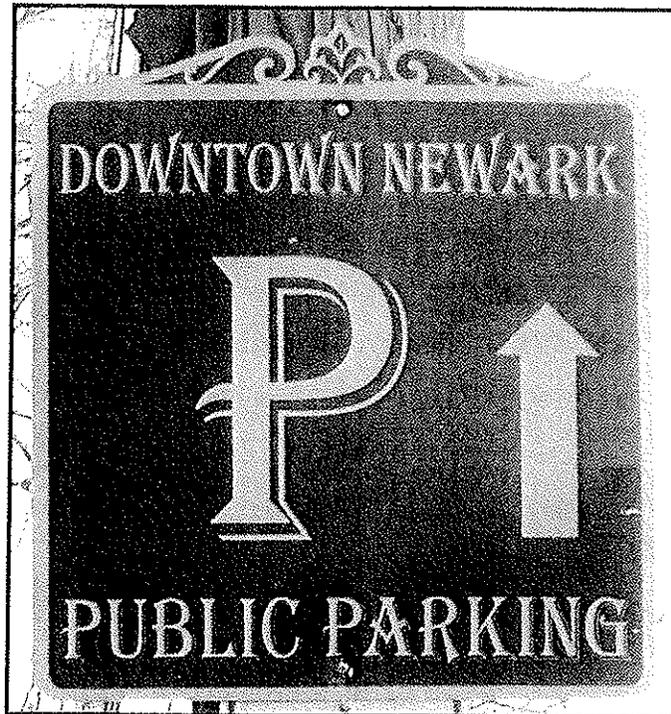


**Downtown Parking Garage Study**

**City of Newark, Delaware**

**Submitted To:  
The City of Newark, DE**



Submitted By:

**DESMAN**  
A S S O C I A T E S

**A Division of Desman, Inc  
49 West 37<sup>th</sup> Street-5<sup>th</sup> Floor  
New York, New York 10018  
Ph: 212-686-5360; Fax: 212-779-1654**

**June 2007  
Phase II Final Report**

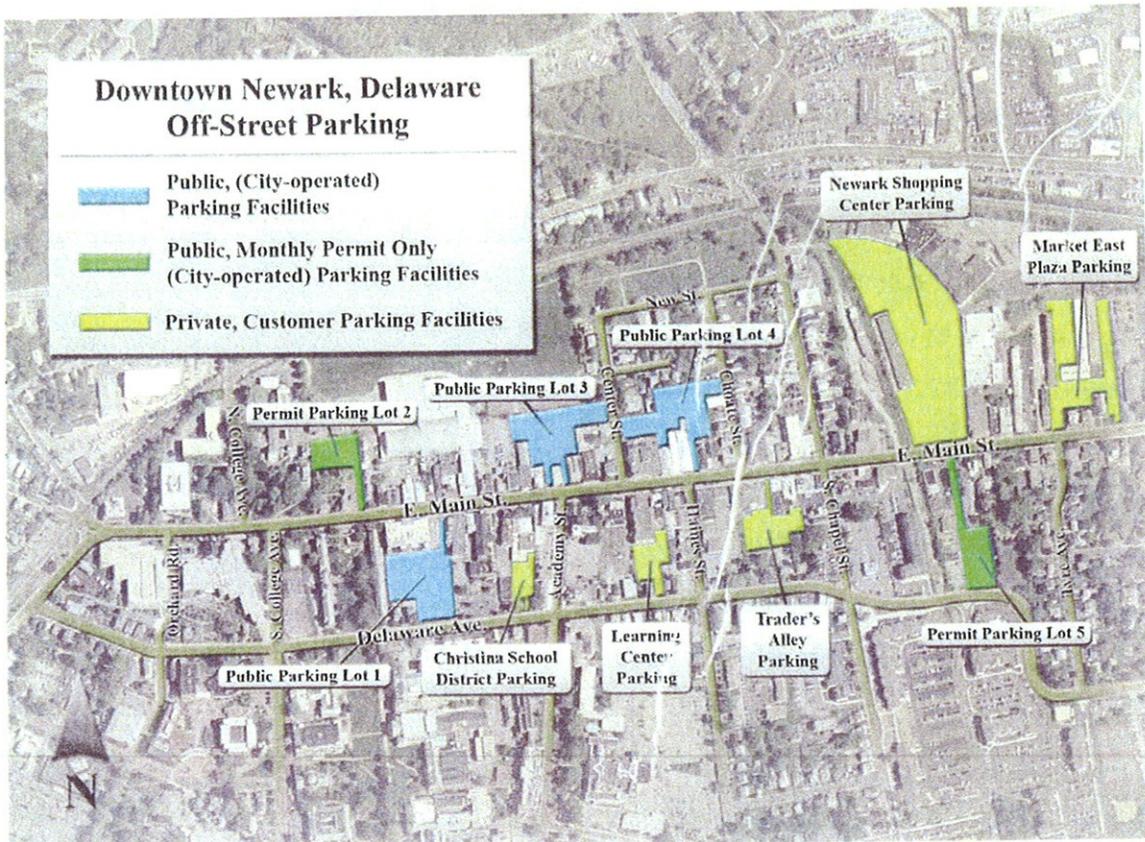
## 1.0 BACKGROUND

Pursuant to Phase II of the City of Newark, Delaware Parking Study, basic block diagram schematics were developed for the parcels of land that currently make up lots 1, 3 and 4. These schematics have been supplied to the City as part of a technical memorandum for review and comment by City of Newark officials. The purpose of this report is to assist in the review of the various sites and to determine which best serves the current and future parking needs of the City.

As a result of this review, City officials have chosen Site #1, which is referred to in this report as the Lot # 1 (Galleria Site), for further functional and financial assessment. This site is situated in the rear of the Main Street Galleria Building and fronts Delaware Avenue and currently serves as Parking Lot #1, which is owned and operated by the City.

Further assessment of this site includes the addition of approximately 9,000 sq. ft. of retail space on grade fronting Delaware Avenue as part of the parking garage structure. Exhibit 1 illustrates the location of Lot 1 in relationship to East Main Street and the University of Delaware.

Exhibit 1



## 2.0 FUNCTIONAL DESIGN & PARKING OPERATIONS

This site maintains the dimensions for a more conventionally designed garage and, as such, this scheme is the most efficient design of the three individual sites initially reviewed. As a result, the cost is estimated at \$20,000 per space to construct, the lowest of the three initial schemes, and is based on the use of precast concrete construction. Construction cost to develop the retail space is estimated at \$80 per sq. ft., which equates to approximately \$720,000.

Conceptual plans include 90° parking in all areas with a single ramp design incorporating two-way vehicular traffic. The elevator and stairwells are located on the Delaware Avenue side with additional stairwells located at the rear of the Main Street Galleria site. Conceptual diagrams, which include a retail component, are included in the Appendix of this report.

It is anticipated that the operation of this facility would be completely automated utilizing pay-on-foot revenue control devices similar to those used to manage the facility today. This approach is the most cost-effective. The elimination of parking attendants to collect fees reduces overall labor costs. In addition, there should be a relatively short learning curve required by the various user groups since the existing surface lot uses this same method of management.

Although it is envisioned that this facility would be managed through the use of automation for the collection of parking fees, it is recommended that some level of human presence be positioned in the facility to serve as security. This may be achieved through the use of an in-house trained security force or through the use of contracted labor. In addition, emergency call-for assistance stations located at strategic points in the facility should be included as part of the design process. To further serve the public, the Parking Department may want to relocate its office to a portion of the new, on-site, retail space. The cost benefit of this relocation would have to be evaluated as the lease space

presently under contract may be more cost-effective than occupying space that could otherwise generate revenue.

### 3.0 FINANCIAL ASSESSMENT

It is anticipated that the usage of the parking garage will, at a minimum, remain consistent with the documented usage of Lot #1. Lot #1 usage is illustrated in Exhibit 2 and is based on data collected as part of Phase I of this study.

Exhibit 2

Facility Name	Parking Capacity	Practical Capacity	Peak (12pm) Occupancy	Percent	Surplus/Deficit
<b>Public (City-Operated) Lots</b>					
Lot 1	191	172	187	98%	-15
Lot 3	204	184	151	74%	33
Lot 4	143	129	138	96%	-9
<b>Public Lots Subtotal</b>	<b>538</b>	<b>484</b>	<b>476</b>	<b>88%</b>	<b>9</b>
<b>Public Monthly Permit Lots</b>		0			
Lot 2	37	33	37	100%	-4
Lot 5	80	72	25	31%	47
<b>Monthly Permit Subtotal</b>	<b>117</b>	<b>105</b>	<b>62</b>	<b>53%</b>	<b>43</b>
<b>Private Customer Parking Lots</b>					
Market East Plaza	170	153	88	52%	65
Newark Shopping Center	536	482	326	61%	156
Trader's Alley	65	59	52	80%	7
Learning Center	54	49	41	76%	8
Christina School District	64	58	58	91%	0
<b>Customer Parking Subtotal</b>	<b>889</b>	<b>800</b>	<b>565</b>	<b>64%</b>	<b>235</b>
<b>Off-Street Total</b>	<b>1,544</b>	<b>1,390</b>	<b>1,103</b>	<b>71%</b>	<b>288</b>

As evidenced in Exhibit 2, taken from the Phase I Parking Study, Lot #1 maintained a peak occupancy rate of 98%.

It is anticipated that the City will not increase parking rates at this facility and that parking rates will, at least initially, remain the same. Exhibit 3 illustrates the current rate structure. Exhibit 4 illustrates the revenue generated by Lot #1 during the course of 2006 as well as the parking system as a whole.

In addition to parking revenues, the City of Newark will create approximately 9,000 sq. ft. of retail space. Again, to generate income projections for the rental of this space, a very conservative figure of \$15 per sq. ft. has been used.

Finally, Exhibit 5 illustrates two redevelopment projects scheduled to occur in the near future. Phasing of these two projects with the development of the parking facility is unknown at the time of this report. However, the potential need for 168 spaces exists. It is uncertain if this need will be absorbed by this new facility or by other existing surface parking lots. For this reason, no increase in demand was projected for the garage related to this anticipated redevelopment.

Exhibit 5

Proposed Development	Residential Units	Parking Spaces Spaces Required	Retail Square Feet	Parking Spaces Spaces Required
115 E. Main Street*	54	108	5,000	30
108 E. Main Street	15	30	0	0
Totals	69	138	5,000	30
Total Required Parking Spaces				<b>168</b>

**Zoning Parking Requirements Used:**

*Dwelling: Two off-street parking spaces per dwelling unit*

*Retail: one off-street space per 200 square feet plus one off-street parking space per employee*

*\* Assumed 5 Employees*

Exhibits 7a-7c illustrates the estimated costs to build, operate and finance a 640 space garage on Lot #1. Although the pro forma indicates the parking garage will operate with a financial surplus under a 100% leased retail space scenario, it does not account for the time required to rent and build out the retail component of the project. For this reason, different pro formas have been developed that project 25%, 50% and 100% occupancy. This exercise indicates the dependence that this facility will have financially on the retail component.

APPENDIX





