extend that additional bus ridership does occur, the parking space demand will be proportionately reduced.

The Toudouze project will supply parking on-site to accommodate the needs of a hotel (approximately 120 spaces). However, a 400 seat restaurant would be expected to create a demand for at least 250 spaces with 113 spaces now planned for the site. The primary demand of this development will occur in the evening when student demands should be reduced. The M.T.C. restaurant/retail complex now provides its own parking for 67 vehicles and property already owned at Medina Street, one block West, could provide another 150 spaces. Again, under normal past

circumstances, the current owner-provided parking and adjacent street parking, has satisfied demand. The currently Pico de Gallo restaurant is reported to serve 2,500 customers a day. This volume would be expected to create a demand for 300-350 new spaces which as noted above has been serviced by existing facilities. With their planned expansion, to serve 5,000 customers a day obviously additional parking is required.

However, three concerns exist in this area, one being to satisfy the needs of the UTSA campus in its first stage of development, the second being to provide parking for the planned commercial development and the third being to see that parking needs associated with the future phases of UTSA growth are provided. We have not been made aware of the City recognizing the need to improve security of the expressway lots to encourage their use. Such actions include full time attendants and improved lighting where necessary.

C. Summary

The block between Commerce and Dolorosa, east of the Pico de Gallo restaurant and adjacent to the Toudouze and UTSA developments is currently largely vacant with a drive-up bank occupying a small portion. The Cortez family currently has a 60-day option on the property which may have expired on September 15, 1995. Presumably the option has been extended. This site is an excellent location for a parking structure which also could include retail space on the first level.

The Toudouze and Cortez development as planned could be expected to generate a parking demand for approximately 500 to 600 spaces. In addition one of the 100 space on-site UTSA faculty-staff lots is expected to be absorbed in Phase II construction; therefore, the maximum demand could be higher. We would strongly recommend that the City monitor closely the growth of activity on the UTSA campus, and for as yet unannounced other developments that may well join those presently planned for the area. The proper levels of service to the campus by VIA may provide an attractive alternative to the private vehicle for many students. Also, because of the favorable climate and central location, the campus should make adequate provision for, and encourage the use of bicycles on the campus, locating secure racks near all principal student destinations. A further difficulty in supporting a parking facility to accommodate UTSA and the Cattlemen's Square is the subject of financial feasibility. The current parking rate in the City lots beneath the expressway is \$1.00 per day and \$17.00 per month. Students will surely walk several blocks to park in a low cost area versus paying the higher rates necessary to support building a parking structure. UTSA students currently pay \$48.00 per semester for a parking permit. Therefore, it is felt that the initial needs of the UTSA Phase I construction should be solved by under-expressway parking and the Durango loop site. If, however, the University could subsidize the students rates, perhaps the structure could pay for itself in that fashion.

The close relationship of the campus to I-35 should serve to minimize the impacts of campus-generated traffic through the core area. Should a shortage of parking become a serious problem in the sub-area, use might also be made of the proposed East side VIA Park-n-Ride lot and the East-West streetcar shuttle. Thus alternative parking location can be transferred to student parking, if spaces under and near I-35 become more valuable in serving commercial establishments, by rate incentives and trolley schedule adjustments.

The dimension of growth here is the key factor; currently near term anticipated development will require a parking structure. In particular, when full time student registration approaches 5,000, plans for a University parking structure should commence. The University of Texas at Austin has built several such parking structures.

The second concern represents the parking demand in the immediate area created by Commercial Development. As previously noted, the total demand by these developments could be 500 to 600 spaces. Although plans are progressing and purchase of the rentable buildings under way - no construction has been started. It is recommended that the City secure written letters of intent from the two developers for at least 50-60% of their anticipated parking needs. The current available site is an excellent one for development of parking to serve this area and the City should not let it become another site for say a fast food restaurant. Therefore, the City should gain control of this site promptly, before the option expires, to protect its long-term use by the City. The City should also seek to develop commitments for use by the Toudouze and M.T.C. groups to ensure the feasibility of the project. Initially a surface lot is anticipated with the ability to expand to a structure size of 600 to 750 spaces. It should be noted that this site could also alleviate parking needs at the Mercado and also to some degree the Historic Civic Center development.

The third concern in this area problem is the continued planned growth of the downtown UTSA campus with the expected growth outstripping the available surface parking within five (5) years. The above planned structure could be expanded vertically to accommodate perhaps 300 additional vehicles, but this would not satisfy the needs of additional students and a seven or eight story parking structure would overpower the area. It is unknown what the City's future obligations are to provide parking for UTSA but sites are available to the south of the campus or even the K-Mart lot to build a future parking structure. But planning and site determination for a second structure should commence promptly.

Consideration could be made to build a parking structure in the Durango loop site or on the Municipal Court site. Both of these sites however, would be some distance from the commercial development and therefore, less attractive to patrons who would be able to financially support the parking structure versus students who can't without assistance.

An incomplete draft of the Cattleman's Square parking study was recently delivered to us by the developer, Kyse and Associates. It indicated a demand from the commercial establishments much less than they had reported to us and focused on the demand created by the University. This report minimized the use of the inexpensive City parking under I-35 Durango and ignored the I-35 loop parking. It is therefore difficult to evaluate the accuracy of this report. We do agree however, in part of its findings, which confirm ours, that the second phase of the University development will out strip current parking availability supply. The University master plan as well as agreements with the City need to be studied to determine what obligations exist between the City and the University regarding parking.

PART IV**CONSOLIDATION OF THE FINDINGS****A. IMPROVEMENT RECOMMENDATIONS**

The final element of this study process was the condensation of the six (6) sub-area project needs studies and individual improvement programs into a single entity. This phase would represent a unified, cost-effective and strategically scheduled program for the comprehensive improvement of the Downtown parking system. It is axiomatic that convenient parking space can not usually be provided for peak demand situations due to the excessive cost and the typical demand reduced revenue (from limited use) involved in constructing maximum capacity facilities. This is very much the case in Downtown San Antonio where much of the overall demand will be generated by peak activity days such as Alamadome/Convention Center events or summer tourist weekends. As a result, the recommendations for construction of new parking facilities are based on three (3) key issues:

1. When will the need for parking be "on-line", providing an immediate user base and revenue stream for each proposed facility or alternative system?
2. What are the cost/revenue factors --- can the facility be self-sustaining and at what point following its completion?
3. Can the facility serve the parking needs other than the primary generator(s) for which it is intended and what are the uses, timing and revenue production factors involved?

The most vital question precedent to actual construction of any improvement is how soon will need create users and revenue. In reviewing the development proposals in each of the sub-areas, none of the principal parking generators is yet on a fixed schedule for construction. In most instances, the primary generator will require a longer period to construct (or reconstruct where applicable) than will the parking facility. This provides a major benefit to garage development interests ---- they can start construction after the primary generator is started, assuring use upon completion. One possible exception is the Central City Parking Structure where the increased demand of the Presido Development and the Drug Building Homes Suites Hotel will create a significant need for additional parking in 1996 prior to the River Bend Hotel completion. The key ingredient in this process is to have site areas cleared and design plans of the parking facility prepared so that construction projects can bid promptly in response to the date parking spaces are required.

Among the givens that will govern the City's parking improvement program:

- THE PROGRAM MUST BE FLEXIBLE AND RESPONSIVE TO CHANGES IN DEVELOPMENT ACTIONS
- THE PROGRAM MUST BE PHASED TO CORRESPOND TO INDIVIDUAL PROJECT NEEDS
- THE PROGRAM MUST BE DESIGNED TO INCLUDE A SERIES OF FACILITIES AS PARTS OF A TOTAL DOWNTOWN PARKING FUNDING AND MANAGEMENT EFFORT

Based upon the data presented above, we have established the following recommended plan of action. Construction of new parking facilities should follow this schedule unless significant changes occur in the background scheduling of those major generators to be served by the other priority projects in this list. It must be remembered always that the project schedule for any facility is subject to change until the date firm commitments are made for construction. In the past six months this study has been conducted, substantial changes in type, size and location of anticipated generators has repeatedly occurred.

The recommended improvements, in their current order of priority, are described as follows:

- ◆ Number One: A privately funded Central City garage is proposed for 1996-1997 as part of a major hotel complex or complexes to be developed on the same site and/or on a site immediately south of the proposed garage. This project as proposed by the developer may have a limited capacity (less than 250 spaces) to primarily serve the new hotel properties. At this time it is uncertain whether any provision will be made to serve the needs of adjacent uses such as the South Bank, offices and other commercial users who face a critical need for parking to support their day-to-day operations; peak period Downtown activity levels and a considerably greater overall need for parking space. Therefore, should the capacity of this proposed garage be limited to serving only the needs of the developer, an urgent need will remain for parking to support the core area of Downtown, particularly in the Commerce/Market corridor. The void thus created in this sensitive area may have to be filled by a public sector project in the same area of Downtown.

Depending upon the developer's plans for the referenced project, possible alternatives for night time use may be available in the Tower Life or CPS Building garages. Such use would be limited to periods when current use capacities were at low levels and security issues were not

critical. Another alternate site would be the current CPS surface lot and the adjacent warehouse structure across St. Mary's Street. This site is even further removed from the main Market/Commerce Street traffic, but improvement of Navarro Street creating an attractive and secure pedestrian path and appropriate signing could make these sites marginally workable. Either of these locations would be considerably less attractive, even with lighting and street-scape improvements, than would the site of the proposed garage along Commerce and Market Streets. Therefore, an agreement with the developer of the existing site for a large enough structure to support local area needs is first choice.

Another consideration is the possible reassignment of leased spaces in the Riverbend Parking structure. Approximately 350 spaces are currently leased. If these tenants could be relocated the income and transient usage of this excellent location structure would increase significantly. Moving these cheaper rate leased spaces to the CPS site garage would be a possible solution. Note this is only a partial solution to the demand but perhaps an easily achieved one.

Monitoring of the plans of the present hotel/garage developer to define the scope of both parking and other facilities will be the most important single aspect of the city's short-term parking management effort. At some time in the near future, if a cooperative venture cannot be developed, the City may have to decide to move ahead on its own to construct a garage in this area. Key issues will be the type and extent of the next development proposals in this local area and the selection of a site for a garage that meets basic service criteria of location, size, access, service, construction cost and efficient operations. The volatility of property along Commerce Street, including re-use of, the old Library, which has no parking, and other parcels may require significant action on parking issues within the next six months to a year. Note construction of immediately adjacent projects is currently underway with no furnished parking. A minimum structure size of 700-800 total spaces is recommended for this facility under any development option.

- ◆ Number Two: The City should secure commitments from West Side Developers and gain control of the Commerce-Dolorosa site. Then plan and develop a surface parking facility for some 250 spaces. A structure can be built later to meet further increases in demand, based on actual growth in user volumes and the storage of spaces available. This structure could also provide ground floor retail space such as book stores and similar University-oriented stores. This structure would also be available for Mercado visitors and could be made an attractive feature in this area. Written commitments from the primary developers should be secured prior to any securing of the property or construction.
- ◆ Number Three: Construct an approximate 700 space facility in the Southwest corner of Durango Boulevard and Indianola Street to serve the Convention Center expansion, proposed International

Center including the NAD Bank, the general unmet needs of the Federal Complex, parks and other attractions in the adjacent area. This appears to be a timely project in terms of actual need to match both the Convention Center expansion and the International Center construction, which will dislocate existing parking, and the loss of significant space in the HemisFair Garage. Garage construction would be anticipated to begin in the latter half of 1996 to match an early 1997 completion date for the International Center or delaying the start to coincide with opening of the Convention Center expansion. The possibility of combining the International Center needs with the planned expansion of the plaza Hotel should also so be considered as an alternative, less costly approach to providing necessary capacity for both users. If a possible Headquarters Hotel on the site materializes, an additional 760 space structure East of Bowie will be required to serve this new use unless the hotel can provide its parking requirements. Should the International Center not be constructed here, the need for any structure will have to be reconsidered.

- ◆ Number Four: East Side - At this time, based on the information now available and the assessment of current ability to meet anticipated needs, no parking structure is currently recommended for the East Side (Sunset Depot) or West Side (UTSA). The present availability of surface parking, while perhaps not as attractive as structured parking, will adequately serve initial projected parking needs. As these new complexes move toward construction; the City must carefully watch the progress of design plans to measure the need for parking, alternative use scenarios, funding and scheduling options and location decisions. For the Sunset Development, initial consideration should be directed to constructing the proposed Park-n-Ride facility and construction of a pedestrian bridge over the rail tracks to enhance use of Dome parking lots East of the tracks for patrons destined to the other side. There may be a reduction in the site for the VIA Park-n-Ride which could require the construction of a parking structure. An arrangement could perhaps be worked out with the proposed Reyna Hotel to share in the cost of the construction in exchange for dedicated spaces. In addition a safer access should be constructed to the City lots North of Commerce. The current situation with pedestrians walking along the railroad tracks and right-of-way is very dangerous. This is regarded as a major safety action and as an answer to any short-term need for increased parking in the area east of I-37. Only when construction commences at Sunset Depot would the City need to move ahead to construct the bridge for local use in this area. Note the speed of this development could move this project to a higher priority.
- ◆ Number Five: Growth in the volume of property redevelopment, and the speed of its undertaking, will require addition to the parking space supply in the east end of the Houston Street corridor. This need is driven by two components --- conversion of existing building areas to new commercial uses and by the development of residential units along Houston and Travis

Streets from the Alamo westerly to the River. These two components of demand serve to provide for joint use of parking space, shoppers and employees by day and residents by night. This joint use of parking space means a dual source of revenue which greatly enhances financial feasibility.

Estimates of demand, based on square-foot floor areas of buildings available for redevelopment and on projections of residential unit requirement in the immediate area, indicate a need for up to 700 spaces. The location of the facility to serve existing and future user populations is of prime importance for both customer attraction and revenue production. The prime location for such a garage would be near the intersection of Travis and Jefferson Streets; accessibility and user convenience should be vital elements of the planing/design phases of the project. A precise schedule is not now available but current indications are that this project should move to the planning stage prior to the end of 1996.

- ◆ Number Six and Number Seven: This later-phase project would be located to serve several sub-areas --- the Historic Civic Center, the west end of the Houston Street corridor and some additional parking need created in the core area along Commerce/Market and in the West Side area, although distance from the primary generators would limit the extent of this use. At the moment, the capacity requirement here would appear to be in the range of about 700 spaces and the schedule about four (4) years out. The Civic Center appears to be a long-term improvement but the re-use of major buildings near West Houston Street (Alameda Theatre, Robert E. Lee Building, Empire Theatre and others) may create a need to reconsider this schedule.

As an alternative to early garage construction, consideration should be directed to improving existing surface lots, particularly along and adjacent to Houston Street, so that these facilities provide a safe and attractive parking place for visitors to Downtown. Principal improvements would include resurfacing and re-striping, new high-visibility lighting, pedestrian paths to sidewalks upgraded with streetscape design treatments, emergency call stations and new signing and graphics. Costs are minimal compared to garage construction and the work can be done in a few months --- to provide immediate relief to unmet needs. Later, a structure is almost certain to be required in the Houston/Flores area but the City should have ample time to program this improvement as development plans unfold.

- ◆ Other Projects: Additional development is a potential source of parking demand in several sections of Downtown. For example, the large-scale redevelopment of the Historic Civic Center may add further demand for parking as would the second phase of the UTSA campus. Such projects can be added to the evaluation/planning process at any time so long as the City staff and development interests maintain on-going communication.

The description of the first four projects, considered to be the highest priority - most urgently needed, are shown on the accompanying TABLE IV-A and estimated construction costs are shown on page 60.

TABLE IV-A

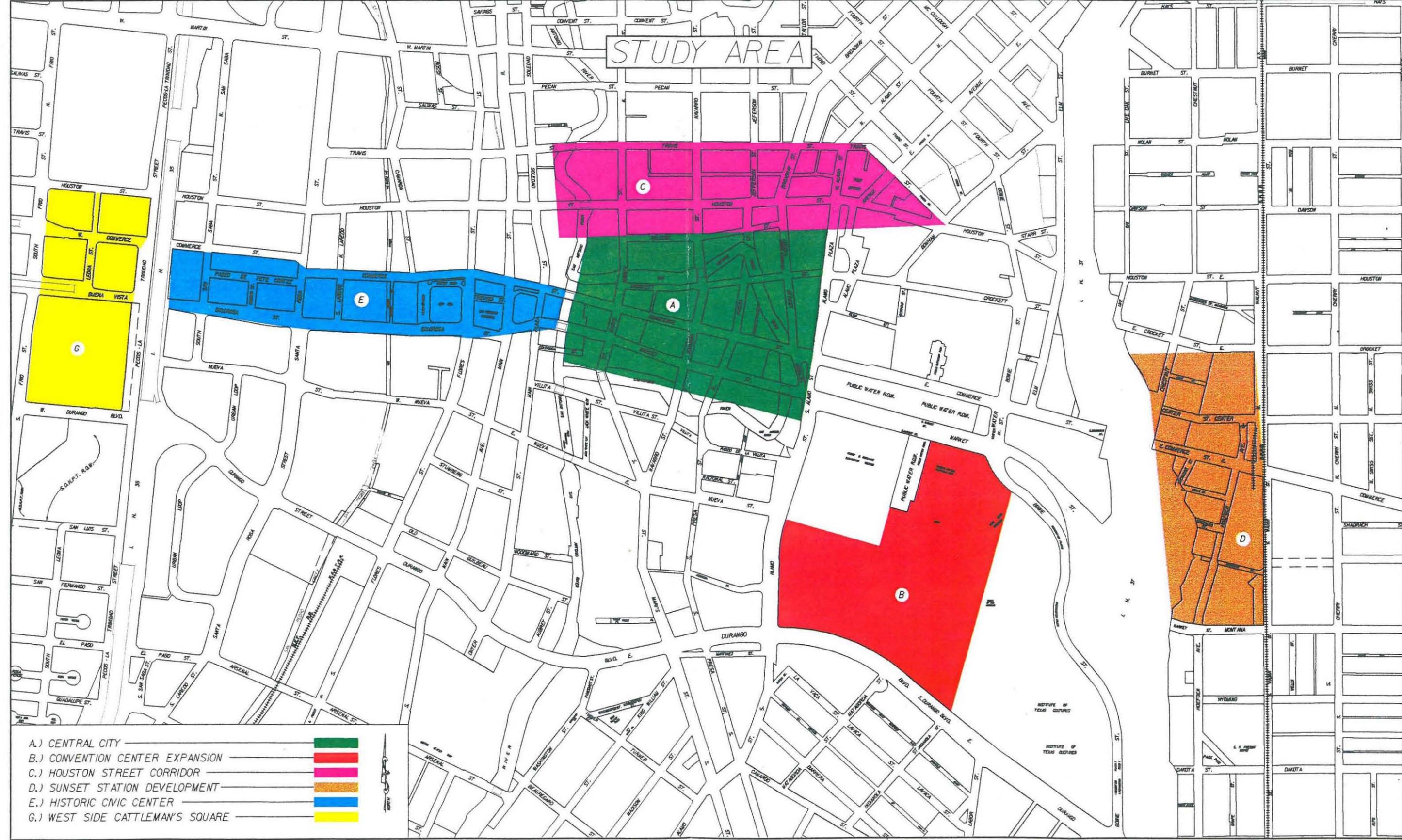
CITY OF SAN ANTONIO
DOWNTOWN PARKING GARAGE SUMMARY

PROJECT PRIORITY	PROJECT DESCRIPTION	LOCATION (MAP KEY)	GARAGE CAPACITY	RESPONSIBILITY FOR DEVELOPMENT
1	Central City	Commerce/Market/Navarro	200-800(a)	Private/Public (b)
2	Cattlemen's Square	West Side	Surface Lot to 600 (c)	Public
3	Convention Center	Convention Center	0-760 (d)	Public
4	Sunset Square	East Side	N/A (e)	Public
5	Houston East	Travis/Jefferson	700	Public
6/7	Houston West/Civic Center	Houston	700	Public

NOTES: PRIORITY SUBJECT TO REVISION/CAPACITIES SUBJECT TO VERIFICATION

- a. The 200 spaces +/- is an artificial capacity defined by the private developer to serve only his needs. Review of available data suggests a total additional need here for some 700-800 spaces; the City may have to construct a facility to provide the resulting space count differential if Main Library needs are considered, add 200 spaces.
- b. This Central City location may be sized to only serve on-site developers construction in which case the City may have to assume a leadership position in the construction of another facility in this sub-area that will provide for the unmet demand of public parking.
- c. A surface lot at the Commerce-Buena Vista; site is the first proposed action. Actual demand figures by UTSA and the ability of students or the University to support parking will determine eventual requirements. Upon receipt of written commitments from the Cattlemen's Square Developers, the City should secure the Bank site to provide initial surface parking and later construction of a garage if required. As these developments progress, the priority of needed surface parking improvements will become higher.
- d. The development of a parking structure depends upon the final location of the International Center and future parking demands created by the Convention Center expansion.
- e. The availability of existing surface parking at the Alamodome nearby City managed lots, and the proposed VIA Park-n-Ride, negates the short-term requirement to construct facilities, for Sunset Depot.

STUDY AREA



- A.) CENTRAL CITY
- B.) CONVENTION CENTER EXPANSION
- C.) HOUSTON STREET CORRIDOR
- D.) SUNSET STATION DEVELOPMENT
- E.) HISTORIC CIVIC CENTER
- G.) WEST SIDE CATTLEMEN'S SQUARE

PART V

A. IMPLEMENTATION AND PRIORITIZATION

Except for an initial Center City project, to be constructed all or partially by private interests, the remaining projects will involve public or partial public funding. The City should actively review the status of each of the development projects that will, in turn, create the need for parking and prepare an advance planning strategy for those basic elements that affect each facility:

- Site Selection/Access
- Functional Plan and Feasibility Analysis
- Site Acquisition
- User Identification and Rate Schedules
- Design Plan Preparation
- Funding Package and Implementation
- Construction Package
- Operations

Ideally, these public facilities would be constructed as a group even though a two to three (2-3) year time frame may be involved, permitting the City to realize savings in the financing, design and construction of the "package" of facilities. However, this may not be possible since some of the underlying support developments are expected to be completed over a period of up to four years. In fact, several of the projects appear to be in a somewhat indefinite category which would obviously affect construction of parking improvements. At the same time, the City must move ahead on several fronts to plan for construction if the City is intent on supporting the further growth and strengthening of Downtown. Securing of some of the sites promptly is essential.

In this connection we would recommend that the City establish a Staff Task Force group to monitor closely the activity of public and private developer interests throughout Downtown. While those interest whose developments will require parking as a necessary support function will readily approach the City, there should be in place a status reporting mechanism which regularly identifies the need, sizing and schedule for each potential parking facility. A matrix format can readily identify the vital status criteria such as:

- User base/Numbers/Frequency/Revenue Potentials
- Service Center/Alternative Sites
- Joint Use Potentials
- Schedules
- Participation
- Preliminary Plan Status leading to Construction

This technique would permit the City to review individual garage projects in terms of overall need, schedule and economic feasibility and to make adjustments in response to any sudden change in the need for construction.

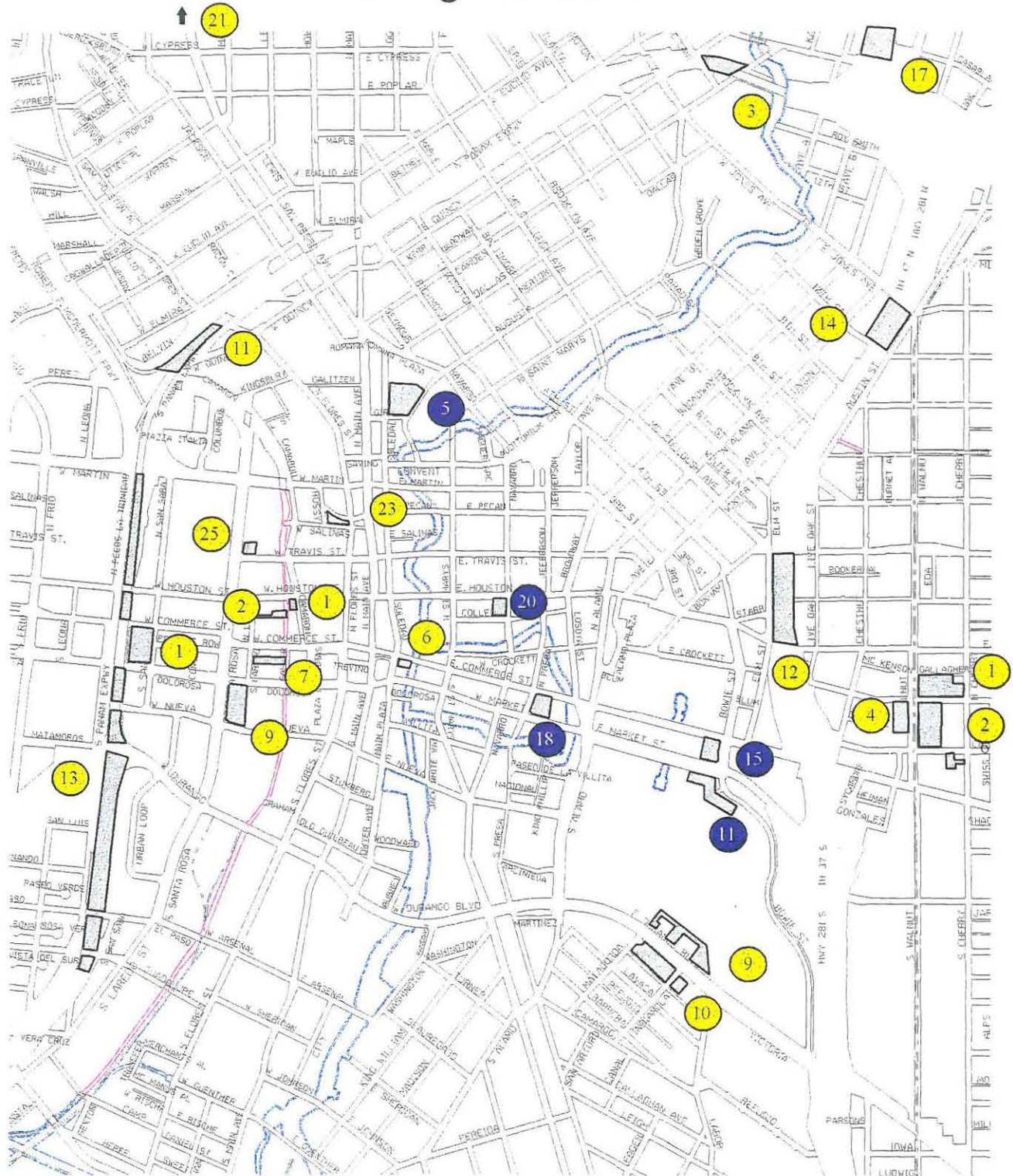
This review process will likely result in periodic changes in the priority listing of projects. This is not uncommon when multiple facilities are involved in response to a wide range of potential developments located through a central business district of this size and composition. Changes in priority must also reflect the strength of the user base and the economic support for each facility in order to justify public funding.

ESTIMATED CONSTRUCTION COSTS

#1	Central City Parking Structure - Architectural Exterior Capacity - 800 spaces	\$6,200,000
#2	Cattlemen's Square - Commercial Requirements	
	A. Surface lot with foundation	\$500,000
	B. 600 Space Structure	\$4,000,000
#3	Convention Center Say 700 total spaces	\$5,000,000
#4	Houston - East 700 Spaces -If desired, Residential would have to be added	\$4,500,000
#5	Houston - West/Historic Civic Center 700 Spaces	\$4,500,000

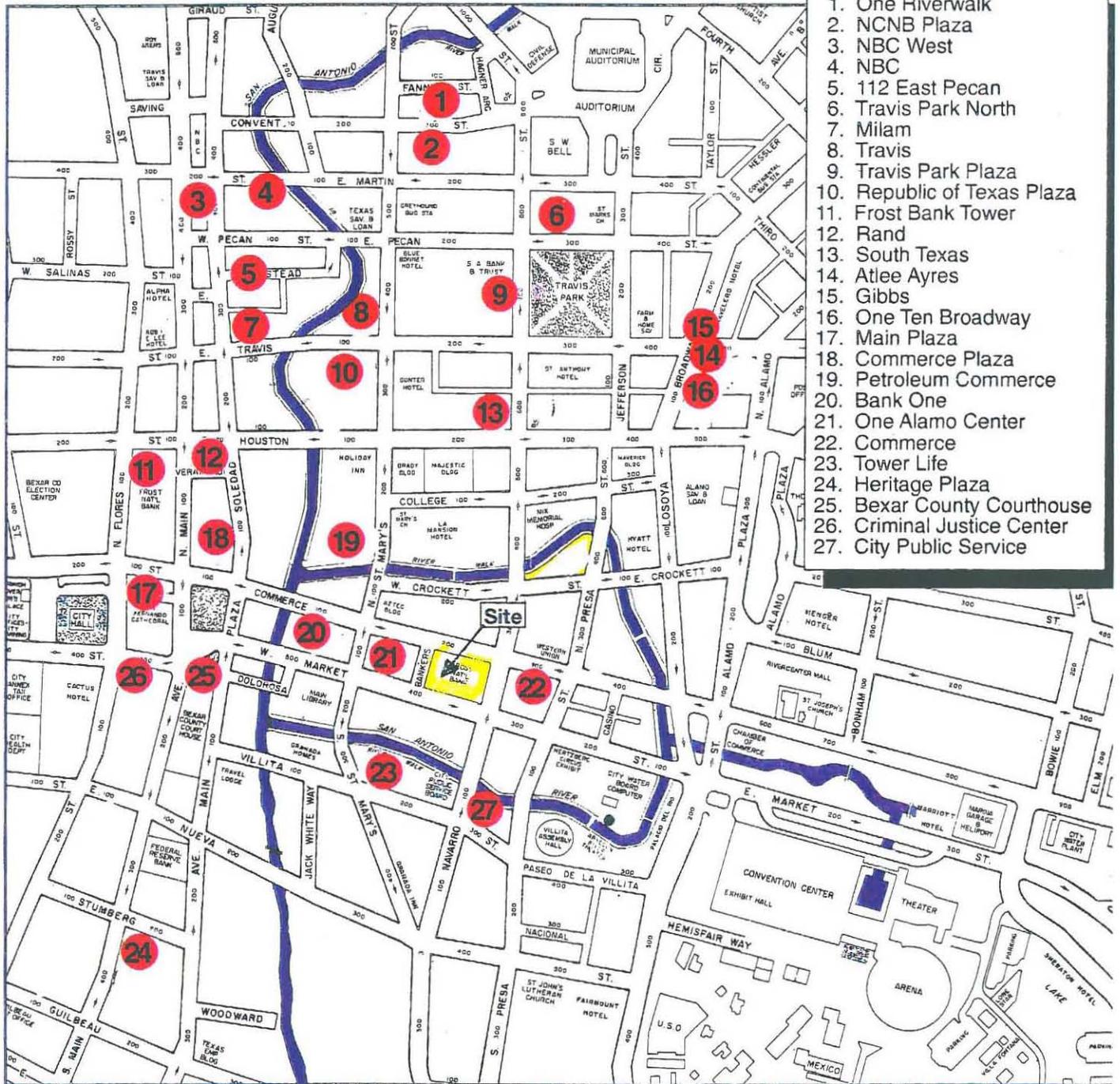
All estimates are construction costs and exclude land costs, development fees, permits, etc.

City of San Antonio - Parking Division Managed Locations



- Parking Structures
- Surface Lots

MAJOR OFFICE BUILDINGS



1. One Riverwalk
2. NCNB Plaza
3. NBC West
4. NBC
5. 112 East Pecan
6. Travis Park North
7. Milam
8. Travis
9. Travis Park Plaza
10. Republic of Texas Plaza
11. Frost Bank Tower
12. Rand
13. South Texas
14. Atlee Ayres
15. Gibbs
16. One Ten Broadway
17. Main Plaza
18. Commerce Plaza
19. Petroleum Commerce
20. Bank One
21. One Alamo Center
22. Commerce
23. Tower Life
24. Heritage Plaza
25. Bexar County Courthouse
26. Criminal Justice Center
27. City Public Service

INCARNATE WORD COLLEGE

**MULTI-FUNCTIONAL COMPLEX
SAN ANTONIO, TX**



A \$4.2 million multi-functional complex that incorporates four levels of parking, two student dormitory levels, mechanical rooms, storage space and offices, and a penthouse residence for the College President. The design team strategically located, shaped, and constructed the structure around a landmark oak tree in the middle of the college campus. A fast track design and construction schedule enabled the parking levels and upper level shell to be constructed during a three month summer recess with minor disruption to the college.

The completed structure which incorporates a precast concrete framing system for the parking and dormitory levels and a steel frame for the penthouse level, is an aesthetically pleasing focal point on campus and for the surrounding area.

OWNER

*Incarnate Word College
San Antonio, TX*

ENGINEER

*The Consulting Engineers Group, Inc.
San Antonio, TX*

ARCHITECT

*McChesney Architects
San Antonio, TX*

PRECAST SUPPLIER

*MANCO Prestress
San Antonio, TX*

PARKING

94,000 sq. ft.

DORMITORY

54,000 sq. ft.

PENTHOUSE

4,000 sq. ft.

PARKING SPACES

200

SARASOTA COUNTY

**PARKING STRUCTURE
SARASOTA, FL**



A five level parking structure featuring a separate decorative elevator tower with a dome roof and an integrated planter box spandrel.

The structure is completely precast/prestressed concrete and features pre-topped double tees.

OWNER

*Sarasota County
Sarasota, FL*

ARCHITECT

*HKS Associates
Tampa, FL*

STRUCTURAL DESIGNER

*The Consulting Engineers Group, Inc.
San Antonio, TX*

PRECAST SUPPLIER

*Pomco Associates
Port Manatee, FL*

NUMBER OF CARS

850

ST. ELIZABETH

**PARKING GARAGE
BOSTON, MA**



This all precast concrete structure was designed to accommodate several future construction options. The options included two future levels of parking; an office building above one-half of the garage and supported by the garage; future bridges and a tunnel. The exterior precast spandrels had several architectural features which included inset tile and different types of sand blasting on the exterior face of the spandrels. Due to the location of the garage, part of the structural foundation system was designed to resist up to 11 feet of earth pressure.

OWNER

*St. Elizabeth Hospital
Boston, MA*

ARCHITECT

*Vitols Associates
Boston, MA*

**PRECAST ENGINEER &
ENGINEER OF RECORD**

*The Consulting Engineers Group, Inc.
San Antonio, TX*

PRECAST SUPPLIER

*Unistress Corp.
Pittsfield, MA*

AREA

12,400 sq. ft.

NUMBER OF CARS

405

COMPLETION DATE

1992

THE PENN STREET GARAGE

UNIVERSITY OF MARYLAND CAMPUS
BALTIMORE, MD



Photo: ©LAWRENCE W. FITTON

This 936 space garage, completed in late 1994, serves the growing parking needs of the Downtown Campus and Medical Center. Located in an old historic section just west of the central city, the structure combines the efficiencies of modern garage design with the aesthetics of the original building facades to preserve the characteristics of the neighborhood. CEG provided the specialty engineering for design of the precast concrete components and the incorporation of the building facades into the total structure.

OWNER

*University of Maryland Campus
Baltimore, MD*

ARCHITECT / ENGINEER

*Desman Associates
Tysons Corner, VA*

CONTRACTOR

*Whiting-Turner Contracting Co.
Baltimore, MD*

SPECIALTY ENGINEER

*The Consulting Engineers Group, Jr.
Mt. Prospect, IL*