

From: Andrew Carley

Sent: Tuesday, July 16, 2024 10:05 AM

To: Mayor <mayor@grand-rapids.mi.us>; City Clerk <cityclerk@grand-rapids.mi.us>

Subject: Regarding Fiscal Committee Agenda Item 11 of the City Commission Meeting for 2024-07-16

According to the Parking Reform Network parking lot map, 28% of Grand Rapids' downtown is dedicated to parking ramps and surface lots. Combined with street parking, this is the largest single land use within the city of Grand Rapids. According to Grand Action 2.0's own parking study the soccer stadium and amphitheater already have adequate parking, even when the other majors' ventures in town have events. This is because there is over 18,505 available off-street parking within walking distance of the stadiums. New developments spurred by these projects have already shown that they will build their ramps with extra parking, adding to the parking capacity of the city, based on the free market demand for convenient parking. As determined by the developer, they require no more additional parking.

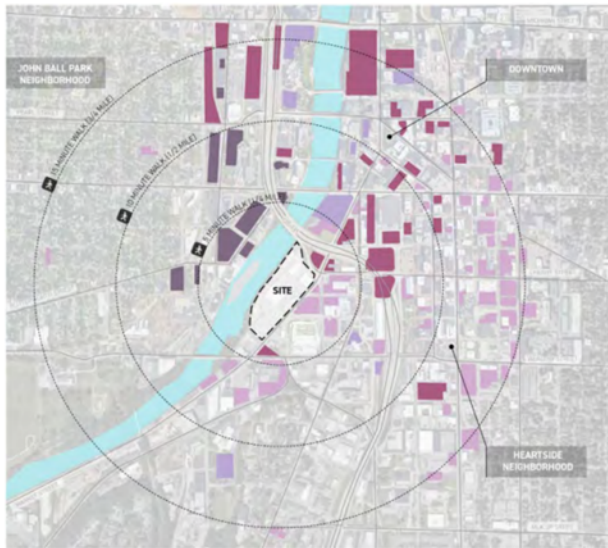
In addition to the already abundant amount of parking in our great city, MobileGR noted that these projects will generate a large amount of foot traffic around these sites. MobileGR recommended and encouraged the low amount of parking at these sites to efficiently disperse the parking load and traffic associated with the parking load to the surrounding area. Approving a parking structure in the site will negate this effect, encourage parking in the site, and increase vehicle traffic directly to the site. This will increase the chance of pedestrian – vehicle interactions, which may result in a higher chance of injury or death of a pedestrian that would have otherwise not been there. MobileGR also noted in the report that a traffic study is not needed due to the limited parking, but for future development a review of the land use and density would need to be reviewed for a possible traffic study. These sites are also heavily supported by public transportation, further reducing the need for parking. Per MobileGR, these sites don't need more parking.

Parking does not make a city. The planning commission has often stated that parking is poor land use. The city commission has also supported efforts to increase multi-modal transportation, biking, walking, and public transit use. Grand Rapids has also worked these types of improvements into the city plans; such as the upcoming city master plan, the current master plan, GR Forward, the recent and past zoning change, Grand Rapids 2010 adoption of Vision Zero. Building more parking is not what the people of Grand Rapids want, and those plans are the evidence and the road map. To ignore these plans and guidelines throws away public trust and the commitments the city makes to its residents. It increases traffic through, makes it more dangerous for pedestrians, bicycles, scooter riders, and those with disabilities.

A \$30.5 million bond is a hard pill to swallow for parking that we will not need. This \$30.5 million will make our city more dangerous to live, work, and play in by allowing more private vehicle traffic in the heart of our city. A \$30.5 bond that will not move the city goals forward as desired by the public and the plans laid out. This money could be used in a much more constructive manner to generate jobs, improve infrastructure and safety throughout the city, not just concentrated in one parking ramp.

I would strongly suggest that this bond proposal not be considered.

Amphitheater Parking w/in 15 Minute Walk



On-Site Parking

- Existing = 116
- New Demand
 - Housing = 300 to 400 spaces
 - Premium/ADA = 300

Additional Parking Demand

- 3000 spaces

Parking within 15-min Walk

	WALK DISTANCE			TOTAL (BY TYPE)
	0-5 MINUTE	5-10 MINUTE	10-15 MINUTE	
PUBLIC LOTS	243	4,408	6,691	11,342
SELECT PRIVATE LOTS (potential public access)	0	1,450	1,494	2,944
GVSU LOTS	764	1,741	40	2,545
ON STREET PARKING (City metered parking)	259	737	678	1,674
Total Spaces	1,266	8,336	8,903	18,505
PRIVATE SURFACE LOTS- NOT INCLUDED IN COUNT				

Market Avenue SW Corridor — Amphitheater Development

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Thank you.

Andrew Carley
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Strong Towns Grand Rapids